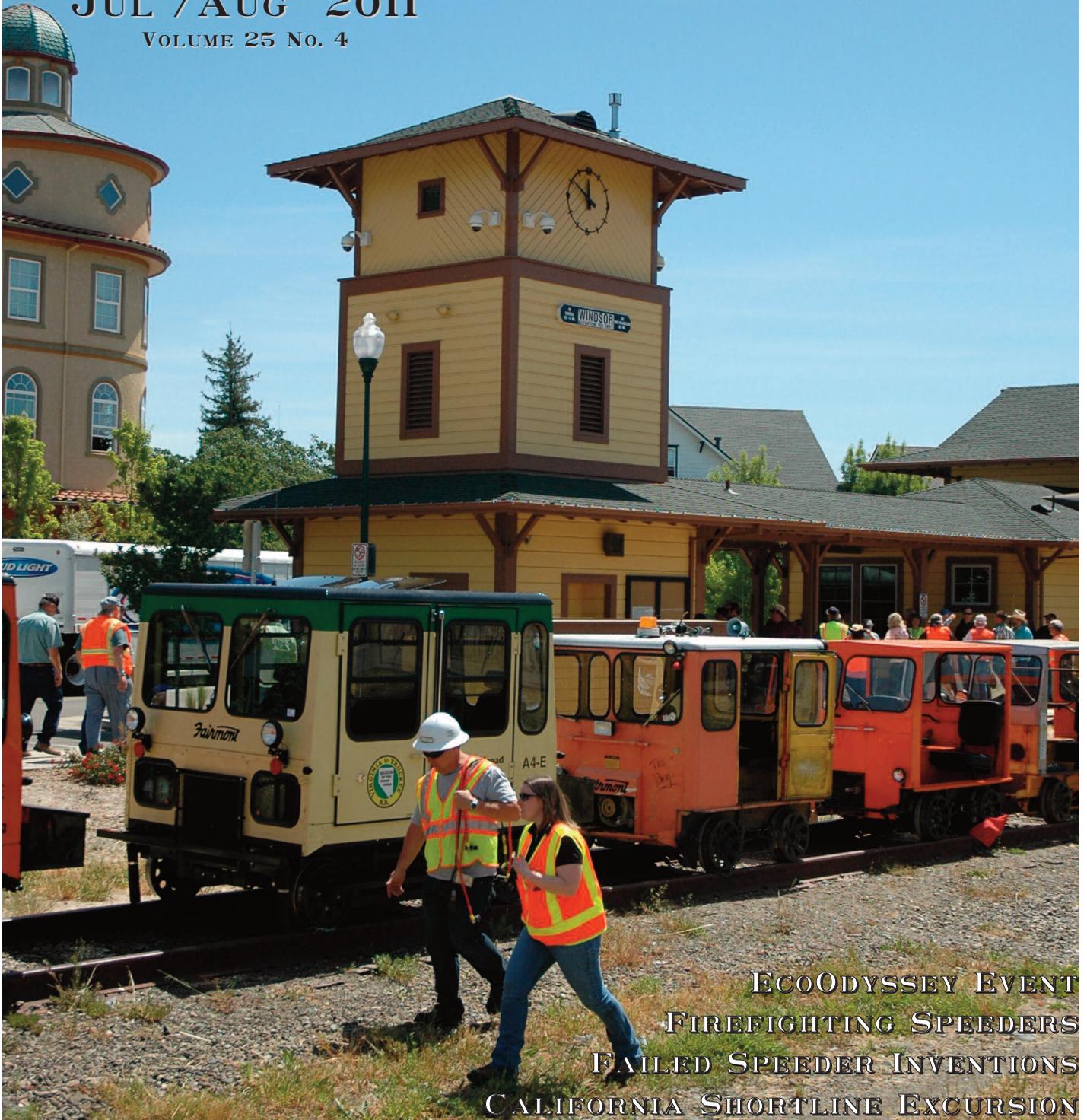
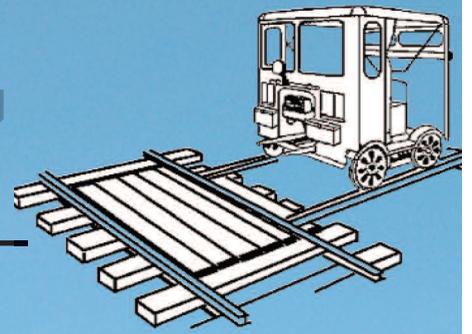


THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION

JUL / AUG 2011

VOLUME 25 No. 4



ECOODYSSEY EVENT
FIREFIGHTING SPEEDERS
FAILED SPEEDER INVENTIONS
CALIFORNIA SHORTLINE EXCURSION

THE SETOFF

VOLUME 25 - No 4

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 is \$36 per year and includes a subscription to *The SETOFF*. Please send a check made out to NARCOA to:

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The SETOFF is printed by
Greg Kightlinger, GEK Printing

All subscriptions, address and email changes must go to the Secretary.
All materials for publication must go to the SETOFF 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.

Letters to the Editor must be signed and include an e-mail address or phone number for authentication. All such letters will be printed as discussed in the NARCOA policy book.

For more information about NARCOA, the safe legal operation of motorcars, or to find NARCOA affiliates, please see:

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ON THE COVER: MAY 6, 2011 - THE RENOVATED WINDSOR, CA DEPOT ON EX-NWP TRACKS NOW OWNED BY SONOMA MARTIN AREA RAIL TRANSIT. PHOTO BY WAYNE PARSONS

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Channel 2 – 151.505 MHz
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PRESIDENT'S MESSAGE

MARG HOPE, STANDING IN FOR WARREN FROESE

We often hear volunteers say, "It's a privilege to serve." Serving on the Board of NARCOA truly has been a privilege for me. I've served three years as a Director at Large and will be leaving the Board this fall. One of you will have the privilege of serving in this capacity. Because one of my main contributions to the Board has been writing and editing for others, our President, Warren Froese, has invited me to guest editorialize. I am delighted to do just that.

As an EC I often wondered how decisions were made. Serving on the NARCOA Board has provided me with an opportunity to see our Board in action. I have come to respect the manner in which the Board and its committees conduct our business. It's not always apparent how decisions are reached because much of their work and deliberations goes on behind the scenes. For example, when an incident is reported on an excursion, an extensive review and investigation is completed by our judicial committee, they recommend an action, and then Board members review their work and frequently ask further questions. Sometimes the incident helps us realize that a rules change is needed. Rules changes are not whimsical. Hours of research, discussion and writing go into crafting rules to keep us safe and assure our railway partners of our determination to operate in a safe and professional manner.

Sometimes an incident review will question the behavior of one of our members. There is enormous effort made to ensure the accuracy of the information and the reasons

for the behavior before points are assessed. Sometimes the Board has to make very tough decisions. Recently, a member was terminated. The member was arrested and charged by local police for bootlegging on a railway. His NARCOA membership had been previously suspended for five years when he was twice caught bootlegging. So, with evidence and a previous warning in place, the Board voted to revoke his membership privileges. Excursion Coordinators have been advised that he is no longer a member. This is a difficult decision undertaken on our behalf to protect us and assure our railroad providers we are serious about safety and rules.

In my two years of service on this Board I've seen amazing leadership, a dogged determination to solve problems, a laudable concern for fairness and due process, and vigilance for safety concerns as well as the image of our organization with our stakeholders. No individual Board member knows everything but our Board collectively has a depth of knowledge that makes such deliberations possible.

I was reluctant to join this Board. I am very glad I did. I have had the privilege of serving with two exceptional leaders: Mark Springer and Warren Froese. I have been witness to the diligence of our Committee Chairs, our Directors and the many other volunteers who make NARCOA work. Everyone of us can contribute but these folks really do step up to the plate. We are fortunate to have an effective Board in place serving us.

This summer and fall, while you

are out on the rails you can make your contribution by operating in the safest manner possible. Take a moment to thank our Railroad hosts and our volunteer leaders. With safe operations, an ongoing show of appreciation and the efforts of our Board, we'll continue to share the privilege of seeing our continent by motorcar.

Marg Hope

Director - at - Large

FROM THE EDITOR BRIAN DAVIS

Jane and I are having a great summer, and I hope you are as well! Keep those submissions coming friends. See you on the rails!

Brian Davis

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

June, how did June get here so fast? From a wet spring it seems we have moved into a hot wet summer. I have been getting out to some runs in my area and have noticed a decline in the attendance both at the trips I have hosted as well as those hosted by other coordinators. This is a trend that I hope stops soon. In speaking with members it seems that the economy is mostly to blame as gas prices are still near \$4.00 per/gallon and everything else is up as well. Also there are more trips available than ever before and they sometimes overlap on dates, so people are being choosy when making plans to travel. I have had to set and explain to several host railroads why we only had ten instead of the usual 30 cars. Hopefully they understand.

Just a reminder that we all need to conduct thorough safety meetings prior to our trips, and that everyone going on the trip is required to be there and to listen to what is being said. It is important that all the participants, not just the operators know what is going on around you, both on the railroad and the immediate area. Expect the unexpected, and you will have a safer and more enjoyable day. Please remember that on any trip, no matter what goes on, the Railroad's personnel have the final say, and we must not question that even if you feel that it isn't correct.

Stay safe.

John Gonder

Area Two Director

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

Hi Area Four Members. Last month I had quite a pleasurable experience when a rail preservation society in Tennessee asked if we'd take their members for a ride on their "home track" during their annual convention. Many dedicated NARCOA operators (who could have found a much easier event to attend) signed up for the day. They prepped their cars so well before the event there was not even one breakdown or mechanical delay the entire day! During the ride day our NARCOA attendees impressed the historical group by providing them with a professional, courteous, informative and incident-free ride. All riders were prepped with a pre-run job briefing/safety email as well as given an informative job briefing just before departing. Some NARCOA members trailed our excursion and flagged critical crossings and additional EC's worked with me to help match the right folks for the right motorcars, perform inspections and also to pre-plan the stopping points along the way.

The result of the NARCOA teamwork during this event was the fact that the host railroad will now let us hold future NARCOA excursions on this line, The NC&St.L Preservation Society has great memories of their annual meeting and they have nothing but good things to say about their experience with NARCOA. It's events like this that make me proud to be a NARCOA E.C. and to be able to work with such amazing, helpful and thoughtful NARCOA members such as the ones that came out to help with the

Tullahoma, TN, event. Thank you!
You guys are the best!!!!

Tom Falicon

Area Four Director

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

Well, we are rolling on the rails now!!! I am happy to report we have had three successful excursions in or related to Area 6. The three excursions have been sponsored by North Central Railcars and Great Lakes Railcars and three of our Area 6 EC's being Dave Hawley, Richard Dunton and Mike Ford.

I have received many reports that the Depot Days celebration was a great success in Brooklyn, Wis. on April 29th and May 1st. EC, Dave Hawley and several of our members gave the local citizens a fun day on the rails and then ended the event with a run to Fitchburg, Wis. for our NARCOA members present.

EC, Richard Dunton, lead a super Friday night run on the Coopersville & Marne RR starting in Coopersville, MI. Both the Friday night and Saturday excursions had beautiful weather and we were able to run all the way to Grand Rapids. We have included a photo of the group and per Richard's comments, he had over half cancel for various reasons which made it a small group of only 10 cars. Being a small group made for a lot of fellowship conversations at all the stops and a good safe time. The group was escorted by a deer, ducks and a wild turkey!

**OCTOBER 14 - 15,
2011 -
ROSEMONT IL
2011 NARCOA AN-
NUAL MEETING**
Sheraton Gateway Suites, 6501
North Mannheim Road,
Rosemont, IL 60018
This meeting is open to all paid
NARCOA members.

EC, Mike Ford and assisted by EC Fred Lonnes (our rear-end Fred) have just completed the leading of a three day run on the Great Lakes Central RR (was the TSBY RR) from Cadillac, MI to Petoskey and then the next day to Traverse City. The third day was the return to Cadillac. With a full group of 25 cars all went well with cool weather and very few breakdowns.

I have just received a phone call from EC, Richard Hinds asking me to let the membership know he is working with the Illinois Eastern RR for a fall excursion. Watch the NARCOA website for the announcement.

On another note, our member, John Becker from Elgin, IL has stepped forward and started the process to become an excursion EC. As stated before, by having additional EC's should lead us to new rails for all of our membership to enjoy riding on.

Don't forget to vote and mail your ballot to Carl Anderson as soon as possible and let's keep it safe on the rails this summer. Be safe and have fun!!

Bob Knight
Area 6 Director

AREA ELEVEN AZ, CA, HI, NM, NV, UT WAYNE PARSONS

Upcoming Area 11 events:

July 9 – Santa Maria Valley RR
July 30 – California Western RR
Sept. 17 – California Western RR
Sept. 17 – Nevada Northern Rwy.
Oct. 1 – Niles Canyon
Oct. 29 – Eagle Mountain RR

Area 11 members are ecstatic that motorcars returned to the newly renovated ex-NWP rails now known as SMART. The Motorcar Operators West event operated north and south out of Santa Rosa, CA on May 6/7. EC Bill Owen overcame many challenges to combine the efforts of the diverse organizations involved. Please see a report on this run in the following pages of this edition of The SETOFF

Area 11 operators are also delighted as Amador Central events progress under the first year of joint ownership by the Recreational Railroad Coalition and the Amador County Historical Society. Readers will recall the generous gift of the 10 mile track from Sierra Pacific Industries last year. The RailFair returned home to Ione on May 28 and again was well attended. The only small hitch was heavy rain on Saturday caused cancellation of the night run.

There are ongoing concerns about loud noises at motorcar events on both the California Western and Amador Central. Neighbors have allegedly complained of loud exhaust noise from cars at the Cal West. Horses have allegedly been

spooked by locomotive style horns or sirens at the Amador Central. I ask all operators to mitigate their exhaust noise by using mufflers, even if a muffler was not original to the speeder. Two-cycle cars tend to be loudest at idle; shutting them down, even for a short stop, can make us better neighbors.

I also suggest that locomotive style horns or sirens not be used when the group is moving. The use of horns or sirens approaching intersections where automobiles are stopped can be particularly confusing to motorists. When they "hear" a locomotive or ambulance, but see speeders, our safety can be compromised by a "spooked" soccer mom. We all know that most horses get spooked by speeders just rolling past. Adding sound effects only increases the hazard to our third party insurance. By responsible operation we can keep the fun of special theme cars and prevent the need for any more rules.

Finally, here is a photo of a "swivel latch" that is banned under the NARCOA mechanical standards for tow bars and pins. An illustration of the banned swivel latch was supposed to be included in our rule book. A quick survey of my photo archive indicates that most members use the very safe "hairpin clip" also known as an "R" clip.

See you on the rails!
Wayne



MOTORCAR CONSORTIUM LTD.

An truly International Affiliate

A short time ago Nic Doncaster of Australia announced a new affiliate that is truly international with members both 'down-under' and here in the U.S. He was asked to do an article for The Setoff. Congratulations Nic on what appears to be a great organization and we wish the group great success. Operators everywhere will be envious of the excursions you will host and we look forward to some great photos.

Introduction:

Thanks for the invite to share a little about who we are and what we are proposing to do. Motorcar Consortium Ltd. is a not-for-profit company that was set up in late 2009 to hold accreditation for a group of motor section car (speeder) owners here in Australia. The Board saw a need in the marketplace, and decided it was time to fill it.

Our People:

At the moment, the consortium is run by a Board of three, being myself, Nic Doncaster, Ken McHugh and Steve Overmyer. Many on the Speeders List would be familiar with the odd post Steve and I put out. And even more may recall that all three of us have had extensive involvement with the speeder hobby over the last ten years, having either travelled to the States to share a speeder run, to meet with various members of the hobby over there, or through their involvement with other groups here in Australia. The Consortium has about 12 members at the moment, half here in Australia and half in the U.S., believe it or not.

The Company:

The company was set up in a slightly different way as to what is usually done here in Australia, and that is it is a federally registered not-for-profit company, rather than a state based incorporated association. There were two reasons behind this (both based on legal advice at the time we kicked off); one being that the Consortium intends to trade in more than one state in Australia, but also because we intend to operate in New Zealand. The Consortium is registered as a foreign company to trade there already. Otherwise we are just like a "society", there for our members, just run exactly like a business.

Accreditation:

Australian requirements differ slightly to that of the U.S., in that there is a process of accreditation to be completed before operations can commence. The Board is

close to finalizing the work needed to complete the documentation needed. These, it is hoped, will be lodged with one of the rail safety regulators in the next few months, with operations proposed for early next year.

Whilst the documentation required for accreditation is extensive, it really comes down to be a summary of what happens when planning and conducting speeder operations elsewhere. The key differences being that the regulations require formal systems for the management of risk, worker health and competence, and interface management (the relationship between speeder operations and the railway). Over time, the Consortium intends to seek accreditation in other jurisdictions, thus allowing a broader scope of operations.

Presently the work is focusing on New South Wales, a state on the eastern sea-board of the country. Most of the trackage here is standard (56.5") gauge track, with some narrow gauge operations (42") near the main city of Sydney that is also of interest. NSW has trackage running in all types of environments, ranging from subtropical to desert climates. Operations here are proposed to be short runs, maybe over two to three days.

Other Australian States:

Over time, it is hoped to operating in other states, with Tasmania and Western Australia being of interest. Both these states have extensive trackage on 42". Presently, the plan is for block runs, similar to major U.S. speeder events like the Pacific North West Tour operated by Motorcar Operators West, in these states.

New Zealand:

Although New Zealand is another country, it shares a number of close likes with Australia, including open trade, hence the registration as a company there. The Board has put significant effort into its proposed operations in New Zealand, including meetings with regulators, network owners, and the heritage sector. Whilst there is a long way to go, the Board sees a number of opportunities.

The key opportunity is period of block access to parts of the network. Presently the focus is on parts of North Island, as traffic conditions there appear to

be more amenable to speeder operations. Although South Island operations are also being discussed. The New Zealand network is operated by Kiwirail Network (aka OnTrack) which is owned by the New Zealand Government.

The broad plan at the moment is a period of two to three weeks of access, starting at one end of the Island and working south. In part, this project has come about from interest in a number of people who are actively involved with the hobby in the U.S., and who are interested in running on the 42" gauge track. The intent is to store speeders in NZ for a repeat operation, or ship them across to Australia for operation in places like Tasmania (also a 42" gauge network), again in a block of two to three weeks.



The North Island includes some wonderful railway features, including the Makatote Viaduct and Raurimu Spiral; hopefully these can be accessed! We have been involved with the Federation of Railway Organizations of New Zealand, the heritage railway umbrella group, including two or their conferences over the past few years.

More Information?

I'd be happy to answer any questions via Skype or email. Keep an eye on our website. Motorcar Consortium Ltd. <http://www.motorcarconsortiumltd.org.au>

Nic Doncaster

Links and photos:

Waiouru -<http://www.goseenewzealand.co.nz/tours/attractions/list/North+Island/waiouru/>

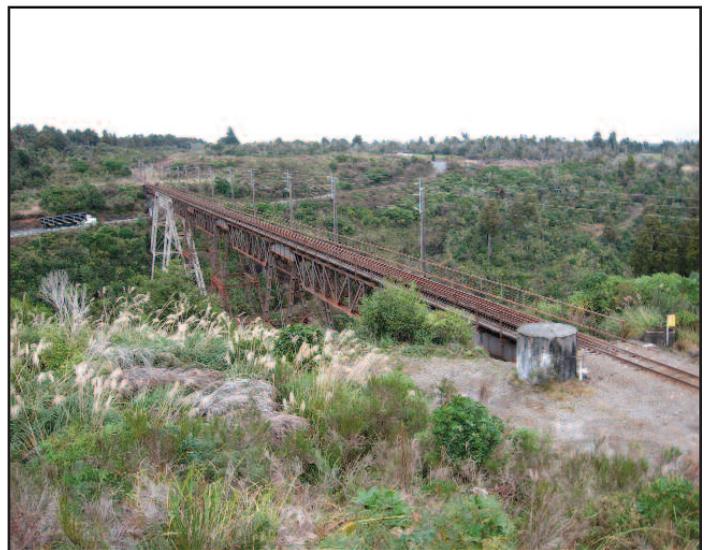
Pahiatua -<http://en.wikipedia.org/wiki/Pahiatua>

Raurimu spiral -http://en.wikipedia.org/wiki/Raurimu_Spiral

Kiwirail - <http://www.kiwirail.co.nz>

Pahiatu - on the railway connecting Palmerston North to Woodville on the Wairappa on the eastern side of the North Island.

This section of track is through a valley, and is currently being upgraded with a number of tunnels being "day-lighted."



Makatote Viaduct - North Island main Trunk



Waiouru on the North Island - start of electrification of the southern part of the North Island Main Trunk - just as pretty without the snow.

THE RAIL-B-QUE RIDES AGAIN!

BY: TOM FALICON

Once again Chris Helmer's Rail-B-Que was pressed into service for E.C. Tom Falicon's overnight Great Smoky Mountains Railroad motorcar excursion. 28 cars departed Andrews, North Carolina for a day of riding the rails, shopping along the way and tasty "rail-gating".

Our first stop was at the Nantahala Outdoor Center where we waited for a passenger train to arrive. Shopping, lunch and watching rafters navigate the rapids of the frigid Nantahala River was the order of the day. It was then onto Bryson City, NC for more shopping and to see the impressive Lionel Train collection and layout at Smoky Mountain Trains.

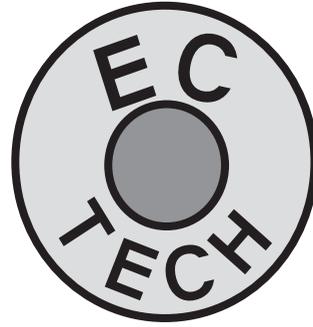
We again headed east and onto Dillsboro, NC for a cool ice cream cone and good conversations. An hour later, cars were turned and headed back down the track a half a mile where we tied up on the main track in front of our excursion hotel for the night.

Chris and his Rail-B-Que had earlier set-up on the track and the smells of a delicious supper were coming from his cook car. Chris literally rolled out the red carpet for us as 80 people were treated to a gourmet dinner that they enjoyed on the hotel's riverside deck. A job briefing/safety meeting was held in the cool, morning mist then we departed west for Bryson City where we tucked in behind a passenger train.

We trailed the train west to the Outdoor Center where we took the siding and Chris fired up the Rail-B-Que for yet another feast. After we were all so stuffed we could hardly move, the passenger train arrived which was our cue to depart west for our final destination of Andrews.

Despite the excessive heat of the weekend, I think I speak for all when I say we can't wait for next years GSMR overnight Rail-B-Que Excursion!

Tom Falicon



BY TOM FALICON

I'd like to write about two important topics that are timely during our peak excursion season:

My first topic is tow bars, tow bar pins and hole sizes of bars and tabs. Lately some issues have arisen regarding the use of tow bar components that are not NARCOA compliant. Use of non-compliant or non-compatible components could hamper the tow bar from being able to be used or actually turn a motorcar into a "pogo stick" as it bounces down the track every time its tow bar that has become detached from the tow vehicle digs into the ballast. All EC's should make an effort to make a tow bars and components part of their pre-event inspection. One side note about tow bar pins: a small diameter pin that has a 45 degree end has more of a chance of falling through a pin bore that is too large as opposed to a "tee" or a 90 degree ended pin. For your reference: Tow bars can be no shorter than 20", Holes in a tow bar and tow bar tabs on the motorcar's frame must be between 3/4" and 1". It is common sense that a 5/8" pin that has a 45 degree end will eventually fall through a 1" bore so it is up to the inspector to look at the size of the pin vs. the bore and also what type of tow bar pins that are being used on each car. A standard pin size and design will be a topic that will be addressed at this year's Board meeting. There is also a certain type of pin with an integral clip that has been banned. Refer to the latest copy of the NARCOA rulebook for the particulars.

My second topic is heat exhaustion. Many states are experiencing extreme heat very early in this season. EC's, please make allowances for operator cool down and if possible have plenty of water available throughout your motorcar consist during each rest stop. Also during your daily job briefing discuss very real of possibility of heat exhaustion. Remind each operator that if they start feeling faint, stop their vehicle, pour cool water over their head and drink plenty of fluids to help re-hydrate their body. Don't wait until it is too late to try to recover from the heat!

Unfortunately I have been really busy over that past few months and have not been able to create an EC newsletter for you all, but I'll try to get one out within the next month or two.

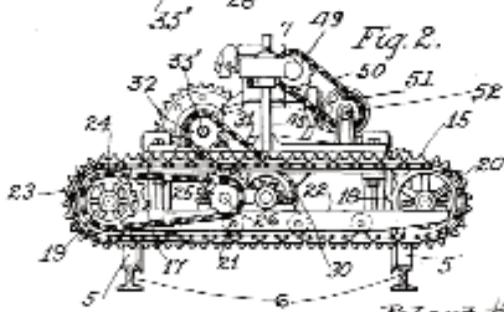
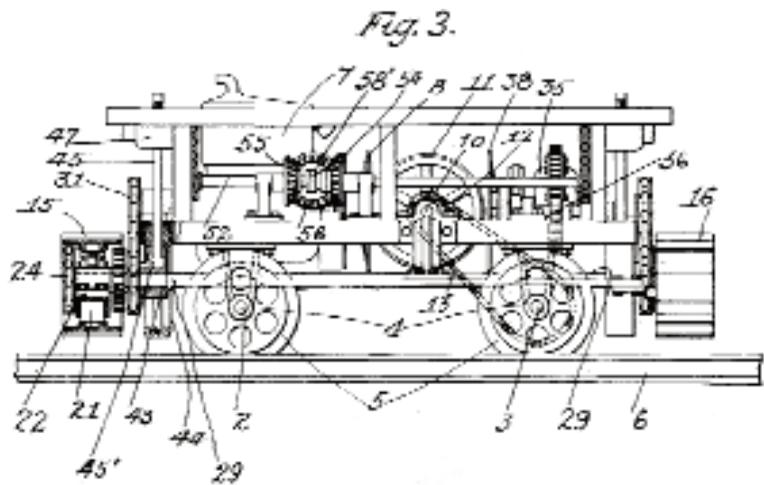
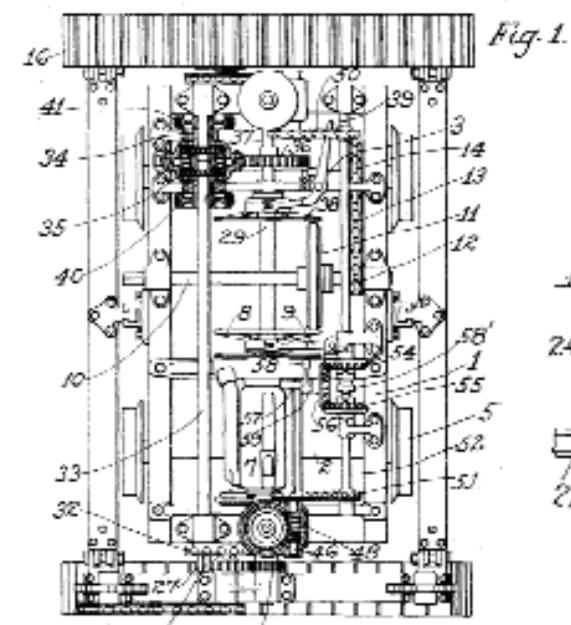
Tom Falicon

MOTORCAR INVENTIONS ...THAT WENT NOWHERE!

Tired of manhandling that heavy speeder around at the set on? A turntable just not your cup of tea? Here is an idea you might want to try assuming you have an old Ditch Witch or two Snowmobiles you can cannibalize. ...or not! There is a lot more to the story than a first glance might indicate.

rest of the car, it is doubtful most motorcar engines of the day could have handled the stress and still have been able to move a group of men and all their paraphernalia around the railroad. There had to be something else in mind...and there was. Looking more closely at the application we can see that the patent was assigned to O. F. Jordan Company. That's right, the same company responsible for those many large Jordan Spreaders and other huge machines that still roam the rails spreading ballast, plowing snow and cleaning out ditches. Jordan had been around for over ten years and it seems our Mr. Bressler was ac-

1,388,236.
 R. E. BRESSLER.
 RAILROAD MOTOR CAR.
 APPLICATION FILED JULY 10, 1921.
 Patented Aug. 23, 1921.
 7 SHEETS—SHEET 1

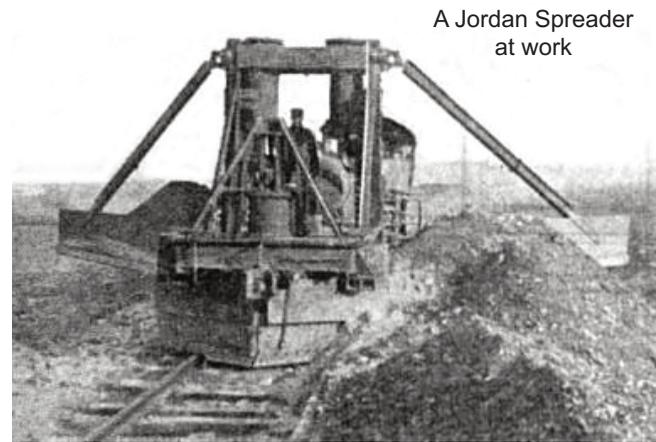


INVENTOR
 Robert E. Bressler
 BY *Arthur W. Nelson*
 ATTORNEY

tually on their staff. Two years earlier he had invented a ditching and bank building attachment for the Jordan Spreader. Since Jordan never built a small motorcar (*that we are aware of*) it is likely that the company had more in mind that just a speeder when they applied for the patent. If indeed one was ever built with the tracked gear, it was probably just a test bed for machinery which was really intended for one of their much larger Jordan Spreaders. Leon Sapp

This curious invention was patented by one Robert E. Bressler on August 23, 1921. In his application he stated: *"The general object of my invention is to provide a motor railroad car of such construction that it can be quickly and easily removed from the usual T-shaped rails at any place along the line and as easily and quickly replaced."*

Sounds like a noble cause and one that might have been appreciated by a gang wanting to work out on the line of track with a load of tools and materials. But, since the machinery would have easily equalled the weight of the



A Jordan Spreader at work

ENVIRONMENT IS FOCUS OF MOW EVENT

FIRST RUN ON RECONDITIONED SMART RAILS BY WAYNE PARSONS

Santa Rosa, CA – May 6/7, 2011. Motorcar Operators West operated a two-day excursion on the former Northwestern Pacific tracks and carried riders on the rail portion of the “EcoOdyssey” event, an ecologically friendly tour put on by the non-profit organization *EcoRing*. EcoOdyssey was a weeklong tour of the Sonoma and Marin County area where participants traveled by kayak, bike, water barge, and rail. Since Sonoma Martin Area Rail Transit (SMART) will not start running commuter trains for another three years, the opportunity presented itself for speeder operators to provide the rail portion of the tour. Nineteen cars on Friday, and twenty-two cars on Saturday, provided seats to tour participants, local environmental leaders, politicians, and members of the press.

SMART bought the NWP rail

from Healdsburg south to San Rafael and is reconditioning the line with a combination of local bonds and Federal stimulus money provided to “shovel ready” projects. The signals have been repaired and were used at more than

50 road crossings. At each crossing Jon Kerruish, our SMART escort, and Danny Mihelcic from Summit Signal, would set a shunt and Pete Mihelcic, riding in the end hy-rail, would pick it up. In this way, cars in the middle of the group did not



One hundred year old Haystack turn bridge south of Petaluma, on Sonoma Martin Area Rail Transit. This is one of three swing bridges on the line. Photo by Kathleen Owen

MOW group stops at the restored Petaluma, CA depot destined to see both freight and commuter traffic soon. Photo by Wayne Parsons



have to stop very much.

Friday the group ran 15 miles north to Healdsburg stopping along the way to see electric cars at the water district headquarters, have lunch in the park at Windsor, and drop off some kayakers at the turnaround point. Sunday we ran south 23 miles south to the Burdell siding at Milepost 31 just above Novato. Along the way, we stopped to see the Sonoma Mountain Village site – a mixed-use project, the organic Bounty Community Farm in Petaluma where lunch was served, the restored depot at Petaluma, and the Haystack turn bridge next to the Petaluma marina. All of these stops for exhibits and tours of interesting ecologically focused projects gave

this two-day event a character different from other speeder runs. It was enjoyable to learn about the communities along the railroad and the efforts to improve the environment and quality of life for local residents.

Excursion Coordinator Bill Owen rose to the many challenges of setting up this event working with the staff at SMART to meet not only the usual railroad rules, but also the many requirements of being a public agency. The additional impetus from EcoOdyssey, so important to local businesses that supported this tour, provided much help in opening doors for the motorcar event. Thank you Bill for all your hard work. Thanks also go to Rick Coates – long time environmentalist in Sonoma County, Toni Tacoma of EcoRing and all her volunteers, Santa Rosa Vice Mayor Susan Gorin, County Supervisor Shirlee Zane, Healdsburg Mayor Tom Chambers, State Senator Noreen Evans, Laurens Edwards (Cinco de Mayo), Glen Ford (inspections), Clint Worthington (set-on), Kathleen Owen (registration) and Tom Slivka (advisor).



Tammy and Clint Worthington operate their MT19 "fire" speeder. Photo by Wayne Parsons

2011 IONE RAILFAIR & VINTAGE MOTORFEST

BY LARRY BOWLER

The 2011 Ione RailFair & Vintage Motorfest is now a chapter in recreational railroading history. After temporarily losing access to the Amador Foothills Railroad in 2010, it became necessary to move the festival to the Placerville Branch in Folsom, CA. Since those dark 6 months of absence from these beautiful, historic rails, the final result of negotiations and patience resulted in the owner of the Amador Foothills Railroad offering to sell the entire 9.5 miles of railroad to a co-ownership, joint venture with the Amador County Historic Society. The offer was consummated in October 2010 when the President of ACHS and the President of RRCHS signed the agreement to purchase the corridor for \$1.00. This development then reopened the door for planning this year's Ione RailFair. It was the decision of both boards of directors to reclaim the historic name of the corridor to be known as the Amador Central Railroad.

Motorcar Operators West Excursion Coordinator, Dave Balestreri, oversaw 30 speeders that arrived to participate in four of the five planned round trip excursions on the corridor. The anticipated Saturday night run was cancelled due to inclement, rainy weather. The problem was not so much the inability of these vintage track inspection cars to operate in the rain but out of concern for the wet, hilly state highway crossings. It was decided to cancel the night run rather than to invite an incident with speeding trucks on the wet highways. The focus was, as always, on safety first.

Three model railroad clubs joined together to present a large display of operating model trains in the nearby school multi-purpose room. Antique automobiles came and went during this 2-day event and other vintage equipment, was on hand for display. Wells Fargo Bank brought their trademark stagecoach, the colorful predecessor to the railroads.

The AMCRR continues to expand its influence and popularity with a number of future events. The next scheduled event is on July 9th when the National Model Railroad Association will hold its annual conference in Sacramento, CA. NMRA will charter busses to bring their conferees to Ione for an introduction of speeder rides on this historic corridor. This will be a *no fee* event to all operators who can provide a seat in a speeder for these fellow, miniature rail enthusiasts. Lunch will be provided by the conferees at no charge to those speeder operators who participate. If this is an event you can help with, please notify Grant Vogel at grant@amadorcentral.com.

Larry Bowler

CALIFORNIA SHORT LINE EXCURSION

BILL SCHERTLE

California is a great state for motorcaring. However, unlike many other states, we do not have any high mileage railroads that still allow motorcars. But we do have quite a few very unique and interesting short lines up and down the state. Motorcar Operators West had tossed the idea around for several years – why not put together a few short lines to create a short line excursion? Well, it finally happened last April and what an excursion it was!

It began on Saturday, April 9th, with the Santa Maria Valley Railroad on the Central Coast between Santa Barbara and San Luis Obispo. Twenty-one cars set on at the now abandoned sugar beet plant in Betteravia and ran to the UP interchange in Guadalupe and then into the town of Santa Maria. This 13 mile short line serves agriculture and industry and has a 100-year his-

tory in the area.

We then traveled to Santa Cruz on the Pacific Coast for a Monday set on at the Santa Cruz and Big Trees Railroad, part of which is the old Southern Pacific branch to the beach at Santa Cruz. This 10-mile tourist railroad runs through Henry Cowell Redwoods State Park with its stand of old growth redwoods and a meandering river. Twenty-nine motorcars set on in the town of Felton to slowly run westward as we experienced the majestic beauty of the California coastal redwood forest.

On Tuesday, we traveled several miles east to the town of Niles where we set on the Niles Canyon Railway, home of the Pacific Locomotive Association's collection of rare and fascinating rolling stock. We motored 5 miles east to Brightside Yard where we were given tours of this amazing collection.

After an hour or so we returned to Niles, experiencing the green grass and wildflowers of Niles Canyon.

It was then time to head further north to the town of Willits and the Mendocino Branch of the Sierra Railway, affectionately know as the Skunk line. This Wednesday run was comprised of 30 cars. The Skunk line is 40 miles long and runs from Willits on Highway 101 over the coast mountains to the coastal town of Fort Bragg. Along the way it climbs a few hundred feet and then slowly descends through some of the most amazing forest scenery you can imagine, punctuated by several stands of old growth redwoods some of which are absolutely huge. After turning on the wye in Fort Bragg and pausing for lunch, we waited for the arrival of the tourist motorcar and then departed east to Willits. The weather began with some rain



mixed with snow but ended up as a nice sunny day.

Back south we went for a Friday set on at the Placerville Branch in Shingle Springs and Folsom, near Sacramento. Back in the 1800's this branch was proposed to be a part of the original Transcontinental Railroad. Due to a large washout (since repaired) we ran the eastern portion from Shingle Springs and then trailered the motorcars to Folsom to run the western portion for a total of about 20 miles. This is typical Sierra foothill country with lots of green grass, grazing cattle, and wandering streams.

From there it was off to the Sacramento Valley town of Stockton to run the Stockton Terminal and Eastern along with the Central California Traction Company. The CCTC is new-to-motorcar rail and we had a total of 40 cars present. These railroads are both industrial switching lines that serve not only the Port of Stockton but the surrounding area as well. We ran about 10 miles of the CCTC to the outskirts of Lodi. Along the way we crossed several very busy city streets as well as several rural high-speed crossings. The scenery varied between residential, agricultural, and industrial. We returned to Stockton and the interchange with the ST&E to find Fat Freddy and his hot dog trailer waiting for us for lunch. After lunch we ran the 10-mile Linden Branch of the ST&E through groves of fruit and nut trees and returned to Stockton for set off.

Forty motorcars set on the Sierra Railway on Sunday, April 17. The Sierra is one of MOW's favorite railroads, beginning in the San Joaquin Valley town of Oakdale

and climbing 40 miles into the Sierra foothills to the Gold Rush town of Jamestown, home of Railtown 1897 State Historic Park. This is a pleasant ride in the spring with more green grass, grazing cattle, and meandering streams. Upon arrival in Jamestown we were invited to turn our cars on the historic air powered turntable built at the turn of the last century. The Sierra has traditionally been known as the "Movie Railroad" due to the large number of movies that have been filmed there. Some enjoyed a picnic lunch on the grounds while others walked into town to eat at one of the several cafes. We were invited to tour the large collection of antique rolling stock including several operating steam locomotives. We left Jamestown after the arrival of the excursion train and enjoyed the downhill ride back to Oakdale. It was now time to travel about 40 miles to our next set on site in the foothill town of Ione.

Ione is the western terminus of the Amador Central Railroad, a 10-mile short line that climbs several hundred feet to the town of Martell. The railroad originally was built to



bring lumber down the mountain to the interchange with the Southern Pacific RR in Ione. It shut down several years ago and recently was sold to the Recreational Railroad Coalition and the Amador County Historical Society for \$1.00. The railroad is now open to educational

events, railfairs, and motorcar excursions. It offers a delightful ride through the Sierra foothills and is a great place to test your motorcar for any upcoming high mileage event – especially where steep grades are involved.

We ended our California Short Line Excursion on Wednesday, April 20th, in Carson City, Nevada (only a few miles east of California) on the Virginia and Truckee Railroad. It was here that 40 motorcars set on for the 8 mile trip to the Comstock Mining town of Virginia City. We traveled on newly laid track mostly on the original right of way, passing historic sites such as Mound House and Gold Hill. There was plenty of time to wander around the historic town of Virginia City, buy souvenirs and eat lunch. All too soon it was time to leave for our final set off at the Eastgate Station near Carson City.

In summary, 88 different motorcar operators signed up for at least one segment of the excursion and we traveled a total of 12,390 incident-free motorcar miles. Several operators did the entire excursion. We

had participants from all over the West as well as from Texas and Colorado. Thanks go to all the Excursion Coordinators and operators who helped to make this excursion a memorable event.

FIRE FIGHTING SPEEDERS

LEON SAPP

One of the earliest endorsements of the Railroad Speeder came from the Government. In a report by the 1894 North Carolina Geological Survey, a quote was made of a Federal report on fires in National Forests. It stated, in part, "...it is necessary to patrol the right of way immediately after every heavy freight train, by a man on a speeder." At that early date the "speeder" referred to was probably hand powered velocipede.

In 1909, the U.S. Department of Agriculture published a paper on 'Wood Preservation in the U.S.' in which they stated, "The most effective method of patrol is to follow every train with a speeder equipped with mattocks, shovels, pails, and other necessary equipment for fighting fires." Later in the report they reported that one system in the Pacific Northwest had expended over \$50,000 for forest-fire claims in the previous year, a considerable sum for the day. The report also stated that in Minnesota, the law required that railroad companies must put on patrolmen to patrol their tracks and that the forest commissioner may compel the companies to put on as many as one man to each mile of track. When one considers that a typical section gang of the day consisted of five or six men with about five to ten miles of track, the fire patrol requirement could conceivably double the number of men. Clearly, the government was getting serious about fire prevention.

In 1911 the Great Northern and Northern Pacific Railroads entered into a cooperative agreement with the U. S. Forest Service. "Under this cooperation the railroad agrees: ...to permit use of tricycle speeders for patrol purposes during the dry season: to furnish such assistance as is available in case of fire; to pay all ex-

penses directly to the men employed in fire fighting. If the fire is within 200 feet of the right of way... to allow Forest officers to ride on certain designated freight trains..."

The following year the Western Forestry and Conservation Association held a conference on fire prevention

during which a Mr. Allen, representing the Great Northern Railroad read a letter from Division Superintendent Smith which stated: "In Canada, where my division has some seventy miles of track, we have established gasoline speeder patrolmen who carry collapsible water buckets, mattocks, axes and long-handled shovels. These patrolmen follow thirty minutes behind our freight and passenger trains and the fact

that we have suffered no fire losses this year goes to prove that this system, while a little expensive on the company, has proven its worth." Both Mr. Allen and

Mr. Smith may have regretted volunteering that information because the States of Washington, Idaho and Oregon immediately demanded similar consideration.

By 1914 in the State of New Hampshire railroad section foremen were all appointed deputy forest fire wardens and instructed by their companies to keep a sharp lookout for fires and to extinguish any they found. If necessary they

had the power to call outside assistance in fighting the fires. On the Maine Central, one man from each section gang was appointed to patrol the track during dry weather. He was proved with a velocipede and a shovel, hoe and pail. The Boston and Main had also begun the use of "gasoline speeder cars" for fire patrol and had installed them in eight localities providing each with a fire extinguisher, an eight-quart filled water



SPEEDER CAR WITH FIRE FIGHTING EQUIPMENT. Used for railroad patrol by the Boston & Maine R. R.

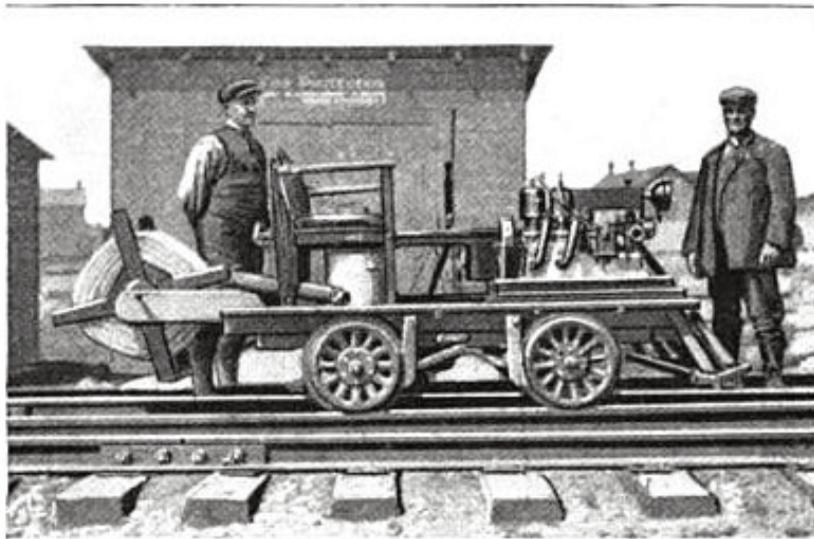


Members of Forest Service on Gasoline Speeder Equipped with Fire Extinguishers and Tools Patrol Railroad Right of Way and Put Out Fires Caused by Falling Sparks

MOTOR SPEEDER EQUIPPED TO FIGHT FOREST FIRES

Far more effective than a bucket brigade is a motor-driven speeder, such

as section hands use, which has been equipped for fighting forest fires near a railroad right of way in Ontario. Carried on the front is an aluminum-base pressure pump, so light that it can



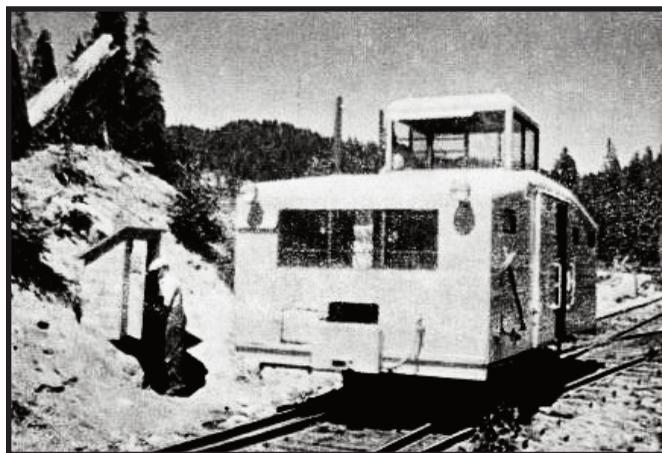
A Railroad Fire Engine for Fighting Forest Fires: The Pressure Pump Is Able to Throw Water 30 Feet from the 1,500 Feet of Hose, Here Shown Wound on the Reel

be transported by two men if occasion demands. With it water can be thrown 30 ft. from a nozzle attached to 1,500 ft. of hose, which winds on a reel projecting from the rear of the car. An electric headlight and a fender—both useful chiefly in clearing the track of wild animals—are part of the equipment. The car can carry seven or eight men and their fire-fighting tools, is capable of excellent speed, and can also pull a trailer.

sprinkler, a shovel and a broom.

Not only was the Government insisting on fire prevention efforts by the railroads, they were taking an active part themselves. In the 1922 Appropriations Bill by the Department of Agriculture, the Secretary reported, "...we have 33 railroad speeders, used in connection with fire-fighting work." He asked for authority to buy more.

As long as steam ruled the railroads, fire prevention would continue to be a concern. Even today, many tourist railroads such as the Durango and Silverton and the Cumbres and Toltec follow each train with a speeder equipped with fire fighting tools. - Leon Sapp



The above illustration from a 1954 issue of Popular Mechanics shows a large Skagit Speeder in Fire Patrol Service in Canada.



The illustration at left, from a 1919 issue of Railway Locomotive & Engineering Magazine shows two military speeders equipped for fire fighting on the French and Belgian Railways during World War I

Photo by Signal Corps, U. S. A.

RAILWAY SPEEDERS CARRYING CHEMICAL FIRE FIGHTING APPARATUS

Book Review

'The North American Railroad Section Car' by Leon Sapp

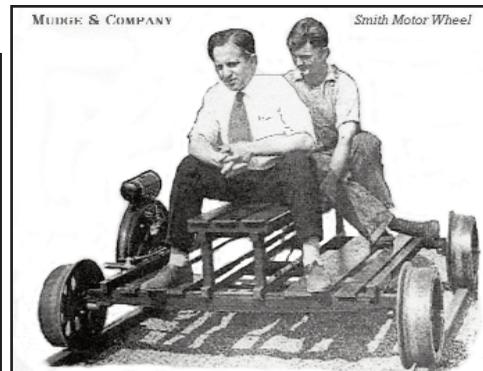
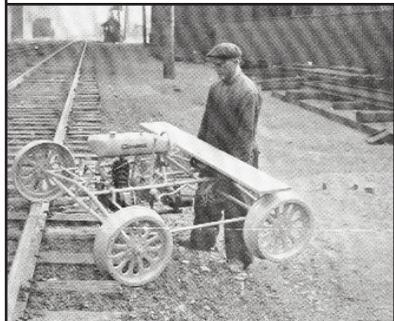
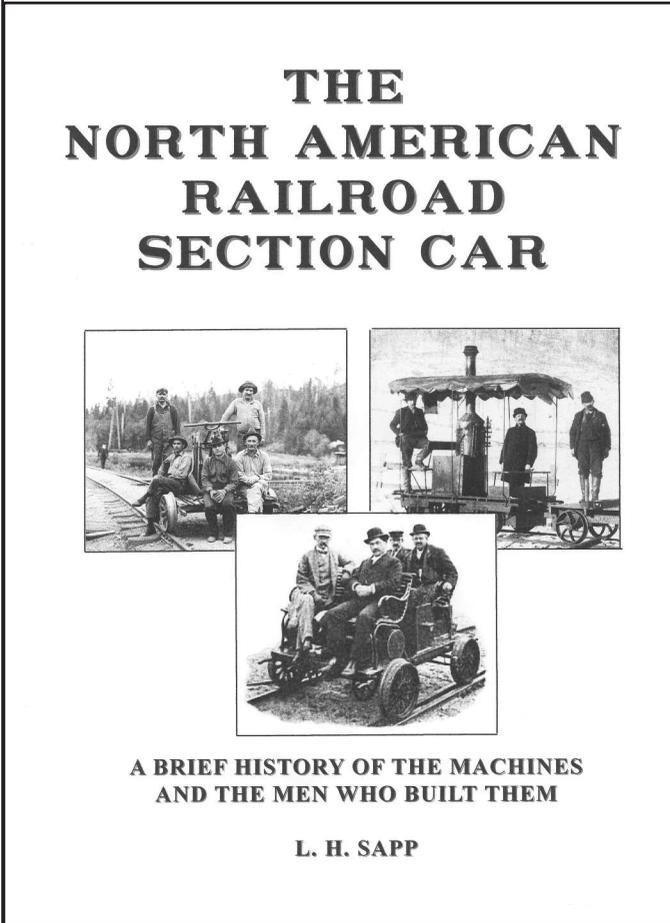
For several years we have all enjoyed reading the short 'Motorcar Milestones' histories Leon Sapp has been writing for the Setoff. He has finally made good on his promise to put his research into a book and has published it under the title "The North American Railroad Section Car."

The book represents over three years of research that has taken Leon to many public and university libraries, and through the collections of many of our fellow enthusiasts. Not only does he give us an extensive history of over sixty manufacturers of motorcars, he also gives a brief history of the handcar and steam powered inspection cars that preceded them. There are also chapters on the Hy-Rail and both automobile and military conversions.

Wayne Parsons has written a most interesting forward to the book. Then in 326 pages the history of the motorcar from the earliest failed attempts to the final days of production is told through the struggles of the motorcar salesman and how he had to go about gaining the attention and trust of a very reluctant and conservative railroad management. Using advertisements, photographs and articles from publications dating all the way back to the first motorcars in the 1890s, Leon traces that struggle from start to finish. The extensive list of references at the back of the book is nearly worth the purchase price and will no doubt prove invaluable to any future researcher wanting to dig a little deeper.

The nearly 700 illustrations in the book have been taken from many early publications and personal collections. Many have never been published before. I recommend the book to anyone that wants to know more about railroad motorcars and their fascinating history. The book is truly a great reference work on our favorite little machines.

Willie Kirby



SKAGIT RAILCAR

SPOTLIGHTS PRESERVATION

RAILS TO TRAIL GROUP GIVEN SETBACK

BY PHILIP S. ROSE

El Dorado, CA - The big yellow car, once used as a maintenance of way vehicle by Weyerhaeuser Timber Company in Vail, WA, continues its role as the very visible ambassador for the Placerville & Sacramento Valley Railroad (PSVRR). Owned by the Folsom, El Dorado & Sacramento Historical RR Association, the Skagit Railcar again operated at the Ione RailFair over Memorial Day weekend giving rides to the public while speeders made the run to Martel.

The PSVRR, an all volunteer non-profit organization, has negotiated a 5 year license agreement with the Sacramento Placerville Transportation Corridor Joint Powers Authority (JPA) to operate historic trains over the 34 mile corridor. The JPA board approved the license and sent it out to the individual county jurisdictions for ratification. Ahead of a

vote on the license, an item on the agenda of the May 24th meeting of the El Dorado County Supervisors provided a test of public interest in preserving the rail that runs from Diamond Springs (near Placerville) to Folsom, CA

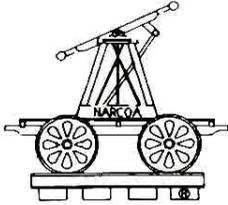
Friends of the El Dorado Trail, a group that wants to convert 16 miles of the right-of-way between Shingle Springs and the county line to a class one bike trail, suffered a setback in their efforts as Jim Ware, DOT Director, presented his report on the feasibility of pulling the tracks. Ware's report raised questions of the legality of lifting the rails and questions of how to pay for building and maintaining a bike trail. The pro bike contingent had staged a pre-meeting ride to demonstrate support. However, of the 23 people who spoke during the public comment time, only four were

pro bike trail.

The El Dorado County Supervisors continued the "rails to trail" item over until their August 16th meeting. Support for retaining the railroad appears stronger than the supervisors estimated and they may now wish the issue would go away. The rail group has said all along that there is room for both trails and rails.

In addition to a limited schedule of trains between Shingle Springs and El Dorado over the next four months, the PSVRR will continue to operate the Skagit railcar at various public events including the Folsom Rodeo in July. To find out more about supporting the preservation efforts, or becoming a member, please see www.psvrr.org.



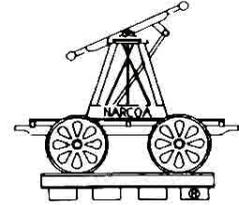


NARCOA EXCURSIONS

AS OF JUNE 16TH, 2011

Please submit all excursions and ads directly to
webmaster@narcoa.org

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



July 2 - 3, 2011 - MN - North Shore Scenic Railroad

Day 1 - Two Harbors, to Duluth, MN & return, 52 miles rt. Museum visit mid-day. Return at dusk, with night operation a possibility. Day 2 - same route returning around 1pm. \$75.00 per car for 1 day, or \$100.00 for both days. 25 car limit. To register 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). Payment includes the railroad fee, refreshments, museum & shop admission, gratuities and other related excursion expenses.

July 2 - 4, 2011 - OR - Oregon Pacific Railroad

Second annual Speeders, Fireworks & Night Run on the Molalla and East Portland Branches. Molalla branch optional, pre-mentoring, familiarization day Sat July 2nd, full tours on Sunday July 3rd, followed by the East Portland branch on Monday 20 car maximum, event is free! Set-on at the RSG Lumber Mill in Molalla Oregon. Monday's Set-on will be just south of the OPR shops in Milwaukie Oregon. BBQ dinner onboard train for \$10.00 per person. Dry camping is available Please have your inspection forms filled. When you RSVP as soon as possible by e-mail or phone we will send out further details Contact Kevin Novak by e-mail at UP2615@comcast.net or by phone at (503) 984-4186 1000-2200 PST.

July 3 - 5, 2011 - CO - San Luis & Rio Grande RR - La Veta Pass and San Luis Central RR Three-day 260 mile excursion Day 1 - Alamosa to Monte Vista to Center, CO & return. Speeders to be used next day must make this run. Day 2 - Alamosa to MP 180.12 beyond Laveta, CO & return. Day 3 - Alamosa to Antonito, CO, ride C&TSRR narrow gauge train, & return. Train optional. \$275 for the excursion plus \$82 per person for tickets (lunch included) on the C&TSRR. Send fees to Carl Schneider by April 15. We need 30 paid entries to proceed, no refunds after April 15. Spark arrestors required. Discounted C&TSRR tickets through the First Iowa Division only. Carl Schneider 515-967-5181, motorcarl@mchsi.com

July 5 - 6, 2011 - ND - Dakota, Missouri Valley, and Western Railroad

Day 1 - Raymond, MT to Crosby, ND & return. 130 rt miles.. Day 2 - Raymond, to Whitetail, MT & return. 60 rt miles. 25 car limit. To register, 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). Make your hotel reservations at the Sherwood Inn, Plentywood, MT (406-765-2810)

July 6, 2011 - CO - South Fork, Denver & Rio Grande Rwy Historic Foundation

South Fork, to Wasson Wye, CO and return. Between 30 to 40 track miles. 25 car limit. You may run either or both days. Checks should be made to "Rocky Mountain Division". \$140 (\$100 for paid RMD members) Your check is your reservation; Fee must be received by EC two weeks prior. Jon Keeling, Phone: 719-989-0779, P.O. Box 721, La Veta, CO 81055 Email: jkeelingmt14@yahoo.com. Spark arrestors will be required. No Hi-Rails. No Smoking.

July 8 - 10, 2011 WA/IDWashington & Idaho Railway

Day 1 - Potlatch to Marshall, WA, and return 138 miles. Day 2 - POTLATCH DEPOT DAYS will be held in conjunction with the W&I RR excursion. Day 3 - Potlatch to Moscow, ID and return, 74 miles. Run fees are \$135.00 for the 2 days. Send to Steve Taulbee, 2206 Burrell Ave, Lewiston, ID 83501. No refunds after July, 1, 2011. PRO membership, spark arrestors, and mechanically sound cars required. Please provide email address with so info packet can be sent. 30 car limit. For information contact meet coordinator Steve Taulbee, 208-798-9388 or taulbee1@cableone.net or Terry Wade railsntails@yahoo.com. Please let Terry know the number of open seats you will have for Saturday.

July 8 - 10, 2011 - GA - Old Seaboard Coast Line Railroad

Richland to Omaha GA and return, three runs each day. Includes a night run Saturday. 156 miles total. \$75.00. All two cycle engines must have US Forestry approved spark arresters. Reflective safety vest required. 5 Car Minimum. Will Thompson EC Home: 229-723-8231 Cell: 229-359-5701 cwthompson@windstream.net Larry Crowe EC Home: 229-776-5882 clh1@planttel.net Bill Delmar EC in Training: Home: 404-636-3450 This is not a work run.

July 8 - 10, 2011 - CO - Leadville, Colorado and Southern Railroad

Leadville to Climax, CO & return. 3 day excursion, 11 miles (approx.) at 10,000 to 11,000 ft elevation. USFS approved spark arresters required. Registration form and details on the RMD website: www.rockymountaindiv.com. First paid 30 NARCOA compliant cars per day. Hy-rails and larger gang cars only on a case by case basis. Full payment required at the time of registration. The RMD website should be monitored for any changes in detail for the runs.

July 8 - 10, 2011 - NY - Delaware & Ulster Railroad

Multiple trips between Roxbury and Highmount, NY, aprox. 48 miles total. Night runs and a night trip to Highmount for dinner are included. Camping available. \$80. No HY-Rails. Reflective vests required. Any cancellation must be 10 days prior. Contact Warren Riccitelli, (401) 232-0992 or warren.riccitelli@cox.net or Al Elliott (732) 536-7460 trackcar2365@optionline.net. Immediate reservations may be made by visiting our website - www.nerailcar.com

July 8 - 9, 2011 - SK - Wheatland Railway and Torch River Rail - Full - Waiting List

Day 1 Hoey to Totzke East, SK & return, 92 miles. Day 2 - Nipawin to Choiceland, SK & return, 104 miles. \$100 (USD or CDN) for each excursion, or \$175 (USD or CDN) for both excursions. To register, make checks payable to North Central Railcars and send to Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035 or contact Mike, phone (317) 839-9320 e-mail (mford@indy.rr.com). Canadian riders must register but may pay at excursion.

July 9, 2011 - CA - Santa Maria Valley Railroad

Santa Maria and Guadalupe, CA. Three round trips will be made including a twilight run at 7:00, 20 rt miles each. \$65.00 Barbecue will be available for lunch. Excursion coordinator is Bill Schertle. EC in

training is Lonnie Hughes. For trip details go to the MOW website at www.mowonline.org or e-mail the coordinator at bschertle@sbc-global.net.

July 9, 2011 - GA - Blue Ridge Scenic RR

Blue Ridge, GA to Ellijay, GA – Approx 30 miles round trip. Bring a picnic or eat at the restaurant in Ellijay. Set-on Davenport Lumber Yard at 4 PM. \$5.00 per car active Blue Ridge Scenic Railroad Volunteers. All others \$10.00 per car. lease email or call for accurate count. Call for directions if needed. Coordinators: Carl Hymen (706-455-0492), Ron Long (706-632-9736). Email: carlsmotorcars@yahoo.com. Reserved seats on Carl's car available.

July 11, 2011 - SK - Canadian National Railway - Full - Waiting List

Elrose and Eaton, SK & return. 120 miles rt. \$100 (US or CDN) Steel toed boots, hard hats, protective eyewear, and hy-vis vests required. To register, please make checks payable to North Central Railcars and send to Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035 phone at (317) 839-9320 or e-mail (mford@indy.rr.com). Canadian riders must register but may pay at excursion.

July 12 - 13, 2011 - Great Sandhills Railway - SK- Full - Waiting List

2 day excursion between Cantuar and Burstall, SK & return, 260 miles total. \$225 (USD or CDN) \$90.00, does not include the overnight accommodations in Leader, SK which are being arranged and will be an additional cost. To register make checks payable to North Central Railcars and send to Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035 or phone at (317) 839-9320 or e-mail (mford@indy.rr.com). Canadian riders must register but may pay at excursion.

July 14 - 15, 2011 - SK -Great Western Railway - Full -Waiting List

Day 1 - Assiniboia and Coronach, SK & return. Day 2 - Assiniboia and Ogema, SK & return. Total 240 miles. \$225 (USD or CDN) A list of hotels will be included with your registration materials. 25 car limit. To register send checks payable to North Central Railcars to Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035 phone at (317) 839-9320 or e-mail mford@indy.rr.com. Canadian riders must register but may pay at excursion.

July 16, 2011 - OH - City of Greenfield Railroad

Greenfield to Midland, Ohio, 60 mile round trip. Set on begins at 8 a.m. Your meal is included (2 per car). Fee - \$80 HyRail operators required to contact coordinators prior to registering. With registration you will be sent a map and required paperwork. 35 car limit. Confirmation and releases will be pre-sent via email and will be returned at the excursion. Fee will be based on registration of 20 cars minimum, and the railroad is paid per car. Ohio Valley Railcars c/o Dave Verzi, 3922 Rocky River Drive, Cleveland, Ohio 44111 WM340@aol.com Phone 216-941-5273

July 16 - 17, 2011 - SK - North Shore and Shamokin Valley Railroads

Day 1 - Northumberland to Berwick, SK and return. 86 RT miles. Day 2 - Sunbury to Mt. Carmel Junction, SK and return. 50 miles RT. Saturday night dinner and tour at the White Deer Train Station. \$85.00. Rides are rain or shine. Hard soled shoes required - Children must be closely supervised. Send check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: (570) 538-9050 or email fire-

fighter5@jlink.net.

July 22 - 24, 2011 - GA - Old Seaboard Coast Line Railroad

Richland to Omaha GA and return, three runs each day. Includes a night run Saturday. 156 miles total. \$75.00. All two cycle engines must have US Forestry approved spark arresters. Reflective safety vest required. 5 Car Minimum. Will Thompson EC Home: 229-723-8231 Cell: 229-359-5701 cwthompson@windstream.net Larry Crowe EC Home: 229-776-5882 clh1@plantel.net Bill Delmar EC in Training: Home: 404-636-3450 This is not a work run.

July 23 - 24, 2011 - NY New York Susquehanna & Western Railway

Day 1 - Cartland to Syracuse, NY & return. Day 2 - Cortland to Chenango Bridge, NY & return. Total 160 miles. \$120.00 with Sunday lunch for \$9 extra. No one under 18, 40 car limit. A (NORAC) guidelines training class and test required prior to trip, given Friday night. Contact the VRA at 80 Royal Ave. Hawthorne, NJ 07506 Tel: (973) 238-0555 or email volunteerra@yahoo.com. You can also sign up and pay for the trip with a major credit card via our website at <http://www.vratrrips.org>.

July 30, 2011 - CA- Mendocino Branch of Sierra RR

Willits to Fort Bragg, CA - 78 mile one day round trip. 78 miles, 30 car limit. Seat belts and mobile radios with NARCOA channel 1-3 are recommended, but not required. \$150. Price includes Includes 2 lunches per motorcar, does not include Fuel or lodging. EC: Tom Phair, Assisted by Ed Best. Contact: Ed Best, 146 Via Copla, Alamo, California 94507 (925)837-7690 ed-best@comcast.net. SWRC web site: <http://www.southwest-rail-car.org>.

July 30, 2011 - MN - Minnesota Northern Railroad

Thief River Falls to St. Hilaire, MN, turn & return to Roseau, turn & return to Thief River Falls. 140 miles total. \$40 per car. For info and to register contact Dave Voeltz – 801 N Harrison Ave, Pierre, SD 57501 605-224-2964 H 605-280-5551 C Email DVoeltz@pie.midco.net Set on times and excursion information will be sent out once the details have been finalized.

July 31, 2011 - ND - Dakota Northern Railroad

Grafton to Cavalier and Walhalla and return. 96 miles. \$55 which includes lunch for two at Walhalla. Additional lunch tickets \$7.50 each. Set on 6:30 am at the East Park St crossing off of US Highway 81 in northern Grafton. EC Dave Voeltz – 801 N Harrison Ave, Pierre, SD 57501 605-224-2964 H 605-280-5551 C Email DVoeltz@pie.midco.net to register and information packet.

August 1 - 5, 2011 - ON - Ontario Northland Railway

5-day, 540-mile NARCOA excursion in Ontario's north, between North Bay and Cochrane, ON. Schedule details and excursion cost will be made available once details have been finalized. For information contact Ted Stevens, ted.stevens@rogers.com, or 519-376-2563. EC Jim Brown, depot@csolve.net.

August 6 - 7, 2011 - NY - Finger Lakes Railway

Day 1- Geneva to Canandaigua, NY& return with sunset ride along lake. Cars remain on track overnight. Day 2 - Geneva to Solvay, NY & return. Total 140 miles. Set on 7 AM. \$155, does not include meals. Brown bag lunch for Sunday. HY-Rails by permission only. Contact Warren Riccitelli, (401) 232-0992 or warren.riccitelli@cox.net No cash or checks accepted. Immediate reservations may be made by visiting our website - www.nerailcar.com. All payments/ cancelations

are required 10 days before the excursion.

August 6, 2011 - IA - Iowa River Railroad

Eldora, to past Steamboat Rock, IA, up to 70 miles rt, twice if time permits. \$45. EC Dave Pratt (515-674-3803). Contact Carl Schneider at 515-967-5181 or e-mail motorcarl@mchsi.com for more information. Set on location is about 2 blocks north of the Hwy 175 crossing, set-on 7am. This line has been put up for abandonment so this may be the last chance to ride this scenic track.

August 13, 2011 - WV - South Branch Valley Railroad

Petersburg to Greenspring West Virginia and return. 104 round trip miles. 40 car limit, Hy-Rails with prior approval. \$65.00 p/car. To Register send check made to; A.R.E. plus insurance and certificate no's., type of car, email address, cell phone#. Contact : John Gonder Appalachian Rail Excursions/ SBV 415 Levine Ln, Ruffs Dale , PA 15679 724-696-4544 up3706@msn.com Large cars must be able to load and unload perpendicular to the track. RCC potty cart will be along. Over the ankle hard soled work boots required.

August 13-16, 2011- NM/CO - Cumbres & Toltec Scenic RR (3 ft. NG)

Day 1 - Set on Chama, NM Sat. 8/13 5:00pm. Day 2 - Chama to Big Horn and return, 90 miles rt. Day 3 - Chama to Antonito, CO, 64 miles. Stay overnight. Day 4 - Antonito to Chama, NM, 64 miles. \$350.00 per car plus \$30.00 per person for breaks/meals. EC: Jim McKeel, 9742 Yosemite Ct., Wichita, KS, 67215-1531, (316) 721-4378, e-mail: cts.excursions@cox.net. Make checks payable to "Jim McKeel". include name, address, phone, rules and insurance number, e-mail address. 20 car limit. Deadline for registration/payment: July 15, 2011. No refunds after August 1. Spark arresters, wheel chock chains required. No smoking, pets, children under 16. Registration payment due by Friday, July 15, 2011. No refunds after August 1.

August 14, 2011- WV/MD - Western Maryland Scenic Railroad

Ridgely, WV to Frostburg, MD. 34 miles rt. 40 car limit. \$40.00per/car. Contact John Gonder at up3706@msn.com or 724-696-4544. To register send check made out to A.R.E. along with Full address, cell phone, email, insurance and Operators cert no., type of car, to: Ms. Sally Badger 1298 Dogwood Ave. Morgantown WV 26505

August 18-21, 2011-CO Durango & Silverton Narrow Gauge Railroad (3 foot narrow gauge) SOLD OUT

Day 1 - Set on in Silverton Days 2, 3 & 4 pre-dawn departure Silverton to Rockwood, CO and return. 56 round-trip miles per day. \$350.00, 20 car limit. Run is during "Railfest 2011" Send check to Rocky Mountain Division, with: car make, model, Insurance/ Operator numbers, email address, home and cell no's to: Philip Walters, 6137 Road 46, Mancos, CO 81328, (970) 533-7177 pwalters.ecs@hughes.net. Experienced operators, excellent mechanical condition, Spark arresters, wheel chock chains required. "zero minute" breakdown rule. No mentoring. Cut off date is Friday, July 15. No refunds, "slot" is not transferable. More details, posted at www.rockymountaindiv.com.

August 20, 2011 - IA - Appanoose County Railroad

Centerville, to Albia, IA. Set on 6:30am at the APNC shop building just south of the water tower in the southeast part of town. 64 miles rt. \$35. EC Dave Pratt (515-674-3803) Contact Carl Schneider 515-967-5181 e-mail motorcarl@mchsi.com for more information.

August 26 - 28, 2011 - IN/MI Indiana Northeastern Railroad

Day 1 - set on Ashley, IN. Day 2 - Ashley, IN to Coldwater MI. Stay overnight. Day 3 - Coldwater, MI to Ashley, IN. 150 miles rt. \$275.00

includes railroad fee and overnight accommodations in Coldwater. 35 car limit. Registration closes July 15, 2011 or when the trip is full. To register, send a check for \$275.00 (Payable to Great Lakes Railcars). to Michael P. Ford, 7712 Carpenter Court, Plainfield, IN 46168-8035, (317) 839-9320 e-mail (mford@indy.rr.com) For questions or further information, Contact Mike.

August 27-28, 2011 - NY- Upper Hudson River Railroad

Upstate New York, north of Albany, this road follows the scenic headwaters of the Hudson River. 90 RT. \$155. HY-Rails by permission only. EC: Warren Riccitelli and Al Elliott. For information contact Warren Riccitelli, (401) 232-0992 warren.riccitelli@cox.net or Al Elliott (732) 536-7460 trackcar2365@optionline.net No cash/checks accepted. Immediate reservations may be made by visiting our website - www.nerailcar.com.

September 3 - 5, 2011 - ND - Dakota Missouri Valley & Western

Day 1 - Wishek to Oaks, ND and return. Cars remain on track overnight. Day 2 - Wishek to McKenzie, ND and return. Highway to Bismark. Day 3 - Bismark to Garrison, ND and return. 410 total miles. Pre registration encouraged \$110 and includes lunch for two on Saturday and Sunday. Additional lunch tickets \$7.50 each. Contact EC Dave Voeltz - 801 N Harrison Ave, Pierre, SD 57501 605-224-2964 H 605-280-5551 C DVoeltz@pie.midco.net

September 7 - 23, 2011 - AK - Alaska by Motorcar - Full - Waiting List

Virtually all of the Alaskan Railway system, North from Anchorage with layovers in Denali National Park and Fairbanks, then south with layovers in Talkeetna and Seward. This tour includes a morning run through the tunnel to Whittier - total mileage 964. Cost estimates Lodging - \$3,500, RR - \$2,850/car. Additional tour expenses about \$150. We are working on transportation options; none are inexpensive. For detailed itinerary contact Margaret Hope mhope@lionsgate.ca We need 20 cars to proceed. Approximately 50 participants are already on this list. October 1 date for registration (\$1000 of which \$350 will be non-refundable.) EC, Pacific Northwest Tour 2011 - Alaska (604) 320-7613 mhope@lionsgate.ca

September 9-12, 2011 - NM/CO - Cumbres & Toltec Scenic Railroad (3 ft NG)

Day 1 - Set on Chama, NM Sat. 8/13 5:00pm. Day 2 - Chama to Big Horn and return, 90 miles rt. Day 3 - Chama to Antonito, CO, 64 miles. Stay overnight. Day 4 - Antonito to Chama, NM, 64 miles. \$350.00 per car plus \$30.00 per person for breaks/meals. 20 car limit. Deadline for registration/payment: July 15, 2011. No refunds after August 1. EC: Jim McKeel, 9742 Yosemite Ct., Wichita, KS, 67215-1531, phone: (316) 721-4378, e-mail: cts.excursions@cox.net. Make checks to "Jim McKeel". include name, address, phone, rules and insurance number, e-mail address. Spark arresters, wheel chock chains required. No smoking, pets or children under 16. Deadline for registration/payment: Friday, August 19.. No refunds after August 19.

September 10 - 11, 2011 - WA - Pend Oreille Valley RR & Newport Depot Days

Set on Friday afternoon. Day 1 - Newport, WA to Dover, ID (26 miles) and return giving rides from Newport to Priest River (10 miles). Day 2 - Newport, WA to Metaline Falls, WA and return (60 miles). Includes a tour of POVA's shop complex in Usk and tour train operation in Ione. Spark arresters required. \$135 per car. Make checks to PRO. Send reservations to Bill Taylor at wtaylor@bresnan.net, 917 Parkview Way, Missoula, MT59803. For further information contact co-EC Bob Shanklin at bobvi@conceptcable.com.

September 10 - 11, 2011 - NY/PA - Western New York and PA Railroad - SOLD OUT – Waiting List Only. Day 1 - Olean, NY to Driftwood, PA and return. Cars remain on track overnight. Day 2 - Olean to Lakewood, NY and return. 35 car limit. \$160 For more information please contact Warren Riccitelli, 39 Jacksonia Drive, North Providence, RI 02911 at (401) 232-0992 warren.riccitelli@cox.net or Al Elliott (732) 536-7460 trackcar2365@optionline.net No cash or checks accepted. All reservations must be made by visiting our website - www.nerailcar.com. HY-Rails buy permission only.

September 17, 2011 - MN - St Croix Railroad

North Branch to Hinckley, MN and return for a lunch break before making a second run. Set on time and location will be sent out when details are finalized. Total appx. 148 miles. \$40. Contact EC Carl Schneider motorcarl@mchsi.com to register. Don Schoeb is the EC in Training and will be the event host.

September 17, 2011 - CA - Mendocino Branch of Sierra RR

Willits to Fort Bragg, CA and return. 78 miles. 30 car limit. Seat belts and mobile radios with NARCOA channel 1 -3 recommended, but not required. \$150. Price includes Includes 2 lunches per motorcar, and does not include Fuel or lodging. EC: Tom Phair, Assisted by Ed Best. Contact: Ed Best, 146 Via Copla, Alamo, California 94507 Phone: 925.837.7690 ed-best@comcast.net or SWRC web site: <http://www.southwest-railcar.org>

September 17 - 18, 2011 - NV - Nevada Northern Railway

Each day run Ely station west 7 miles to Keystone, turn at Wye and return passing through the Ely yard to McGill 11 miles east and return - a total of 35 miles. This will be repeated at least two times each day with a possible night run to Keystone. \$50 payable to Nevada Northern Railway. For more information and registration, contact Bernie Allen @ 775-883-7264 or Fred Lienhard @ 775-323-0928.

September 24 - 25, 2011 - ME - Montreal, Maine and Atlantic RR

Day 1 Searsport to Millinocket, ME. 112 miles each way. Overnight accommodations in the Katahdin Inn. Saturday dinner and Sunday box lunch along with gas allowance is included. The NERCA Website has been changed and the MMA trip is now available on Ticketleap directly. Special pricing is available for extra guests and operators who will to share hotel rooms. See Ticketleap for detailed information. <http://nerailcar.ticketleap.com/nerca-montreal-maine-and-atlantic-railroad/> still has openings on some other excursions. NO HY-RAILS, Gas stop Sunday AM with gas coupon, Diesels will get cash refund and you are on your own. Maximum of 4 persons per car. NERCA, Warren Riccitelli, 39 Jacksonia Drive, North Providence, RI 02911 (401) 232-0992 warren.riccitelli@cox.net

September 24 - 25, 2011 - WV - West Virginia Central RR

Day 1 - Elkins to Cheat Bridge and return. Cars remain on track overnight.

Day 2 - Elkins to Tygart Jct. and return. Total 140 miles. 40 car limit \$140.00. To register send check made out to A.R.E. to Appalachian Rail Excursions /WVC2 415 Levine Lane Ruffs Dale, PA 15679 or contact John Gonder at up3706@msn.com 724-696-4544 include Name, address, cell phone, email, car type, and ins. n0's. No Hy-rails. No trailer cars. Two way radios No mentoring.

September 24 - 25, 2011 - CO - South Fork, Denver & Rio Grande Railway Historic Foundation Both days, South Fork to Wasson Wye and return. 60 to 80total miles . 25 car limit. Run either or both days. Checks made to "Rocky Mountain Division". Spark arrestors re-

quired. No Hi-Rails. No Smoking. EC Jon Keeling \$160 (\$110 for paid RMD members) for the first day you run and \$50 for a second day. Your check is your reservation; Fee must be received two weeks prior to the event. Jon Keeling, Phone: 719-989-0779, P.O. Box 721, La Veta, CO 81055 Email: jkeelingmt14@yahoo.com

October 1, 2011 - CA - Niles Canyon Railway

Niles Canyon Railway Rides for the Public. We are looking for operators to come out and help out with this event. 6 round trips Niles to the Brightside yard. All participating operators will have lunch provided for them. Contact Al McCracken at (408) 249-2953 for more details. This is a free event for operators who provide rides for the public.

October 7 - 9, 2011 - SD - Black Hills Central

Day 1 - evening run Hill city to Keystone, ND & return. Numerous trips on Day 2 & 3. A box lunch is planned for the group at Oblivion on Sat. cost to be determined. A full itinerary will be included in the registration packet. 24 car limit and pre-registration is required. \$60, does not include meals or motel. Contact EC Dave Voeltz – 801 N Harrison Ave, Pierre, SD 57501 605-224-2964 H 605-280-5551 Email DVoeltz@pie.midco.net to register for the event and to get the information packet.

October 8, 2011 - PA - Wellsboro and Corning Railroad

Wellsboro, PA to Gang Mills, NY and return. 70 miles RT. \$55.00. All CPE rides are rain or shine. Hard soled shoes required. 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 9 - 10, 2011 - PA - NY - Lehigh Railway / Owego & Hartford Railway

Day 1 - Lehigh Railway, Day 2 - Owego & Hartford Railway, total 190 miles. Set on at Athens. \$165. Price includes Sunday excursion on the Lehigh Railway and Monday in the Owego & Harford Railway. HY-Rails by permission only. For info contact EC: Warren Riccitelli (401) 232-0992 or warren.riccitelli@cox.net. No cash or checks accepted. Immediate reservations may be made by visiting our website - www.nerailcar.com

October 14 - 15, 2011 - IL - 2011 NARCOA Annual Meeting

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

October 15, 2011 - PA - The Stourbridge Railroad

Honesdale to Lackawaxen, PA and return. 50 rt miles. \$65.00 per car. We need 22 cars signed up 30 days in advance of the trip it will be cancelled and any collected fees will be returned. 40 car limit. ECs Chris Vitz and Craig Hartman. For details contact the VRA at 80 Royal Avenue, Hawthorne, NJ 07506 Tel: (973) 238-0555 or email to: volunteerra@yahoo.com. You can also sign up and pay for the trip with a major credit card via our website at <http://www.vratrrips.org>.

October 16, 2011 - NY - Middletown & New Jersey Railroad – Montgomery and Walden Branches Campbell Hall and Montgomery, NY and return and then Campbell Hall to Walden, NY. 40 rt miles. \$45.00 per car. 40 car limit. ECs KC Smith and Chris Vitz with Craig Hartman assisting. For trip details contact the VRA at 80 Royal Avenue, Hawthorne, NJ 07506 Tel: (973) 238-0555 or email to: volunteerra@yahoo.com. You can also sign up and pay for the trip with a major credit card via our website at <http://www.vratrrips.org>

October 22, 2011 - MO - Colt Railway

Columbia to Centralia, Mo. Multiple trips. 44 miles rt, total about 88 miles. Set on at Boone County Mill Works which is located in downtown Columbia. \$45 per car. EC Dave Pratt (515-674-3803) Contact Carl Schneider at 515-967-5181 or e-mail motorcarl@mchsi.com for more information.

October 22-33, 2011 - TN posted 05/27

October 22-23, 2011 - TN - Tennessee Southern Railroad

Day 1 Columbia, Tennessee to Florence, Alabama and spend the night in historic downtown Florence. Approx. 150 RT (Hampton Inn in Florence and transportation to and from rail yard for two) Experienced operators only, no mentoring on this run. A-cars and hyrails by permission only. Safety vests/shirts, long pants and over-the-ankle work boots are mandatory. A mobile VHF radio capable of receiving AAR Ch 43 is strongly encouraged. 18 car limit. Make your check for \$275 payable to: Fallen Flag Excursions LLC c/o Jim Hughes, 407 Fellers Lane, Smyrna, TN 37167. Phone 615-459-9750. Email jhughes@pipeline.com for registration form, or download at ffx.home.pipeline.com. No refunds after October 1, 2011. Excursion Coordinators: Bernie Leadon and Paul Goldzung.

October 23, 2011 - MO - Ft. Leonard Wood Army Base

Ft. Leonard Wood to Bundy Jct, MO and return, two trips, 20 miles each. Set on 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, go in the visitor center before proceeding through the vehicle check point. Bring a lunch or snacks. You need a picture ID, vehicle registration, proof of insurance, and be prepared for a vehicle inspection. 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.

October 29, 2011 - CA Eagle Mountain Railroad

Railroad is located near Desert Center, CA eighty miles east of Palm Springs. Two round trips (morning and afternoon) plus one night run. Set-on at the Kaiser Mine and operate 21 miles one way, total of 126 miles for the day all on welded rail. Set-on 7am, 12 noon or 6:30pm. Cost \$140. To register send e-mail address, cell phone, name address, car model, NARCOA certification and insurance numbers. Make checks to Southwest Railcar and mail to Wayne Parsons, 3161 Country Lane, Simi Valley, CA 93063. Event packet with all information and forms will be sent to your e-mail. Questions? wparsons@ix.net-com.com

November 5, 2011 - IA - Boone & Scenic Valley Railroad

Boone, IA - day and night rides. 22 miles rt. Set on at the depot 7:00am. \$20. Membership in the Iowa Railroad Historical Society (\$25) required. Make checks for the ride payable to FID and membership payable to IRHS. EC Dave Pratt (515-674-3803) For info cContact Carl Schneider at 515-967-5181 or e-mail motorcarl@mchsi.com for more information.

November 12 - 13, 2011 - NH- 7th Annual Snowflake Excursion

Concord to , NH. Event fee includes excursion, overnight accommodations and a continental breakfast. 146 miles. Event fee is \$305 and includes hotel in Lincoln, NH on Saturday night. HY-Rails by permission only. Reflective vests are required. EC: Warren Riccitelli / Al Elliott. For more information please contact Warren Riccitelli, (401) 232-0992 or warren.riccitelli@cox.net Immediate reservations may be made by visiting our website - www.nerailcar.com

December 3, 2011- 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. Please bring a new, unwrapped toy with you for either a boy or a girl. There will also be prizes for the best Christmas theme decorated motorcars. \$55.00. Note: All CPE rides are rain or shine. No cancellations due to weather. Hard soled shoes required. Children must be closely supervised. Send check to: Central PA Excursions, PO Box 145, White Deer, PA 17887.(570) 538-9050 or email firefighter5@jlink.net for information.

---Excursions Held On A Regular Basis---

2011 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 and Hwy 21. NARCOA rules are in effect. Trips are mainly on Saturday, starting in Red Springs and going north to Parkton, NC and return. Cost is \$25/day or ROC membership of \$90/year. Contact person: Carey Boney – EC, 1605 Powers Road, Wallace, NC 28466. Tel. 910-285-7489 or careyboney@embarqmail.com

February 1, 2011 - January 31, 2012 - 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, 2011 thru January 31, 2012 Call Dean L. Grote Excursion Coordinator at 717-637-7647 or e-mail dizzydean55@embarqmail.com for details.

February 1, 2011 - January 31, 2012 - 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, 2011 through January 31, 2012. Call Dean L. Grote Excursion Coordinator at 717-637-7647 or e-mail dizzydean55@embarqmail.com for details.

PLEASE NOTE:

Advertisement of an excursion at the NARCOA Web Site does not constitute responsibility by NARCOA and/or its officers nor the NARCOA Web Site manager for event conditions. Excursion attendees must exercise caution in the observance of safety conditions and rules and must accept full responsibility for themselves, their guests, and their equipment when attending any event.

Information excursion coordinators

Excursion organizers must advertise their events on the website. "THE SETOFF" editor will copy these ads. Do not send a separate notice to "THE SETOFF". Include details of the trip such as time, schedule, total mileage, costs, restrictions, and conditions for attending. Please send all excursion announcements Webmaster@nar-coa.org Please follow the standard format for the submissions. The ads will be copied from the web page on the Setoff deadline dates listed below.

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 member's consideration only, and are at the discretion of the Editor.

Atlantic Rail Cars / Warren Riccitelli, warren.riccitelli@cox.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 Carey Boney, 1605 Powers RD. , Wallace, NC 28466 phone 910-285-7489. Engine parts for RQ,QBA,ROB,ODB, ROC and parts for F-4,C-5,F-6 and C-8 carburetors. Frame and some body parts.

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

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

H & H Mfg. CO. hhimaparts@aol.com (707) 887-7181 Full service machine shop and Mfg. of aftermarket Fairmont parts. Large supply of new and used Fairmont and Onan parts including transmissions, engines, brake and drive sprockets. Frame and aluminum door and side panels. Assorted rail speeder project cars for sale.

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

Fredericksburg Shops, 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.

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

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.

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.

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 member's needs or purposes. Technical articles are provided for member's 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.



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. Shipments outside the USA are becoming more expensive, so add to the list price: \$5 for Canada, and \$11 for the rest of the world. Make your check payable to NARCOA, and mail to Warren Riccitelli, 39 Jacksonia Drive, North Providence, RI 02911 E-mail questions to: warren.riccitelli@cox.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 \$8.00 shipping for the first lantern and \$2.00 s/h for each additional lantern per order. Make your check payable to NARCOA, and mail to Jeff Levensgood 2189 Oak Tree Dr., Dover, Ohio 44622 phone 330-343-3407

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



Reproduction Fairmont Data Plates

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



FRONT



Back of shirt

NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION
www.narcoa.org

NARCOA Tee Shirts

Show your support for NARCOA by wearing one of the new NARCOA Tee Shirts. Available in either Ash Gray, or Safety Green. High quality Gilden Extrem Cotton shirts. Short sleeve with the NARCOA on Track emblem on the left front and the NARCOA .ORG emblem on the back in black screen print. Sizes: adult, from med-3xl. No kids sizes at this time. All proceeds go to NARCOA. \$20.00 each, includes postage to U.S. To order send your request with sizes and color to: John Gonder 415 Levine Lane, Ruffs Dale, PA 15679. Make check out to NARCOA. US funds only. Canadian orders please include \$5.00 extra per/shirt for additional postage and customs.