

# THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA  
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION

MAR / APR 2011

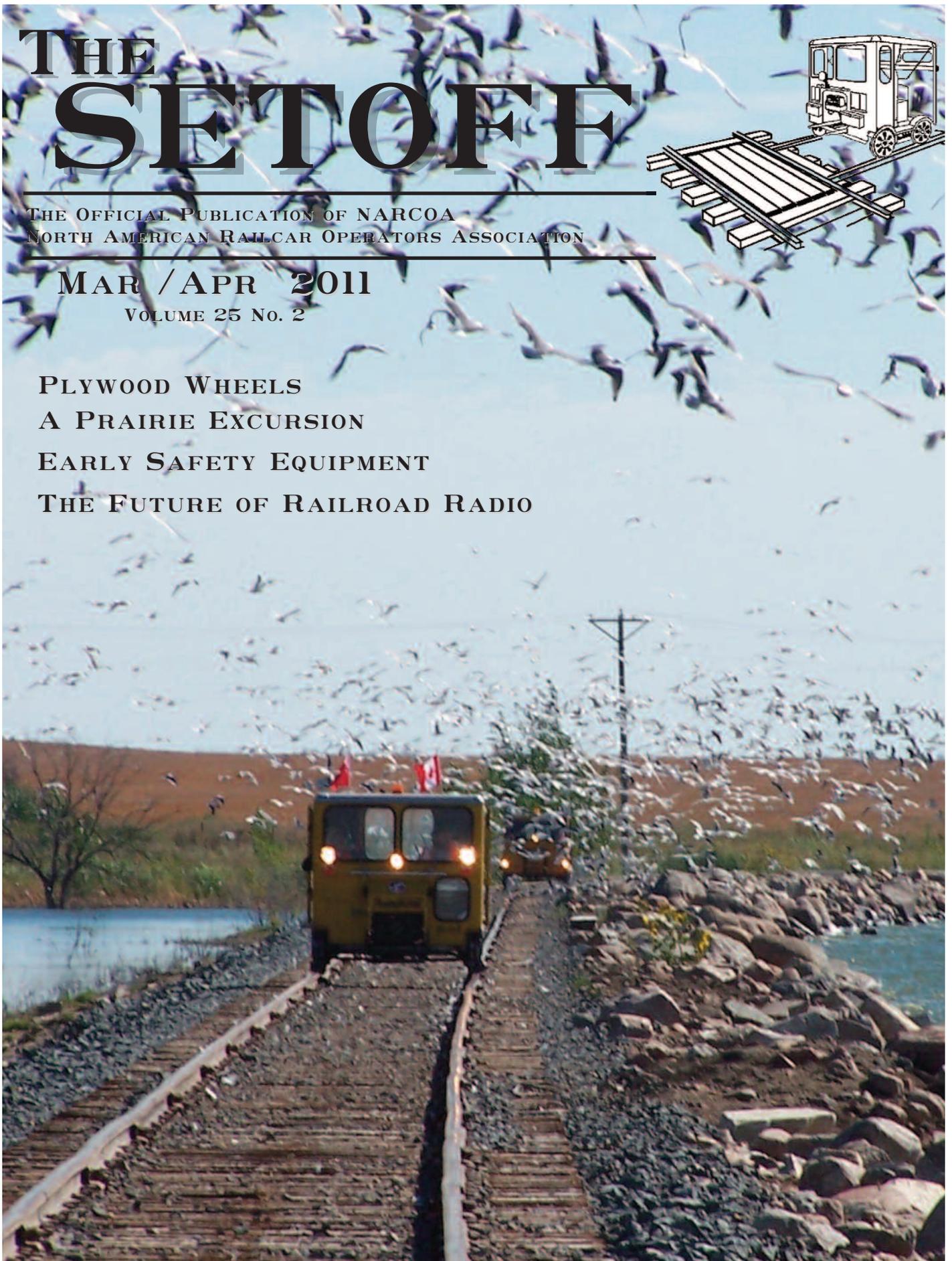
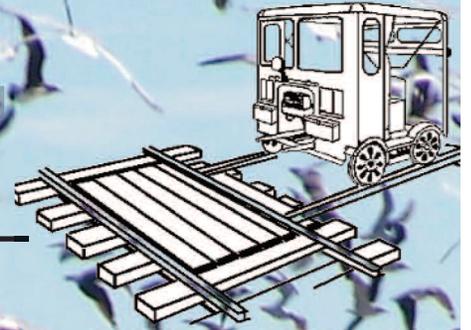
VOLUME 25 No. 2

PLYWOOD WHEELS

A PRAIRIE EXCURSION

EARLY SAFETY EQUIPMENT

THE FUTURE OF RAILROAD RADIO



# THE SETOFF

VOLUME 25 - No 2

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:

Mark Hudson, Membership  
P.O. Box 321, Dry Ridge, KY 41035.  
membership@narcoa.org

Brian Davis, SETOFF Editor  
5626 Chadwell Circle  
Ravenna, Ohio 44266  
setoff@neo.rr.com

Leon Sapp, Assistant Editor  
Jan Taylor, Assistant Editor  
Jamie Haislip, Contributor

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:

[www.narcoa.org](http://www.narcoa.org)

© Copyright 2011 - NARCOA. All rights reserved. Reproduction, by any means, in whole or part, by any party, is strictly prohibited.

ON THE COVER: SEA GULLS WEST OF NAPOLEAN, ND ON THE DMVWRR LINE (FORMER SOO) FROM MCKENZIE TO HAKKINSON ND. PHOTO BY DAVID VOELTZ

# NARCOA OFFICIALS

President: Warren Froese  
Vice-President: Tom Falicon  
Secretary: Mark Hudson  
Treasurer: Tom Norman

Area 1 Director  
(ME, NH, VT, NY, MA, CT, RI)  
Warren Riccitelli (401) 232-0992  
warren.riccitelli@cox.net

Area 2 Director  
(NJ, PA, DE, MD)  
John Gonder (724) 244-7538  
up3706@msn.com

Area 3 Director  
(IN, Lower MI, OH)  
Jeff Levengood (330) 343-3407  
jlevengood@roadrunner.com

Area 4 Director  
(WV, VA, KY, NC, SC, TN)  
Tom Falicon (828) 488-8063  
raildawg@gte.net

Area 5 Director  
(MS, AL, GA, FL)  
Bobby Moreman (770) 457-6212  
moreman@mindspring.com

Area 6 Director  
(MN, WI, IL, Upper MI)  
Bob Knight (815) 786-3096  
railbuff@indianvalley.com

Area 7 Director  
(ND, SD, NE, IA)  
Carl Schneider (515) 967-5181  
motorcarl@mchsi.com

Area 8 Director  
(Canada, World outside U.S.)  
Warren Froese (204) 668-8311  
wsfroese@shaw.ca

Area 9 Director  
(AR, CO, KS, LA, MO, OK, TX)  
Chris Weaver (303) 589-6665  
CPWeaver@gmail.com

Area 10 Director  
(WA, OR, ID, MT, AK, WY)  
Jim Spicer (541) 344-3079  
jimarea10@aol.com

Area 11 Director  
(CA, NV, UT, AZ, NM, HI)  
Wayne Parsons (805) 577-8287  
wparsons@ix.netcom.com

Director-at-Large (non-voting)  
Margaret Hope (604) 320-7613  
mhope@lionsgate.ca

Director-at-Large (non-voting)  
Bernie Leadon (615) 478-3660  
leadon@realllysmall.com

Nominations, Elections  
Carl Anderson  
1330 Rosedale Lane  
Hoffman Estates, IL 60195  
ca636@aol.com

NARCOA Insurance Administrator  
Tom Norman (406) 722-3012  
1047 Terrace View Drive  
Alberton, MT 59820  
alb4961@blackfoot.net

Rule Book Certification Test  
Al McCracken  
2916 Taper Avenue  
Santa Clara, CA 95051  
alnethie@alnethie.com

The SETOFF Editor  
Brian Davis (330) 554-4480  
setoff@neo.rr.com

NARCOA Webmaster  
Keith Mackey (352) 347-0770  
narcoa@comcast.net

NARCOA Forum Moderator  
Rich Stivers (408) 264-1048  
rich@stivers-bros.com

## Committee Chairs

Judiciary Chair  
Jim Spicer (541) 344-3079  
91375 Coburg Rd  
Eugene OR 97408  
jimarea10@aol.com

Safety Chair  
Bob Knight (815) 786-3096  
railbuff@indianvalley.com

Rules Chair  
Jim McKeel (316) 721-4378  
cp2123@cox.net

Operations Chair  
Bill Taylor (406) 721-2351  
wtaylor@bresnan.net

## Committee Chairs

Affiliates ..... Dave Verzi  
Custom-Built Motorcars ..... Tom Falicon  
Communications ..... Bernie Leadon  
FRA ..... Ron Zammit  
Legal Forms ..... Mark Springer  
Membership.....Mark Hudson

## RADIO EQUIPPED

NARCOA Licensed Radio Call Sign  
WPHT745

Channel 1 – 151.625 MHz  
Channel 2 – 151.505 MHz  
Channel 3 – 158.400 MHz

# PRESIDENT'S MESSAGE

WARREN FROESE

Most of you know that our greatest challenge this New Year has been securing appropriate liability coverage for our association. Thanks to our Insurance Administrator Tom Norman's diligence, and the reception of United Shortline, we have been successful. This message is born out of approximately twenty days of intense communication and strategizing. Our greatest desire is to never be in that situation again.

This experience underlines the significance of our behaviour as individuals at hundreds of excursions throughout the year. Any moment of inattention on our part can result in an incident which has the potential to not only cause physical and human damage, but raise the attention of those we work hard to maintain our relationships with – the railroad and insurance community. We must always remember that our presence on any given excursion is a distinct privilege. We are unique amongst hobbies involving the use of antique motorized vehicles; we need the invitation and approval of the railway community to function. We need to continually prove to them that we do not pose undue risk.

I have heard from many who feel belittled by our attention to the details of safety. There is NO other way. As we often say around the board table you cannot eliminate inattention (or other descriptors) by more rules. It is one of the tensions of our governance – do we increase the detail of our rules to eliminate every breach of conduct? Or - do

we work to educate each member regarding our responsibilities every minute we are on railway property, including the hours of preparation spent in overhauling and maintaining our antique railway motorcars? It remains my conviction that we cannot rule our way to absolute safety, but rather must continually raise the bar of expectations to be absolutely vigilant in our motorcar operations.

So where do you fit into this discussion? The single most important thing as we operate our motorcars is to: **pay attention to what is in front of us**, and conversely pay attention to what is behind us when stopped (see comments on flagging in this issue). *Is that foremost in your mind while you are operating?* The second important item is to: **pay attention to conditions – rail, geography, weather, and the capabilities of our motorcar – as we navigate the line in front of us.**

Adjust your speed to these conditions and ALWAYS go too slowly for the conditions; never too fast. If you have any concern about the rail, the weather, the visibility, or the condition of your car – slow down. It is your responsibility to operate to existing conditions, which involves thinking way ahead. You simply cannot pay too much attention to both of these factors. We must never stop reminding each other of these items and we will never stop teaching our excursion coordinators to bring these to the forefront of every operating hour. Too much is at stake!

We each carry a large responsibility

to our organization each time we set on and start the engine. Our hobby is not a right; it is a privilege with attendant responsibility. We don't carry out the functions of the Judicial Committee and Board for fun – it is to work to maintain our privileges.

Our goal is an incident-free excursion season. Will you make that your goal? Will you join us in making safety awareness your number one priority? Let's give it our entire attention.

FROM THE  
EDITOR  
BRIAN DAVIS

When it rains it pours! To all who submitted an article, thank you very much! I will work them in future issues!

We'll see you on the rails!

Brian Davis

## IN THIS ISSUE

Masthead.....	2
NARCOA Officials .....	2
President's Message .....	3
From The Editor.....	3
Area Director Messages .....	4
Plywood Speeder Wheels .....	5
Flagmen Protect Rear of Train....	7
A Prairie Excursion.....	8
Railroad Radio Future.....	10
Early Motorcar Safety Features.	12
Air Condition Your Woodings ...	14
NARCOA Excursions.....	16
Supplier Listings .....	27
Company Store .....	28

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

In an effort to talk about something other than the weather (cold and snowy) I think it is the best time of year to revisit the maintenance on our speeders and ourselves. All of us have down time away from the rails to make sure our cars are in top shape for the coming season. I have been reading the list of excursions available to you and some of them, more than others, require a lot from your car but also from your ability to perform on an excursion in the best possible condition as well. We have all been at the set-on where someone comes and their car won't start or worse they get there and they can't handle their trailer or the physical part of set-on itself. In respect to your self and the others that are waiting, you could have practiced backing up your trailer and loading and unloading during the off months. Come to the event ready, don't get ready when it is your turn to set-on. And PLEASE don't take your anxiety over the situation out on your spouse in a shouting match. This is embarrassing to us and the railroad. It makes you look less attractive as well. We understand that "things" happen. Prepare before you come!

Now perhaps a touchy subject. No one wants to ever discourage any one from attending an event. Please, if you are not well, or physically not up to the rigors of the set-on/off, or just need help, please make arrangements a head of time to have help or ahead of time ask the coordinator to arrange for someone to assist you. This will make

things move quicker at set-on/off and we all know that anyone you ask would love to help. This is one of the great things about this hobby, there is always someone there to help no matter what the problem. If you are just plain sick and have to take medications that can in anyway make you drowsy or impair your abilities, please don't come. It is imperative that your senses be at top efficiency. Safety keeps this hobby going.

By now you have received my message about the upcoming election in AREA 2 via our new database emailing utility. This is a new tool available to all directors to get important info out to you quickly. If you didn't receive this email, perhaps you should visit the website and update your email address etc. I would like to remind you that I am running for the Director's seat for a second term and would appreciate your support for me to continue to represent your wishes to the board. Election materials will be out soon in the Setoff.

Enjoy the hobby, be courteous, and above all be safe! See you on the rails.

John Gonder

### **JOHN GONDER: OUR HOBBY LOOSES A FRIEND.**

On December 31, 2010 Michael Stephens of Smithburg Maryland passed away. He had been fighting a neurological condition called Superficial Siderosis. His health had been slipping away for the past year. Sept. 15, 1944-Dec. 31, 2010

Mike was an avid train collector

and enjoyed motorcycles and of course "speeders". A member of NARCOA since the mid-1990's and also heavily involved with the Western Maryland Scenic Railway in Cumberland MD it came as no surprise that he became a coordinator and sponsor of many motorcar trips on the WMS RR. until his health made him stop. He then took an assistant's job helping the up and coming replacement coordinator, John Kemmet. After a problem with the gauge on a trip, he fashioned a tool to measure the gauge of the wheels on the motorcars that is still in use today. Mike has ridden on many excursions at the Great Smoky Mountain RR and the South Branch Valley RR. After his illness started to interfere with his driving he stayed close to home and rode at the Walkersville Southern, Winchester and Western and other local railroads. Mike had two original Western MD speeders in various stages of repair that he worked on and rode. He rode his m-19 open car no matter what the weather. After the illness made it impossible for him to ride anymore, he became active in restoring The N&W station in Sharpsburg MD. Mike was always outgoing and giving, there was nothing he wouldn't try to do to help someone. He will be sadly missed.

Mike was laid to rest on January 4, 2011 in Rosedale Cemetery Martinsburg WV.

Memorial donations can be sent to: The Second Baptist Church, 911 N. High Street Martinsburg, WV 25404 or Hagerstown Model Railroad Museum, Sharpsburg, MD 21741

## **AREA EIGHT CANADA NOT USA, WARREN FROESE**

Winter is soon ending and a New Year of motorcar excursions is ahead of us. I hope you will have a chance to experience new rail and new people as you plan for this year. There are many runs in BC, the Prairies and the Ontario/Quebec regions. We continue to be blessed by coordinators who have developed relationships with railways that allow us these opportunities.

I am grateful to each of you who have offered words of support during my time as president. Your encouragement is significant and has real impact in soldiering on with these duties. I am sorry that my personal involvement as area director lags when these other responsibilities arise. I am willing to serve for one further term if you so choose and will concentrate my efforts on the area directorship as I will not run as president this fall.

Please feel free to contact me with any concerns at [wsfroese@shaw.ca](mailto:wsfroese@shaw.ca) or 204 668 8311

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

Hi Guys, As I write this letter we are having a one week reprieve from one of the most brutal winters we've had to survive in recent time. I've forgotten what's it like to work outside without my fingers being frozen to the bone or to be able to take a break from constantly feeding that ever hungry fire. Soon all of us will be dusting the snow off the roof of the motorcar in anticipation of a fun filled NARCOA sea-

son! Take time during these pre-excursion months to prep your car fully by going over, under, inside and out of your car to assure everything is in tip top shape. There is a nice alignment/wheel wobble inspection sheet that has been supplied in this issue, so now would be a good time to check out your car's rolling chassis using this chart as a handy check list.

Over the past month I have nominated two fine men for the position of Area Four Director. Both Jim Hopkins and Bernie Leadon can do a great job for our Area. Please take the time to read each candidate's bio as well as talk with them when you see them at an excursion. Then, in the Area Four tradition, let's all turn out to vote to show that Area Four has a great interest in our hobby and our choice of leaders.

That's it for now, I'm going outdoors to enjoy the great weather and wash the salt off my truck!

Tom

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

I am happy to report the snow is melting and even had a fellow member from the "North" report he saw his first "Robin"!! Now maybe shinny rails are in our near future!! Time is running short for you to purchase insurance as the forms are due by 3/31/2011. Please go to the NARCOA website and download the forms, complete and send to Tom Norman. Please remember you need to sign the forms before sending. Speaking of the website, please remember the electronic copy of the "Setoff" will no longer be sent to anyone via e-mail. You

must access the "Members Only" page and download the Setoff PDF yourself. If you are having problems, please give me a call (815-786-3096) or e-mail me at [railbuff@indianvalley.com](mailto:railbuff@indianvalley.com).

The Great Lakes Railcars Affiliate has just held its' annual meeting with many in attendance and were given Mike Ford's list of planned and proposed excursions for our 2011 season. Please check the listing on the website as some of the more popular ones may fill up. Please do not wait too long if your vacation schedule allows you to run. The GLRC was extended an invitation to run on the Southern Michigan Railroad Society rails and EC member, Rich Dunton, has taken on the task to research a possible run, suggesting dates and will post his run findings. Watch the website for listings!

Dave Otte has also set the annual meeting for the North Central Railcars Affiliate on March 19th at 2 PM. This meeting will be held at the Best Western Arrowhead Lodge in Black River Falls, WI. If you are interested, they also have rooms for the night if distance is a problem. This is the same place the group met last year and they found it a good central location. All members are welcome!!

My last thought is to use the excursion check list, we all fill out, as a double check in making sure your motorcar is in "tip-top-shape" for the excursions you plan to run this season. That list also is on the website under forms and is easy to find and print. Again, if you have a problem, please contact me.

Look forward to meeting and greeting you soon on the rails,

Bob Knight

# AREA ELEVEN

## AZ, CA, HI, NM, NV, UT

### WAYNE PARSONS

#### Upcoming Events in Area 11

March 28th – Eagle Mountain RR east of Palm Springs will have several round trips with a “Brakeman’s Dinner” and night run. (SWRC)

April 9th -20th – California Short Line Excursion will run on nine short lines in central California’s redwood forests , wine and gold countries. (MOW)

May 28th – California Western at Willits, CA one day round trip to Ft. Bragg. (SWRC).

Sept. / Oct. (preliminary schedule) – Arizona Eastern and other RR’s in southeast AZ. (PRO).

**MOW Board Meeting:** Your Area Director Wayne Parsons attended the Motorcar Operators West (MOW) Board of Directors meeting in Bakersfield, CA on Saturday, January 29th. Parsons reported on the NARCOA meeting in Chicago and the new insurance coverage. Of particular interest to the MOW board was the “Coverage B” or “Individual Insurance” that

caused us to change insurance. The MOW board supports the idea of individual members reporting when they use Coverage B for individual rides, work parties and museum events. MOW also supports getting signed release forms from everyone when using Coverage B.

MOW seeks involvement by affiliates in incident reporting. Currently the NARCOA Judicial Committee and Board of Directors handle all investigation and awarding of points where appropriate. However, the current confidential process for reporting the outcome does not involve notification to the affiliate. This procedure puts the local host affiliate in the position of not knowing what incidents happened, if incidents were properly reported, and what members were involved.

**Tucson, Cornelia & Gila Bend** In October I was approached by a retired train engineer Dick Ducic in Ajo, AZ regarding doing a motorcar event on the former Tucson, Cornelia & Gila Bend Railroad that runs south from Gila Bend, AZ about 44 miles to Ajo. Mr. Ducic, hoping to boost tourism, suggested a motorcar event directly to the Freeport-McMoRan Copper & Gold Company managers at an Ajo community town hall meeting. On Febru-

ary 10th Eric Kinneberg, Director of External Communications for the mining company, got back to me with the official word that the line (closed since 1985) is totally out of service and passage is not possible with missing rail and damaged bridges. Mr. Kinneberg was most courteous and spent time looking over our NARCOA web site to learn about us. I ask that we all return the courtesy and not continue contacting Freeport-McMoRan at this time. Who knows? With the increasing global scarcity of minerals the line might be re-opened one day.

**Flags and Baseball Hats:** Finally, I have sent an e-mail to all Area 11 EC’s discussing flagging and stopping to pick up objects dropped from motorcars. First regarding flagging: when you stop, it is your responsibility to get out of your car with a flag in hand and walk back up the track to give clear warning. Second regarding picking up dropped objects such as hats and flags: radio the last car (not the one behind you) and ask for a pick up. Only the last car should stop and pick up items. Cars in the middle of the group should stop for emergencies only. A dropped baseball hat is NOT an emergency. Please, think safety and have a good time. See you on the rails! - Wayne

## SHORT EXPERIMENT WITH PLYWOOD FAIRMONT RAILWAY PHOTOS



Around 1930 Fairmont experimented with plywood center wheels. The company had just taken over rival motorcar maker Mudge and may have been looking for a new wooden wheel design. Although the experimental plywood wheels appeared in several photos on the Fairmont 100th anniversary CD hand-out, these two photos tell the whole story from beginning to end. Spoked wooden wheels, similar in design to those used by the Adams, Buda, Cleveland and Sheffield companies, continued to be made by Fairmont until World War Two. Spoked wooden wheels were a favorite on small cars because they were quiet and provided insulation between the rails. *Text by Wayne Parsons and Leon Sapp*

# FLAGMAN PROTECT REAR OF TRAIN

(LONG AND THREE SHORT ENGINE WHISTLE SIGNALS)

BY WAYNE PARSONS

Through the entire history of railroading, protecting the rear of the train has always been an important duty of the Flagman. As a train came to a stop the engineer would sound one long and three short whistle signals (-ooo). In response the Flagman would walk back up the track a mile or more to set torpedoes, light fuseses, and display his flag. Four long whistles (- - - -) recalled flagmen from the west and south; five long whistles (- - - - -) recalled flagmen from the east and north. In the motorcar hobby we too need to protect the rear of the train.

Please remember the following procedures:

First, display flags when slowing, stopping, and stopped. A flag waved up and down indicates stopping.

While stopped, it's a good idea to keep your flag out until your car starts moving again. (We know that the rulebook says that a stoplight is the primary means of signaling a stop. However, what if the difference in brightness between your running lights and brake lights are not that great, and the operator behind you looked away while you applied your brakes. Is he aware whether you applied your brake or not? Flashing brake lights can help in that regard. But if you have stopped at the tail end of a group of cars, and it is level and you let your brake off, then you no longer have any brake light illuminated, and without good flagging, the entire group is not



**Left: Fairmont Railway photo shows one member of the section crew watching the track behind. Back in the day such crews worked repairing the track between scheduled trains. Railroad timetables gave departue times, actually the earliest a train could leave a station, and from that crews would calculate when they had to get clear. Proper procedure, as seen here, was to keep a sharp lookout behind. Even today when excursions approach work crews you will find one worker acting as lookout.**

protected from an approaching distracted or tired operator).

Second, as cars approach a group of motorcars that is stopped, the operator or a passenger in the last car should get out with a flag in hand. That flag should be well displayed. This may require running back to the apex of the last curve or climbing the embankment of the track to create a good line of sight for approaching cars. People outside of their cars (with or without flags) are a clear indication to anyone approaching that the group is stopped. Please make the effort to get out of your car and watch the track behind (your pas-

senger may need to have their intercom headset off and ready to exit the car as you come to a stop).

Third, operators in a moving motorcar excursion group must not stop and pick up dropped items. Unscheduled stops should only be made for emergencies and dropped items are NOT an emergency. Radio the last car (not the one behind you) to ask for a pick up. Dropped items should only be picked up by the last car.

I don't think that number three above is in our rules. However, perhaps it should be and all EC's should make it part of their operating procedures and safety meeting agenda. Why? It would be terrible if someone stopping for a baseball hat were the cause of a collision, or serious injury. Let's do everything in our power to proactively practice safety, by making sure we always Protect The Rear of The Train. Remember, as the operator you are responsible for proper flag protection of your rail vehicle. If your passenger doesn't get out to flag properly, its your job to grab a flag and get out the door. Safety First.

**Left: Where is the flagman in this photo? Answer: back through the tunnel and around the apex of the curve, giving clear warning to cars approaching the dark tunnel where cars were stopped. Photo by Wayne Parsons**



# A PRAIRIE EXCURSION - WISHEK, ND

BY EC DAVE VOELTZ

First Iowa Division hosted a three day excursion over the former Soo Line Missouri River Division from McKenzie, ND to Kulm ND with a side excursion on the former BN branch line from Aberdeen, SD to Geneseo, ND. This marked the first time a motorcar excursion has plied the former Soo line track in North Dakota. Seventeen cars participated in this 3 day excursion.

The first day of the excursion started at Wishek, ND and went northwesterly to BNSF's junction at McKenzie, ND. Sunny skies

greeted the participants Saturday morning. After the safety meeting, the group departed for their first stop at Napoleon, ND. The well maintained jointed rail provided a smooth ride as we passed through the rolling grasslands and by numerous prairie lakes. After the morning break, we departed to Braddock, ND and our lunch break. We passed by a couple of larger lakes and disturbed a large flock of gulls resting on the rail bed as well as some Canadian geese. We also passed by fields of sunflowers and

pastures with numerous cattle.

A delicious dinner was waiting for us at the only bar at Braddock. Toni, the bar's owner, prepared BBQ's, baked beans, coleslaw, numerous salads, fresh tomatoes, and desserts for the excursion. Everyone left well fed and enjoyed all the home made dishes.

We then continued to the BNSF junction at McKenzie where we turned the cars and watched an east bound BNSF grain train blast by. After a quick break, we departed for Napoleon for an afternoon ice cream break, then back to Wishek for the evening.

Sunday greeted us with cloudy skies and a hint of mist in the air. Never the less, we departed Wishek to the east and to our coffee break at Fredonia, ND. Along the way, we passed by the construction of a new alignment necessitated by the rising water of an adjacent lake. The wind was blowing and the white caps from this lake splashed on our cars.

We arrived at Fredonia and were greeted with hot out of the over sweet rolls and piping hot coffee at the trackside café. After warming up and enjoying the pastries, a group picture was taken prior to our departure to Kulm, ND where we then turned the cars and returned to Wishek for set off.

The group then drove to Britton,

*Counterclockwise: Seton; McKenzie; Sunset near Rutland; New Alignment near Fredonia; wading on the way to Aberdeen, ND. All photos by the author.*



SD for an evening run from there to Geneseo, ND and back. We arrived at Geneseo as the sun was setting and turned our cars. We departed as the sun dipped below the horizon.

It was no natural illumination offered by the moon that night so each car was dependent on its headlights. Bugs by the millions came out and reflected off of the headlights. It appeared as if we were driving through a blinding winter blizzard. Those in open cars were afforded the benefit of extra protein! We returned to Britton for the evening.

The weatherman warned of heavy rains Monday but the day dawned cloudy. The group departed Britton and headed southwesterly toward Aberdeen. It was unsure just how far we could get as the track had been under water as much as 3' deep just south of Claremont. We arrived and thankfully, the water had receded enough to where the rails were just barely covered with water. We carefully tip toed over the track that hadn't seen any traffic in nearly 11 months and continued westerly as the rain started to fall.

We passed through Tacoma Park and passed over the James River bridge before arriving at our turn around point. Now the rain was pouring and we had to turn our cars in the driving rain. Thank goodness for rain gear. Finishing turning, we departed back to Britton, set off in the rain and headed for home.

It told, everyone enjoyed the excursion, in spite of the rain the last day. We saw lots of interesting scenery, enjoyed great home made food, and were able to cover around 350 miles of rail that weekend.

Dave.



# RAILROAD RADIO FUTURE

BY MIKE HARRIS

*The following article is reprinted from Private Varnish magazine. It contains narrow band radio information which may generally apply to NARCOA members. However, it does not address how NARCOA will specifically address the mandated FCC changeover to narrow band radios. Be aware that some used radios for sale are capable of conversion to narrow band operation, and some are not. A more informative narrowband article will follow in the next edition of The SETOFF. - Editor*

Starting in June 2010 and ending in 2013 all two-way radios for railroad use will be converting to comply with new technical rules for voice and eventually digital communication modes.

If the volume level seems low when you are listening to the Railroad frequencies, you are hearing the first change. Explained below is insight into what is happening, when it is happening, how it affects PV's, and what you need to do about it.

Those of you that have heard about this have asked for more detail. I will offer a short answer, and then delve lightly into the technical aspects. First, if your existing two-way radio (mobile, base, or handheld) was manufactured since 1997 you don't need to do anything before January 2013. *If not*, you will still be able to use them as you have been up until January 2013. *After that*, you probably can still receive but not legally transmit with them. Though the change will affect all Business Band radio devices, I am specifically addressing the radios we use to communicate with the railroad personnel on our various moves. Our FRS radios we use for communicating within the association are exempt from this rule change as they're already narrow band devices.

## OVERVIEW

Two-way radios for use on the railroads and all business band radios will be changing. Currently we use VHF FM in the 160.215 to 161.565 Megahertz (MHz) range for voice communications with train crews and stations. With the introduction of newer technologies and devices, the railroads and other industries have expressed a desire for more radio channels for their communications. The Federal Communication Commission (FCC) saw the opportunity to expand their fee base by selling licenses on these additional frequencies and implemented changes to the rules that take effect on January 1, 2013.

## THE RULES

By January 1, 2013 all two-way radios governed by Federal Communications Commission Part 90 Land Mobile

Radio Service Rules, operating in the 150-174 MHz and 421-512 MHz frequency band, must meet certain new technical requirements. The new requirements are designed to increase the number of operating frequencies (channels) for all services currently operating there. The new rules also allow for (but do not require) existing frequency spectrum to use digital communication modes.

## IMPLEMENTATION

To accomplish the frequency expansion, the existing bandwidth (frequency spread) used for each channel is being reduced. The FCC has mandated that since 1997 all two-way radio manufacturers offer only equipment that accommodates the new rules. The bandwidth reduction has happened before as electronics technology has advanced. The two-way radio industry has endured this event at least twice in the past 40 years and most everyone has survived. This is similar to what we have recently experienced with the change to Digital Television.

The Railroad Radio Band is currently arranged with 96 channels spaced 15 Kilohertz (KHz) apart. With the addition of a new channel between each existing channel, 96 new operating channels are created, ending up with 192 channels spaced 7.5 KHz apart.

## KEY DATES

June 1, 2010, the AAR has started the change-over to narrow banding for locomotives used in interchange and may complete the change before the required "drop-dead" date of January 1, 2013 set by the FCC. The AAR has been instrumental in aligning the railroads in the implementation plan to avoid the political problems encountered by the Public Safety and Local Government agencies. January 1, 2011, the FCC will no longer permit the sale of wideband radios. January 1, 2013, all Industrial/Business and Public Safety Radios must operate on the narrower channels.

## THE RAILROADS

The Class 1 Railroads, including Amtrak, have implemented definitive plans for compliance. The switch to narrow band equipment includes portable handheld radios, mobile units, and base stations alike. The towers, antennas, and power sources do not need to be changed, only the radios. Some are embracing the digital modes for utility and secure applications such as Railroad Police.

## SELECTED EQUIPMENT

The railroads plan to use the following "FCC Type Accepted" equipment:

**BNSF:**

Kenwood TK-290 & TK-2180 portables, some Motorolas, Kenwood TK-790 & 740 mobiles.

**CSX:**

Icom portables, Motorola mobiles and Kenwood portables.

**NORFOLK SOUTHERN:**

Kenwood TK-290 portables, unknown mobiles.

**UPRR:**

Kenwood TK-290 & TK-2180 portables.

**P&W, MBTA & AMTRAK (NATIONAL):**

Icom F5061 mobile and the F3161 portable.

Motorola has apparently abandoned the railroad market. While Icom and Kenwood have partnered in the development of a digital mode called NextEdge (NXDN) none of the radios listed above support the digital mode. These radios will not become obsolete when the digital mode is used, as the digital mode fits in between the channels used by these radios.

**PRIVATE CAR AND RAILROAD OPERATORS**

You will have to assess your current equipment to see if it can work with the new narrow banding. If it does, reprogramming is probably all you will need. If it does not, prepare to spend some money. The changes to a radio are almost always done with a change to the software operating program of the radio and not by tweaking or an adjustment. There is no indication that the dates will be extended like we experienced for the DTV changeover. The FCC has not approved any 'kits' to modify non-compliant equipment into compliance.

PV operators using the Motorola brand radios must contact a Motorola dealer such as Railcom (901-755-1514, [www.railcom.net](http://www.railcom.net)), a past AAPRSCO Trade Member, for assistance in narrow banding. Motorola has very strict controls for its programming software and equipment for their radios.

PV operators using Kenwood, Icom, Bendix/King, Johnson, and other brands of commercial radios can not only be assisted by the dealers, but many times can find reprogramming equipment and software on the internet (eBay).

The good news is that 'digital' modes required for current types of communication are still a few years away. Digital modes will probably be initially implemented for large yard operations using a trunked repeater system. Also the new rules do not apply to FCC Part 95 (FRS, GMRS, JURS Radios) or to Part 97 (Amateur Radio) or National. Weather Service broadcasts. FRS (Family Radio Service) radios are what we use on our special trains. The two-way radios and

scanners you currently operate can still monitor the narrow band frequency in FM analog mode. The volume will have to be adjusted to hear the lower signal deviation though. The two-ways must not be used to transmit after January 1, 2013 without modification. At this time there are no scanner manufacturers offering 'railroad digital mode' receivers, but that may change.

**CONCLUSION**

Railroad (and business) radio is changing. The FCC will not jump on you the first day for non-compliance because they don't have the manpower. Sooner or later though, someone on an adjacent channel will receive interference from you and will complain about it, preferably to you and not to the people (FCC) that rammed the new requirements down their throat. If the FCC eventually gets around to finding out where the interference came from, the fines are stiff (up to \$20k). Prices for some of the Kenwood mobile radios are in the \$500 range. Handheld radios are in the \$1100-\$1500 range, but still a lot cheaper than a citation.

Another thing that requires attention is that all licenses you might currently have for radios in this (or any affected) service must be modified to reflect the new emission type (i.e., 20K0F3E replaced with or amended to include 7K60FXE or 4K00F1E) by **January 1, 2013**. Consult with your local radio supplier for assistance in doing this. More information will be available as the date draws closer. The future will be now before you know it. So you should start thinking about getting rid of your 20 year old radios. Consult your local radio supplier to explore the pricing opportunities. They have 'Sales' like any other retailer. This is your early warning. **PV**

**REFERENCES AND RESOURCES**

For additional questions and update information please email to:

[narrowbandinfo@aaprco.com](mailto:narrowbandinfo@aaprco.com).  
[http://tech.groups.yahoo.com/group/LMR\\_Narrowminded/](http://tech.groups.yahoo.com/group/LMR_Narrowminded/)  
[http://wiki.radioreference.com/index.php/Narrowband\\_VHF\\_Railroad\\_Frequencies](http://wiki.radioreference.com/index.php/Narrowband_VHF_Railroad_Frequencies)  
[http://www.dpdproductions.com/page\\_rrfreqs\\_newplan.html](http://www.dpdproductions.com/page_rrfreqs_newplan.html)  
[http://www.nxdn-forum.com/aboutnxdn/data/Information\\_paper\\_nxdn.pdf](http://www.nxdn-forum.com/aboutnxdn/data/Information_paper_nxdn.pdf)  
[http://www.railcom.net/fcc\\_rr\\_qa.htm](http://www.railcom.net/fcc_rr_qa.htm)  
[http://hraunfoss.fcc.gov/edocs\\_public/attachmatch/](http://hraunfoss.fcc.gov/edocs_public/attachmatch/)  
<http://www.tci.aar.com/migration.htm>

**Credit:** This article originally appeared in issue 130 of *Private Varnish* magazine.

Reprinted with permission of the publisher.

**Submitted by: Thomas L. Ferrier**

# EARLY MOTORCAR SAFETY DEVICES

BY LEON SAPP

Today Safety Appliances on our railroad motorcars are neither optional nor taken for granted. We take great care in pre trip inspections to ensure that each car is equipped with a variety of safety devices and that they are all in good working order and within specified limits. But this was not always the case. During the first twenty-five years of motorcar history there were virtually no rules or regulations at all.

Until about 1915, fully 20 years into the motorcar's existence, the majority of sales were still being made to individuals. And, the majority of those sales were to convert older handcars and velocipedes into powered cars. With the exception of brakes, few if any safety devices were on those older machines.

As late as 1916, railroads expected their employees to furnish much of their own tool kit. In fact, promotion to journeyman grade and pay in most crafts occurred only when the man had made or purchased enough tools to do the job. A good example of this can be found in the 1916 September Issue of 'Railway Signal Engineer' which stated: "A maintainer should furnish his own small tools, including hooks and belt, pliers, saws, chisels, claw hammers, etc., as he is making a business of maintaining signals and he should buy the tools he needs."

As far as most railroad managers were concerned both handcars and motorcars were just another tool and it was the responsibility of the employee to ensure that they were maintained and used safely. Law Suits over injuries were not the national pastime they are today. It was not until railroads began buying the cars themselves and in volume that attitudes would change.

The higher speeds and carrying capabilities of motorcars brought a marked increase in accidents and loss of men and equipment meant loss of productivity...and profit.

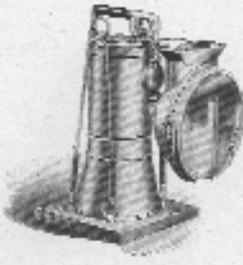
Someone once said, "Safety Rules are written in Blood" and truer words were

**Carbic Model M Light**  
*A Combination Headlight and Handlight for Railroad Motor Cars*

A black and white photograph of a carbic model M light, which is a combination headlight and handlight for railroad motor cars. It features a large lens on the left and a cylindrical body with a handle on the right.

Such would be the origin of the headlight. Fairmont among others would offer carbide powered lamps early on and a variety of sizes and strength of illumination was available. But even with special shields and wind guards they were susceptible to being extinguished by wind or rain. One of the earliest innovations was the electric light, more powerful and with directional illumination for operating a motorcar at night. Kerosene lanterns were about the only form of illumination that was portable but not suited for seeing or being seen at any speed. The dry storage

**NORTHWESTERN**  
**Acetylene Headlight for Motor Cars**  
This headlight was designed purposely to meet the motor car headlighting requirements and its success is best evidenced by the great number who are now using this light and express utmost satisfaction in the results obtained. In addition to being an excellent headlight, it is also easily removed from the stand on the car and used as a hand light.

A black and white photograph of an acetylene headlight for motor cars, showing a complex mechanical assembly with a lens and a mounting bracket.

battery had been developed about 1890 but bulbs were fragile and undependable. In 1908 The Central Electric Company of Chicago began offering low voltage tungsten miniature electric light bulbs

**DRY CELL HEADLIGHT**  
For all cars. Throws strong beam or wide fan spread. Safe for use around gasoline. Large reflector, powerful bulb, uses two ordinary dry cells.

A black and white photograph of a dry cell headlight, which is a rectangular device with a handle on top and a lens on the front.

which could stand up to the vibration of rough handling. Fairmont and others were quick to offer battery powered trouble lights that could be hung on a permanent bracket and serve as a headlight.

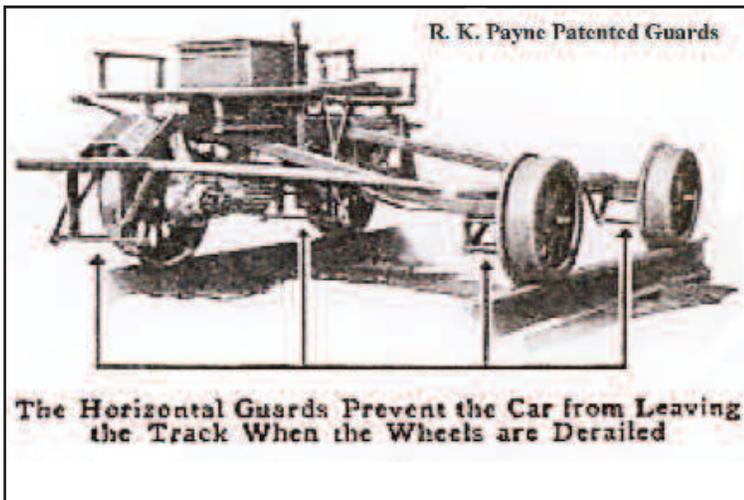
never spoken. Virtually every improvement in the interest of Safety can be traced back to some unfortunate accident or injury. Finding the history of an individual safety appliance is usually impossible but hidden away in early articles and advertisements are a few clues, if not to the cause, at least to the suggested cure.

In 1915 a Mr. Roy K. Payne of Beaverton, Oregon invented rail skids, which he called 'Horizontal Guards', "To prevent the injury of operator or passenger." However the small guards were an extra cost add-on and no manufacturer wanted to increase the price of the cars they were trying to sell to individuals. Although Fairmont and others would offer a type of skid they would be more of a slide to help turn a car than a true safety device.

In 1917 the Illinois Public Utilities Commission ordered that "(1) Each and every railroad motor car shall be equipped

**Aluminum Step Plates for Safety**  
Illustrating how aluminum step plates are furnished and fitted for all aluminum models of Fairmont Motor Cars. Note the accurate formation for snug complete coverage, and the overall corrugation designed to prevent foot slipping in any direction. These Fairmont step plates are light but sturdy in construction and they are available as replacements for similar cars now in service.

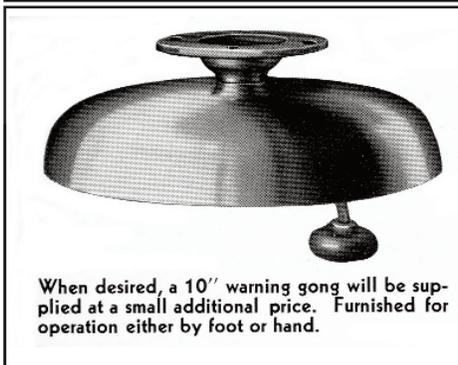
A black and white photograph showing aluminum step plates installed on the side of a motor car, demonstrating their fit and corrugated design.



offered rail-  
roaders an  
electric horn  
that they had  
first designed  
for motor-  
cycles. The  
necessary cur-  
rent was fur-  
nished by two  
small dry cell  
batteries giving  
it the necessary  
power and  
range.

cost options on their Model 45 motorcar. The Rock Island Railroad would issue a bulletin to their Section Foremen in 1931 recommending that they watch for and pick up any failed air hoses they see along the line of track to use in replacing worn out sweeps. In 1943 Fairmont would offer the now familiar 'flapper' style using thick rubber pads.

Windshields, roofs and side curtains would never be offered as standard equipment until the last few years of production. Still, only Tamper, Plasser and Barrie Welding would not offer an open car without a cab right up until the end.



In 1918 the Lehigh Valley Railroad passed a regulation that all motorcars had to have blocks installed on the ends of the floor of each car to prevent tools from sliding off the cars. The next year, fenders or other wheel guards were also required. Other railroads would follow suit.

All these innovations we take for granted today. Narcoa has provisions for allowing older cars to operate without some simply because they were never originally equipped with them. And we have added a few items that were not even in some Railroad's rule books because they add significantly to the safety of our hobby.

with an audible signal in the form of a bell, horn or whistle, which when sounded can be clearly heard for a distance of not less than three hundred (300) feet." (2) Every railroad motor car, when operated between sunset and sunrise shall be equipped with a visible signal on the front end of each such car, in the form of a fixed or portable headlight"

Nearly every motorcar provided some sort of hand holds but oddly some manufacturers only offered them as an added-cost accessory in order to keep the base price as low as possible. In 1919 Mr. J. L. Walsh, Supt. Of Safety for the M-K-T RR publish his famous report to the Eighth National Safety Council Congress on motorcar safety. In that report he would recommend, among other things, the adoption of standards for guard or hand rails, toe-boards, and proper hand brakes.

Safety has come a long, long way since the first motorcar graced the rails and will continue to evolve and improve. Its all about saving life and limb. We have one of the safest hobbies because of our dedication to safety

The headlight requirement had already been added and a suitable 'fix' was available so, next up was a suitable horn. Fairmont and others began offering a kind of gong for motorcars. At that time railroad motor magnetos were sufficient to provide for ignition but not much else. However the automobile industry had developed a variety of horns that would work and individual trackmen were quick to purchase and adapt them to their motorcars. In 1916 The Schwarze Company

Rail Sweeps seem to be one of those items that came about spontaneously. Early illustrations show everything from brooms tied to the front railings to early home made sweeps made from old air brake hoses. The effectiveness of those hose sweeps was such that many manufacturers began equipping their factory built cars with brackets for them.



In 1930 Sheffield would offer both hose type rail sweeps and side skids as extra



# AIR CONDITIONING YOUR WOODINGS

## BY CRAIG W. HARTMAN

It was a dark and steamy night....no, not exactly. It was a bright and steamy day already as we set on our Woodings at the Hobo Railroad a few years back, then it got hotter. If memory serves me correctly, the temperature peaked out at about 93\* that day with high humidity. The car was an oven, and I was the roast. When we arrived back at the set on point, I felt like a par broiled lobster, and was just as pink. My wife and several others were worried that I was going to have heat exhaustion or worse, which, thank God, didn't happen. I am a cold person, as even when the temperatures reach 10\*, I'm still in a sweater or light windbreaker. But the heat, fuggedabout it, I wilt. So after this run and a couple of other scorchers, I decided to put the first (to my knowledge) active air conditioning in a speeder.

Now, you just can't order a speeder with air conditioning from Woodings or Fairmont, you have to build it your-

self. The first order of business was to decide which of my speeders would receive the honors, and extra weight. After figuring unit placement, layout, available horsepower (left my M9G out of the running), and comfort, I decided the Woodings CBL - CN 171-87 would get the A/C. I had rebuilt this car a few years back with new engine, torque converter and rebuilt transmission, done the electrical system over with heavier alternator and new wiring and decided that this would be the car of choice.

Now the work began, to gather the materials and put it all together. As I am an engineer and gearhead, I am well versed in the field of mechanics, refrigeration and electrical. I remembered back in the sixties and seventies you could buy an add-on air conditioning unit that hung under your dash, so looking I went. After calling several of my suppliers and looking on the 'net, I came across a company that still manufactures similar, updated units for both large trucks and vintage automobiles. After conversing with technical support and sales, it was decided that the automobile unit would be able to be adapted to railcar use. Rough hose lengths were calculated, a filter dryer chosen, and the evaporator/fan assembly, compressor, and condenser unit speeded out. The order was placed, and I started prep work in the shop.

The order arrived in a couple of weeks, and as I usually do when starting a project of this scope, wondered what have I gotten myself into this time. The parts were uncrated and laid out and compared mentally to what I had envisioned, and looked like it would work as planned.

First off would be the compressor mounting and align-



ment with the engine. I removed the alternator and fabricated the dual mount bracket with the compressor going in under the alternator, and mounting to the base plate that mounts the engine to the sub frame. The drive for both comes off a stub shaft fitted to the front of the engine flywheel and fitted with a dual groove pulley. Hose routing had to be considered as both suction and high pressure lines run to the compressor, and there isn't a lot of room.

Next would come the evaporator/fan assembly that would blow the cold air around the car. I was striving for a somewhat original look, and decided to see if I could recess it in over the engine in the swing door that is above the tunnel in the Woodings, preliminary measurements said it could. Since this now was being installed above the engine in the engine compartment, it needed to draw air from the passenger compartment, not the engine compartment. A plenum box was fabricated to surround the unit, with openings in the side to draw air in and back to the unit. The swing door was modified and lined, and installed. It looks reasonably good, and still swings up to allow access to the engine.

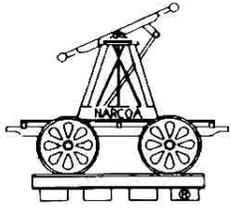
The condensing unit was next, and its attending airflow through the coil needing to be addressed. Since our cars use air cooled engines with no radiators (at least most do), air flow through the condenser must come from another source other than a radiator fan drawing air through. It was decided to use a large electric fan mounted to the condenser face to ensure adequate cooling air. Now where to mount it? Not wanting to mount it in front of the engine with the attendant added heat load, I had a couple of options. I liked the idea of making it up to look like a dynamic brake cooling fan and mount it up top, but was concerned about the effect on the unknown watertightness of the fan motor and susceptibility to damage. I decided to make up brackets and mount it on

an angle behind the rear axle to protect it and get good airflow. Aluminum bracketry was fabricated and installed, along with protective guards for the condenser.

The last thing to do was to install the filter/dryer in the tunnel, put the hoses and fittings together and install it so nothing rubs, and do the required wiring. After a final look over, the gauges were attached, the system evacuated, and with no leaks being found, the system charged. Preliminary tests were good, with COLD air being generated. Now to wait for a hot day.

Well, after a few hot days on the rails this summer, though none approaching the 95\* scorcher of a few years back, I am pleased to report the unit works, and after a little tweeking, works even better. The only change I intend to make is to install a 24 HP engine in the car, as the 18 HP is a little shy, as the added load is about 5 to 7 HP draw on the engine, but that being said, I'm glad it was done. Now when we go out on excursion, it can be truly said "we's the coolest dogs on the railroad".



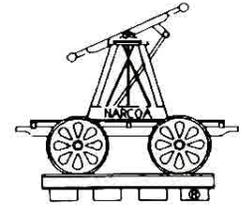


# NARCOA EXCURSIONS

## AS OF FEBRUARY 16TH, 2011

Please submit all excursions and ads directly to  
**[webmaster@narcoa.org](mailto:webmaster@narcoa.org)**

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



### March 4 - 6, 2011 - GA - Heart Of Georgia West RR

Richland Georgia to Omaha Georgia Workdays. Set on Friday. Saturday from Richland to Omaha workday, Leave at 8:00 AM return to Richland at 5:00 PM. Sunday from Richland to Omaha workday, Leave at 8:00 AM return to Richland at 4:00 PM. Bring your own brush clearing tools and lunch. Working between MP 725 and MP 753. Due to nature of work actual mileage varies. Before attending contact EC for last minute schedule changes. All 2 cycles must have US Forest Service approved spark arrestor installed. All participants must attend safety briefings and wear safety vest. SERO affiliate. \$25.00 each car. Limit of 7 cars. EC Larry Crowe, H:229-776-5882, C: 229-894-0402 or email [clh1@plant-tel.net](mailto:clh1@plant-tel.net) EC Will Thompson H: 229-723-8231, C:229-359-5701 or email [cwthompson@windstream.net](mailto:cwthompson@windstream.net) EC Dave Ferro H: 850-656-0592

### March 5, 2011 - TX - Capitol Metro Transportation

Llano, TX to Scobee Spur, TX – Approx. 54 miles RT. NARCOA insurance and rules apply. This will be a cleanup ride to clear flangeways and brush to prepare the line for the 4/2/11 Bluebonnet excursion. Bring weed trimmers, loppers, and grubbing hoes. Fee: \$25 membership to Railroad Partners, Inc. Additional RPI safety rules will apply. Do not set on until permission given by EC. Set on at 8:30 am at Llano wye. Safety meeting at 9:00 am. Please pre-register so we may plan accordingly and know who to notify in case of cancellation. Set on locations may vary. EC: Leland Stewart 10057 Palomino Canyon converse, TX 78109 210-945-9268 home 210-863-5397 cell email: [poppermaker@gmail.com](mailto:poppermaker@gmail.com) . RPI website: [www.railroadpartners.com](http://www.railroadpartners.com)

### March 11 - 13, 2011 - GA - Heart Of Georgia West RR

Richland Georgia to Omaha Georgia Workdays. Set on Friday. Saturday from Richland to Omaha workday, Leave at 8:00 AM return to Richland at 5:00 PM. Sunday from Richland to Omaha workday, Leave at 8:00 AM return to Richland at 4:00 PM. Bring your own brush clearing tools and lunch. Working between MP 725 and MP 753. Due to nature of work actual mileage varies. Before attending contact EC for last minute schedule changes. All 2 cycles must have US Forest Service approved spark arrestor installed. All participants must attend safety briefings and wear safety vest. SERO affiliate. \$25.00 each car. Limit of 7 cars. EC Larry Crowe, H:229-776-5882, C: 229-894-0402 or email [clh1@plant-tel.net](mailto:clh1@plant-tel.net) EC Will Thompson H: 229-723-8231, C:229-359-5701 or email [cwthompson@windstream.net](mailto:cwthompson@windstream.net) EC Dave Ferro H: 850-656-0592

### March 18 - 20, 2011 - GA - Heart Of Georgia West RR

Richland Georgia to Omaha Georgia Workdays. Set on Friday. Saturday from Richland to Omaha workday, Leave at 8:00 AM return to Richland at 5:00 PM. Sunday from Richland to Omaha workday, Leave at 8:00 AM return to Richland at 4:00 PM. Bring your own brush clearing tools and lunch. Working between MP 725 and MP 753. Due to nature of work actual mileage varies. Before attending contact EC for last minute schedule changes. All 2 cycles must have US Forest Service approved spark arrestor installed. All participants must attend safety briefings and wear safety vest. SERO affiliate. \$25.00 each car. Limit of 7 cars. EC Larry Crowe, H:229-776-5882, C: 229-894-0402 or email [clh1@plant-tel.net](mailto:clh1@plant-tel.net) EC Will Thompson H: 229-723-8231, C:229-359-5701 or email [cwthompson@windstream.net](mailto:cwthompson@windstream.net) EC Dave Ferro H: 850-656-0592

### March 19, 2011 - TX - Capitol Metro Transportation

Llano, TX to Scobee Spur, TX – Approx. 54 miles RT. NARCOA

insurance and rules apply. This will be a cleanup ride to clear flangeways and brush to prepare the line for the 4/2/11 Bluebonnet excursion. Bring weed trimmers, loppers, and grubbing hoes. Fee: \$25 membership to Railroad Partners, Inc. Additional RPI safety rules will apply. Do not set on until permission given by EC. Set on at 8:30 am at Llano wye. Safety meeting at 9:00 am. Please pre-register so we may plan accordingly and know who to notify in case of cancellation. Set on locations may vary. EC: Leland Stewart 10057 Palomino Canyon converse, TX 78109 210-945-9268 home 210-863-5397 cell email: [poppermaker@gmail.com](mailto:poppermaker@gmail.com) . RPI website: [www.railroadpartners.com](http://www.railroadpartners.com)

### March 19, 2011 - GA - Blue Ridge Scenic RR

Blue Ridge, GA to McCaysville, GA (via Mineral Bluff) — Approx 36 miles round trip. Supper stop in McCaysville. NARCOA rules apply. Set-on Blue Ridge on house track at the depot at 4 PM, Safety Briefing at 5 PM. Do not set on until permission is given by EC. Price: \$5.00 per car active Blue Ridge Scenic Railroad Volunteers. All others \$10.00 per car. Coordinators: Carl Hymen (706-455-0492), Ron Long (706-632-9736). Email: [carlsmotorcars@yahoo.com](mailto:carlsmotorcars@yahoo.com) DUE TO TRACK WORK PLEASE EMAIL WITH YOUR PHONE NUMBER IN CASE WE NEED TO CONTACT YOU.

### March 19 - 20, 2011 - CA - Amador Central RR, Stockton Terminal and Eastern RR

Recreational Railroad Coalition and Motorcar Operators West announces a Spring colors run on the Amador Foothill Railroad on March 19, 2011 in Ione, California. There will be 40 round trip miles of great mountain running. And on Sunday March 20, 2011 we will be in the Great San Joaquin Valley for the Spring Cherry Blossom Run through the farms and orchards of the Linden Branch of the Stockton Terminal and Eastern Railroad in Stockton, California. We will run 40 round trip miles here also with some street running in Stockton in the afternoon. These are rain or shine dates, and any day on the rails beats staying home. As these are Narcoa Insured excursions all Narcoa requirements will be observed. We are especially concerned about proper footwear and will require ankle high boots and long pants. The run fee for both excursions will be 50\$ per day. Excursion Coordinator for the weekend is Dave Balestreri, address 2320 'E' street Sacramento, Ca. 95816. Email [lonerailfair@yahoo.com](mailto:lonerailfair@yahoo.com) Cell 916 531 7536. Set on times for both days is 7:00 am. Lunch plans are still tentative but we hope to have Fat Freddy and his famous hot dogs on site in the ST+E picnic ground. We hope you can join us!

### March 25 - 27, 2011 - FL -Florida Midland RR / Florida Central RR/ Florida Northern RR

South Eastern Railcar Operators, Inc. will sponsor a motorcar excursion on the Pinsley Railroad Company - Florida Midland, Florida Central and Florida Northern Railroads. Friday - Florida Midland Railroad - Lake Wales, FL Set On will start at 09:00 A.M. Ample parking is available adjacent to the Set On location at E. Stuart Ave. East of N. Scenic Highway. (approx 28 miles) Saturday - Florida Central Railroad - Winter Garden, FL Our set-on location is on South Main Street just East of the railroad museum in the old depot in the city center. 360 Image. Set on begins at 06:30 We will Leave at 08:00 and run to Wooten Park in Tavares.(approx 57 miles) Sunday - Florida Northern Railroad - Ocala, FL We will set on in downtown Ocala, Florida, North

of Highway 40 grade crossing in an area where the track runs down the middle of the street for several blocks starting at 08:00. Departure at 09:00. We will run South to Candler in the morning, return to Ocala and in the afternoon, cross the diamond on the CSX main and run North to the end of track (approx 50 miles).. NARCOA Insurance is required. NARCOA Operating Rules and Regulations will be in effect. A NARCOA Certificate of Examination is required. Cost is \$150.00 per Motorcar for any or all three days. Make checks payable to: Mackey International, 9000 SE 70th Terrace, Ocala, FL 34472. Be sure and include an email address as all confirmations will be by email. EC Keith Mackey [kjm900@gmail.com](mailto:kjm900@gmail.com) 352-347-0770

### **March 26, 2011 - CA -Eagle Mountain Railroad**

Day and night runs with "Brakeman's Dinner" - Eagle Mountain RR is located near Desert Center, CA eighty miles east of Palm Springs. We will make two round trips (afternoon and evening) from the Kaiser Mine to the rail wash out 2 miles below I-10. Distance is 21 miles one way, total of 84 miles for the day all on welded rail. Set-on 11am Saturday, March 26th. Home-made Mexican food dinner (prepared by the Brakeman's wife) will be served at 5:30pm. Depart on night run at 6:30pm. The railroad will do brush clearance in time for the event. Cost \$150 includes run fees and one meal. Additional meals are \$15 each. Please send the names of people who will be having dinner, your e-mail address, cell phone number, name and home address, car model, and insurance number. Make checks payable 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? Please contact the EC at [wparsons@ix.net-com.com](mailto:wparsons@ix.net-com.com)

### **April 1 - 3, 2011 - GA -Heart Of Georgia West RR Richland Georgia to Omaha Georgia Workdays.**

Set on Friday. Saturday from Richland to Omaha workday, Leave at 8:00 AM return to Richland at 5:00 PM. Sunday from Richland to Omaha workday, Leave at 8:00 AM return to Richland at 4:00 PM. Bring your own brush clearing tools and lunch. Working between MP 725 and MP 753. Due to nature of work actual mileage varies. Before attending contact EC for last minute schedule changes. All 2 cycles must have US Forest Service approved spark arrester installed. All participants must attend safety briefings and wear safety vest. SERO affiliate. \$25.00 each car. Limit of 7 cars. EC Larry Crowe, H:229-776-5882, C: 229-894-0402 or email [clh1@planttel.net](mailto:clh1@planttel.net) EC Will Thompson H: 229-723-8231, C:229-359-5701 or email [cwthompson@windstream.net](mailto:cwthompson@windstream.net) EC Dave Ferro H: 850-656-0592

### **April 2, 2011 - WA -Yakima Central Railway**

PRO announces a Spring Return to White Swan excursion. Ride the Yakima Central Railway. Saturday April 2, 2011. There will be a 15-car limit. Cost is \$90.00. For additional information, contact Stephen Healy at [healy.v.s@gmail.com](mailto:healy.v.s@gmail.com) with YCR in the subject line. There will be one restriction on this ride, only cars with turntables will be accepted. This is not intended to only include factory installed or aftermarket turntables. If you have a manual turntable or, arrange to travel with someone using a manual turntable, this will be acceptable. Any cars arriving at the seton without a turntable or arrangements will be turned away with no refund. This restriction is due to a lack of crossings at one end of the ride. Standard NARCOA operations will be followed, so make sure you have your insurance and operator's certification current. Send a check made out to PRO, to Stephen Healy 19740 SE 277 Street Covington WA 98042. Please make sure I have a current (valid) e-mail address and phone number for you as all communications will be via e-mail or telephone.

### **April 2, 2011 - TX -Capitol Metro Transportation (ex SP Llano branch)**

Bluebonnet Run - Railroad Partners, Inc. is pleased to sponsor a

motorcar run over the ex SP Llano branch. This is a scenic stretch of track which parallels the Llano River and crosses the Colorado River on Lake LBJ. There will be abundant wildlife and, nature permitting, bluebonnets and Indian paintbrushes. Participants will travel from Llano, TX, through Kingsland, TX to Scobey Spur, a round trip distance of approx 54 mi. Trip fee is \$40.00 per car payable as a donation to Railroad Partners, Inc. (a nonprofit 501c3). This is a NARCOA insured event and all NARCOA rules apply. Hy-rails welcome. For trip details or lodging information, contact: EC in training: Myron Malone 5306 Kayway Dr. Greenville, TX 75402 (903) 454-8307 email: [malonemg@geusnet.com](mailto:malonemg@geusnet.com) or (EC) Leland Stewart 10057 Palomino Canyon Converse, TX 78109 (210)863-5397. email: [poppermaker@gmail.com](mailto:poppermaker@gmail.com). Information about RPI may be found at [www.railroadpartners.com](http://www.railroadpartners.com)

### **April 09 - 20, 2011 - CA / NV -California Short Line Excursion**

Motorcar Operators West is pleased to announce the California Short Line Excursion. Come join us as we experience nine unique, interesting, and historic short lines in California and Nevada. We will be going from the Pacific Coast to the redwoods to the Central Valley to the Sierra foothills, and finally to Nevada for the historic Virginia and Truckee RR. Approximately 350 motorcar miles will be covered. You may sign up for all or part of the excursion. This will be a NARCOA insured event and all NARCOA rules will apply. Spark arrestors are required. Please monitor the MOW website ([mowonline.org](http://mowonline.org)) for full details, costs, and registration information as they become available. Contact the EC, Bill Schertle, for more information at [bschertle@sbcglobal.net](mailto:bschertle@sbcglobal.net) or at 714-743-0804 (cell).

**Saturday, April 9 - Santa Maria Valley RR** - Betteravia-Guadalupe-Santa Maria - 20 round trip miles. 3 runs - AM-PM-Twilight - Co-EC in training Lonnie Hughes **Monday, April 11 - Santa Cruz and Big Trees RR** - Felton-Santa Cruz - 18 round trip miles. 2 runs - AM-PM - Co-EC Marv Weber **Tuesday, April 12 - Niles Canyon Railway** and tour of Brightside Yard - 10 round trip miles. 2 runs between 8 AM and Noon - Co-EC David Towle, Al McCracken **Wednesday, April 13 - Cal Western Skunk RR** - Willits-Fort Bragg - 80 round trip miles - Co-EC - Chris Baldo **Friday, April 15 - Placerville Branch** - Folsom - 9.5 miles east - 19 round trip miles - 2 runs - AM-PM - Co-EC Malcolm Frost

**Saturday, April 16 - Stockton, Terminal and Eastern/Central California Traction** (new rail) Stockton - Linden - Lodi - 40 round trip miles - Co-EC Dave Balestreri **Sunday, April 17 - Sierra RR** - Oakdale-Jamestown - 80 round trip miles - Co-EC Chris Ogilvie **Monday, April 18 - Amador Central RR** - Ione-Martell - 20 round trip miles - 2 runs - AM-PM Co-EC Dave Balestreri **Wednesday, April 20 - Virginia & Truckee RR** - Carson City-Virginia City - 18 round trip miles - 2 runs - AM-PM - Co-EC - Mike Mitchell (April 10, 14, and 19 are travel days for you to experience the beauty of the "Golden State")

### **April 09 - 10, 2011 - GA - Heart Of Georgia RR - FULL - Wait List Only**

On Saturday we will travel east from Pitts, GA, cross two rivers and lunch in the quaint town of Milam. 105 RT miles. Sunday we will travel West from Pitts through Cordele, cross the Flint River and Lake Blackshear on our way to Plains. This is the boyhood and current home of former President Jimmy Carter. 127 RT miles. Cost for either or both days is: \$170. Requirements: You must be a member of NARCOA, have NARCOA Insurance, and have passed the Rules Test. All cars will be inspected. All NARCOA rules will apply. No refunds after March 9, 2011. All operators and passengers must wear a REFLECTORIZED Safety Vest or a Safety Shirt while on railroad property. A mobile VHF radio capable of receiving railroad frequencies strongly encouraged. The EC and Affiliate is Bobby Moreman.3520 Cold Springs Lane, Chamblee, GA30341 Email

**April 15 - 17, 2011 - GA - Heart Of Georgia West RR**

**Richland Georgia to Omaha Georgia Workdays.** Set on Friday. Saturday from Richland to Omaha workday, Leave at 8:00 AM return to Richland at 5:00 PM. Sunday from Richland to Omaha workday, Leave at 8:00 AM return to Richland at 4:00 PM. Bring your own brush clearing tools and lunch. Working between MP 725 and MP 753. Due to nature of work actual mileage varies. Before attending contact EC for last minute schedule changes. All 2 cycles must have US Forest Service approved spark arrestor installed. All participants must attend safety briefings and wear safety vest. SERO affiliate. \$25.00 each car. Limit of 7 cars. Click [HERE](#) for more details and maps. EC Larry Crowe, H:229-776-5882, C: 229-894-0402 or email [clh1@planttel.net](mailto:clh1@planttel.net) EC Will Thompson H: 229-723-8231, C:229-359-5701 or email [cwthompson@windstream.net](mailto:cwthompson@windstream.net) EC Dave Ferro H: 850-656-0592

**April 16, 2011 - PA - Nittany & Bald Eagle Railroad**

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

**April 17, 2011 - PA - Lycoming Valley Railroad**

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

**April 23, 2011 - GA - Blue Ridge Scenic RR**

Blue Ridge, GA to McCaysville, GA (via Mineral Bluff) — Approx 36 miles round trip. Supper stop in McCaysville. NARCOA rules apply. Set-on Blue Ridge on house track at the depot at 4 PM, Safety Briefing at 5 PM. Do not set on until permission is given by EC. Price: \$5.00 per car active Blue Ridge Scenic Railroad Volunteers. All others \$10.00 per car. Coordinators: Carl Hymen (706-455-0492), Ron Long (706-632-9736). Email: [carlsmotorcars@yahoo.com](mailto:carlsmotorcars@yahoo.com) DUE TO TRACK WORK PLEASE EMAIL WITH YOUR PHONE NUMBER IN CASE WE NEED TO CONTACT YOU.

**April 29 - 31, 2011 - GA - Heart Of Georgia West RR**

**Richland Georgia to Omaha Georgia Workdays.** Set on Friday. Saturday from Richland to Omaha workday, Leave at 8:00 AM return to Richland at 5:00 PM. Sunday from Richland to Omaha workday, Leave at 8:00 AM return to Richland at 4:00 PM. Bring your own brush clearing tools and lunch. Working between MP 725 and MP 753. Due to nature of work actual mileage varies. Before attending contact EC for last minute schedule changes. All 2 cycles must have US Forest Service approved spark arrestor installed. All participants must attend safety briefings and wear safety vest. SERO affiliate. \$25.00 each car. Limit of 7 cars. Click [HERE](#) for more details and maps. EC Larry Crowe, H:229-776-5882, C: 229-894-0402 or email [clh1@planttel.net](mailto:clh1@planttel.net) EC Will Thompson H: 229-723-8231, C:229-359-5701 or email [cwthompson@windstream.net](mailto:cwthompson@windstream.net) EC Dave Ferro H: 850-656-0592

**April 30 - May 1, 2011 – OK Farmrail Railroad**

The Oklahoma Railway Museum (ORM) will host a two day run on Saturday April 30 and Sunday May 1 on Farmrail Railroad out of Clinton, OK. NARCOA Insurance and rules apply. Saturday set on will be at 8:00AM, safety briefing at 8:50AM, leaving at 9:00AM. Ride will be south to Snyder, OK and return. Roundtrip is approximately 126 miles. Cars can be left on track overnight. Sunday, run will be from Clinton after safety briefing at 8:50AM to Elk City and return for approximately 72 miles. Participants must be a member of ORM and NARCOA. Ride cost is \$70.00 which covers both days. Detailed information will be available after March 1 from EC Drake Rice, [drake.rice@cox.net](mailto:drake.rice@cox.net). Phone is 405-478-3225.

**May 1, 2011 - IA - Boone & Scenic Valley Railroad**

Boone, IA - The First Iowa Division is hosting a ride on the Boone & Scenic Valley Railroad as a season opener. Notice that this is a Sunday ride and not Saturday as in the past. There will hopefully be four trips during the day and a night ride. Enjoy the 156 ft. high bridge and Des Moines River bridge by the Y-Camp. The tracks up the hill from Fraser have again been washed out so the round trip mileage has been reduced to about 12 miles. Set on at the depot will start at 7:00am with a 9:00am departure. Cost of the ride is \$20. Current membership in the Iowa Railroad Historical Society (\$25) is a railroad requirement. Please make checks for the ride payable to FID and membership payable to IRHS. 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](mailto:motorcarl@mchsi.com) for more information. This is a Narcoa-insured ride and all Narcoa rules apply.

**May 21, 2011 - TN - Caney Fork & Western Railroad**

A-CARS NEEDED: NARCOA members have the unique opportunity to help out a RR historical society and to ride on a railroad that has not been available for motorcar riding for many years! The Nashville, Chattanooga & St. Louis RR Historical Club has asked NARCOA to give their members a ride on the CR&W during their yearly convention. Set-on will be in Tullahoma, TN with a ride that is approx. 45 miles one way to Rock Island, TN and return. There are some additional requirements you must agree to when you sign up for this run: Each attending motorcar must be capable of giving at least one club member a ride, every car in attendance must have at least one comfortable seat open for a passenger. (your car's motorcover does not qualify as a comfortable seat). Roomy, clean A-car's with seats will be given preference in sign-up over all M-cars and crappy A-cars. Due to a tight schedule, excellent motorcar mechanical condition is a must. This is a non-mentoring run. Since the historical club has made arrangements with the host RR for us, the cost of this run is only: \$35.00 per car. All NARCOA rules apply. 20 car limit. Please Contact: EC, Tom Falicon, 1227 Sawmill Creek Rd., Bryson City, NC 28713, 828-488-8063 after 6pm EST, [raildawg@gte.net](mailto:raildawg@gte.net). for additional information, questions or concerns. Please see below for a Sunday event that was created to run in conjunction with our Saturday ride.

**May 22, 2011 - TN - Tennessee Southern Railroad**

In conjunction with Caney Fork & Western event on Saturday- Columbia TN to Pulaski, TN. Rare track- 2nd run ever on Pulaski line. Lunch at historic Lynnville with old depot museum. Approx. 60 RT motorcar miles, through the beautiful scenic rolling hills of middle Tennessee in the middle of spring. Land of Davy Crockett, President Polk, and Amish farms, on former L&N and CSX line. Set-on is only 60 miles from Tullahoma and the Caney Fork event. You must be a member of NARCOA, have current NARCOA Insurance, passed the Rules Test, and been mentored. Experienced operators please, mentoring by permission only. All cars will be inspected. All NARCOA rules will apply. Additional rules: A-cars and hyrails by per-

mission only (we prefer that A cars have an adequate working turntable attached to the frame- hysrails must have a current annual FRA inspection form available) Safety vests/shirts, long pants and over-the-ankle work boots are mandatory. A mobile VHF radio capable of receiving railroad frequencies is strongly encouraged. There is a 20 car limit. Please make your check for \$90 payable to: Fallen Flag Excursions LLC c/o Jim Hughes, 407 Fellers Lane, Smyrna, TN 37167. Phone 615-459-9750. Email [jhughes@pipeline.com](mailto:jhughes@pipeline.com) for registration form, or download at [ffx.home.pipeline.com](http://ffx.home.pipeline.com). No refunds after April 20, 2011. Excursion Coordinators: Jim Hughes, Bernie Leadon and Paul Goldzung

#### **May 24 - 27, 2011 - QE - FULL - Wait List Only**

**Societe du chemin de fer de la Gaspesie** The Club RailCar Québec (CRQ) invites you in Québec for its 3rd annual NARCOA excursion from Matepedia to Gaspé and return. Track used are with Societe du chemin de fer de la Gaspesie. (SFG); a run of 404.4 miles. The run is of four days. NARCOA insurance and rules apply. Fees are \$400 per vehicle payable in Canadian or American money. Send your check payable to "Club Railcar Quebec" to: Club Railcar Québec, P.O. BOX 45005, Charny (Quebec) Canada G6X 3R4. The number of participants is limited to 40 cars.

The deadline for registration is April 15th 2011 and after this date, there will be no refund possible. For more information, please contact Louis-François Garceau at 1 (418) 832-1502. Mobile is (418) 955-2466. VISA and/or MASTER CARD are accepted. SETON: Monday evening after dinner and/or Tuesday morning at 6:00 AM in Carleton siding. Departure shall be at 8:30 AM on Tuesday. Please, keep your vehicle lock correctly when not in use. Safety boots and safety vests are obligatory at all time. INFORMATION : E-mail to: [crq@bell.net](mailto:crq@bell.net) - Louis-François Garceau, Certified Excursion Coordinator, from Charny, PQ. NOTE : Excursion is already full ; please send me your interest in being on the spare list.

#### **May 28, 2011 - CO - San Luis Central Railroad**

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

#### **May 28 - 29, 2011 - CO - Denver & Rio Grande Railway Historic Foundation**

South Fork, CO - 11th Anniversary Run. The Rocky Mountain Division invites you to celebrate the 11th anniversary of the purchase of the line by the D&RGHF from the Union Pacific, returning the Rio Grande name to this historic, and scenic property. This is a great low key run for mentoring new operators, and a great run to see how your car runs in the mountains. We will arrange the run to travel somewhere between 60 to 80 track miles during these dates, traveling from South Fork to Wasson Wye and return . The run will be limited to 25 cars. You may run either or both days. Checks should be made to "Rocky Mountain Division". NARCOA rules and insurance will be in effect. Spark arrestors will be required. No Hi-Rails. No Smoking. Jon Keel-

ing will be EC. Cost: \$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 by EC two weeks prior to the event. . Jon Keeling, Phone: 719-989-0779, P.O. Box 721, La Veta, CO 81055 Email: [jkeelingmt14@yahoo.com](mailto:jkeelingmt14@yahoo.com)

#### **May 28 - 29, 2011 - NE - Nebraska Northeastern Railroad**

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

#### **May 28, 2011 - MA - Pioneer Valley Railroad**

Please see our additional trip on Sunday - only a few miles away on the Mass Central Railroad. Join us on the Pioneer Valley Railroad for a tour with this "can do" railroad. Trip will start in Westfield and to Holyoke and all railroad trackage. We will set on at Westfield, MA at 8:00 AM. Approximate round trip mileage for this excursion is 35 miles. The event is sponsored by NERCA. Excursion limited to 25 cars. The price of the excursion is \$55. Equipment Restrictions/Requirements: No HY-Rails or A-cars. The event is sponsored by NERCA. Event Coordinator: Warren Riccitelli / Al Elliott. For more information please contact Warren Riccitelli, 39 Jacksonia Drive, North Providence, RI 02911 (401) 232-0992. For more information please contact Warren Riccitelli, (401) 232-0992 or [warren.riccitelli@cox.net](mailto:warren.riccitelli@cox.net) or Al Elliott (732) 536-7460 [trackcar2365@optionline.net](mailto:trackcar2365@optionline.net) No cash or checks accepted. All reservations may be made by visiting our website - [www.nerailcar.com](http://www.nerailcar.com).

#### **May 29, 2011 - MA - Mass Central Railroad**

Please see our additional trip on Sunday - only a few miles away on the Pioneer Valley Railroad. This is a beautiful trip thru many small undisturbed New England towns, this excursion is set in the rural hills and valleys of central MA. Please bring a box lunch. No food is available on this excursion. Trip is contingent on minimum 20 car sign up. All payments / cancellations are required 30 days before the excursion. We will set on at Palmer, MA at 7:00 AM. Departure is scheduled for 8:00 AM. Approximate round trip mileage for this excursion is 50 miles. This ride is limited to 25 cars. All NARCOA rules apply. NARCOA insurance and rules apply. Reflective vests are required. No cars will be able to operate with sanders or manually applied sand. Additional information: NARCOA mentoring allowed on this excursion. The price of the excursion is \$55. The event is sponsored by NERCA Event Coordinator: Warren Riccitelli / Al Elliott. For more information please contact Warren Riccitelli, 39 Jacksonia Drive, North Providence, RI 02911 (401) 232-0992. For more information please contact Warren Riccitelli, (401) 232-0992 or [warren.riccitelli@cox.net](mailto:warren.riccitelli@cox.net) or Al Elliott (732) 536-7460 [trackcar2365@optionline.net](mailto:trackcar2365@optionline.net) No cash or checks accepted. All reservations may be made by visiting our website - [www.nerailcar.com](http://www.nerailcar.com).

#### **June 3, 2011 - NH - Pre-HOBO Tune-up Run**

Fernald Station, Wolfeboro NH; For the third year, the Cotton Valley Rail Trail Club is hosting a pre-HOBO tune up ride at their trackage in Wolfeboro, NH. This will give everyone a chance to shake the bugs out of their motor cars before the pressure of the time constraints of an actual run. Experience the scenic New Hampshire wilderness along 11 miles of club maintained track, with a good diner at the other end of the line. Also, Hot dogs, etc. will also be available at our engine house throughout the day. This event is open to all motor car owners/opera-

tors, regardless of club affiliation. This is not a NARCOA sanctioned event. Signed release forms will be required. CVRTC operates from Fernald Station. The station is located approximately 3 miles East of downtown Wolfeboro, NH on Route 109. Please stop by on your way to the HOB0 run, check out your motor car and share the fellowship of other motor car owners. This is a 'drop in' event and no reservations are required. Donations to the club will be accepted. We will be starting about 8:00 am and will finish with enough time to get to Lincoln, NH for HOB0's Friday evening events. Dick Forde, co-coordinator: [DickForde@aol.com](mailto:DickForde@aol.com)

**June 4 - 5, 2011 - NC - Great Smoky Mountains RR Overnight Ride and Rail BBQ!!!!** Once again we'll be hosting a sleep-over run on the GSMR. Plus, this year the Chris Helmer's world famous RAIL-B-QUE will be rolling along with us to cook us an amazing meal trackside at our hotel in Dillsboro as well as cooking us one of our lunch meals along the way. For those of you that missed the maiden voyage of the Rail-B-Que at our November run, you all missed out on being part of NARCOA history but, you can read about in this month's Set-Off. We will be departing from Andrews, NC the morning of June 4th and running the entire line all the way to the Dillsboro, NC where we'll tie up for the night on the mainline in front of our hotel. While you are checking in and freshening up Chris will have the Rail-B-Q smokin' as he cooks dinner for us then we'll eat our feast on our hotel's riverside patio. Sunday morning we'll depart for Andrews. We will be running with trains both days and it is imperative that your car be in the best mechanical shape ever. The cost for this two day event is \$175.00 (motel room not included). Contact: EC, Tom Falicon 1227 Sawmill Creek Rd, Bryson City, NC 28713, 828-488-8063 [rail-dawg@gte.net](mailto:rail-dawg@gte.net) for more info or a sign up sheet.

**June 9 -16, 2011 - MT - Pro Montana Big Sky Adventure - Fifth Tall Timber to Prairie Tour**

Pacific Railcar Operators is pleased to announce its Montana Big Sky Adventure V: Tall Timber to Prairie Tour. The run will travel over several Montana Rail Link subdivisions (at least 250 miles), Central Montana Rail Inc. (160 miles) and one other Montana Short Line (45 miles). The initial seton will be Thursday, June 9th near Missoula, MT, and the final setoff will be near Lewistown, MT on Thursday, June 16th. Final details will be announced March 1st.

Please send a check for a \$200 deposit to co-EC Bill Taylor, 917 Parkview Way, Missoula, MT 59803 by February 25, 2011 (Total cost will be approx. \$600). There is a 25 car limit. Those not selected will have their deposits returned and names placed on a waiting list. Registration will be complete when participants make their final payment. They will receive information on lodging, schedules, and routes at that time. Priority will go to those able to make the entire tour. No reservation will be accepted without deposit. This is a NARCOA insured run, and operators are required to have the necessary operator's certificate and current insurance. It is not a mentoring run. Participants are responsible for their own lodging and meals. Some camping will be available. NARCOA rules and safety guidelines are in effect. USFS approved spark arrestors are required. Participants need to remember they will be operating in a sparsely populated rural environment where services are limited, weather is changeable, and travel distances are significant. For more information contact co-ECs Bill Taylor at [wtaylor@bresnan.net](mailto:wtaylor@bresnan.net) or Tom Norman at [alb4961@blackfoot.net](mailto:alb4961@blackfoot.net).

**June 9 -12, 2011 - Great Lakes Central Railroad MI - FULL - Wait List Started**

Great Lakes Rail Cars, Inc. is pleased to sponsor a 3-day motor car excursion over a portion of the Great Lakes Central Railway (ex-Tuscola & Saginaw Bay Railway), beginning with set-on Thursday evening, June 9, 2011, followed by the excursion on Friday/Saturday/Sunday, June 10-12, 2011. All NARCOA members are welcome to participate. Participants will travel approximately 238

miles in the beautiful northwestern portion of Michigan's Lower Peninsula. The trip will start in Cadillac, MI. We will run north to Petoskey, Michigan on Friday; Petoskey to Traverse City on Saturday; and Traverse City to Cadillac on Sunday. The excursion fee of \$475. (USD) includes all railroad fees, very nice overnight hotel accommodations in both Traverse City and Petoskey, MI; deluxe continental breakfast on Saturday & Sunday morning, transportation to/from the hotel in both Traverse City & Petoskey, and other related excursion costs. Complete details will be sent upon receipt of the excursion fee. There is a 30 car limit. This is a NARCOA-insured excursion and all NARCOA rules will apply. To register, send a check for \$475 (payable to Great Lakes Rail Cars) to: Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035. For questions or further information contact Mike at (317) 839-9320 or by email [mford@indy.rr.com](mailto:mford@indy.rr.com).

**June 10-12, 2011 - CO - Durango & Silverton Narrow Gauge Railroad (3 foot narrow gauge)**

The Rocky Mountain Division of NARCOA invites you to participate in a 3 day motorcar event on the D&SNGRR on June 10-12, 2011. Set on is Friday afternoon June 10th in Silverton. June 11th and 12th participants will depart Silverton in the morning, run to Rockwood and return, traveling approximately 56 round-trip miles per day against the current of traffic on this historic railroad for an excursion total of about 112 miles. Setoff is planned for early afternoon on June 12th. We will be meeting the historic steam power of the D&SNGRR as we travel the Animas Canyon and the spectacular "High-Line". The railroad will be operating two trains per day, so we will be meeting both trains in the morning, and both trains in the afternoon. We will be likely to meet Maintenance of Way movements as well. With only the two trains to meet, this will be a less demanding schedule than the August Raillfest run, when there are sometimes as many as 8 separate movements in one day on a single track main. That makes this event especially well suited for trying out new narrow gauge motorcars. Still, this is a busy railroad and operators who are unfamiliar with this railroad will find it more demanding than many motorcar runs. We operate as a team. You must be prepared to maintain the pace as set by the D&S pilot, obey all instructions from the Pilot and the EC and meet all call times without exception. Experienced, alert operators and excellent motorcar mechanical condition please. Spark arresters and wheel chock chains are required. Much of this excursion we will be operating on a "zero minute" breakdown rule. There will be no mentoring on this event. This is a NARCOA insured excursion, and all NARCOA rules will apply. This is a NO SMOKING event. All participants must be over 18 years of age. No pets. There is a 20 motorcar limit. Cutoff date for signing up is Monday, May 16, 2011. In general, your "slot" is not transferable, and do not expect refunds if you cannot attend (although if I have someone on the waitlist, you can work through me to transfer the "slot".) To sign up, send a check for \$230.00 made out to Rocky Mountain Division, along with: your motorcar make, model, Insurance and Operator Certification card numbers (for you and anyone who may be operating your car), your email address, your home and cell telephone numbers to: Philip Walters, 6137 Road 46, Mancos, CO 81328, (970) 533-7177 [pwalters.ecs@hughes.net](mailto:pwalters.ecs@hughes.net). More details, motorcar restrictions, lodging lists etc. will be posted at [www.rockymountaindiv.com](http://www.rockymountaindiv.com)

**June 11, 2011 - PA - Strasburg Railroad**

Start at East Strasburg Station and ride to "Paradise" this might be your only chance to get there! Ride through extremely beautiful countryside filled with the "Pennsylvania Dutch Folk". We will turn in Paradise PA at the N.S. Main line and return. While a short ride this provides the opportunity to visit the other attractions at the railroad as well. (at your additional expense). We will ride twice if time allows.

Round trip mileage each trip is 9. Fee is \$30.00 per/car. Sponsored by Appalachian Rail Excursions LLC. All NARCOA rules apply. Sorry no Hy-rails on this one. Cars must be able to turn on track or back up to the station. Hard soled work type boots required. Make checks out to A.R.E. There are companion runs the day before and after sponsored by Northern Central Railcar Assn. in the immediate area. This would make a great three day weekend. To Register or for more info Contact : John Gonder, 415 Levine Lane, Ruffs Dale, PA 15679-1512 [up3706@msn.com](mailto:up3706@msn.com) 724-244-7538

#### **June 25, 2011 - IA - Iowa River Railroad**

Eldora, Iowa - The First Iowa Division will host a ride on this ex-M&StL line which runs from Marshalltown to Steamboat Rock, Iowa and north past the ethanol plant towards Ackley. Mileage could be up to 70 miles round trip. We plan on riding the line twice if time permits. This line has been put up for abandonment so this may be the last chance to ride this scenic track. Cost of this ride is \$45 per car. The set on time will be at 7:00am with an 8:00am departure. The set on location is about 2 blocks north of the Hwy 175 crossing. Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. Contact Carl Schneider at 515-967-5181 or e-mail [motorcarl@mchsi.com](mailto:motorcarl@mchsi.com) for more information. This is a Narcoa-insured ride and all Narcoa rules apply.

#### **June 25 - 26, 2011 - WV - West Virginia Central RR**

Appalachian Rail Excursions invites you to ride the WVC through some of the most beautiful scenery south of the Canadian border. Pristine wilderness and very few crossings on welded rail provides two days of excellent mountain railroading. Saturday we head south following Shavers Fork from the restored Elkins WV station to Cheat Bridge with a stop at the High Falls of Cheat. This will be our lunch stop. Sorry we cannot go beyond this point due to construction on the line. Turn and return to Elkins. We will pass several trains this day. Aprox. mileage this day 75 RT. Cars will remain on the track overnight in Elkins and Sunday we head North to Belington and Tygart Junction. Stop at Belington for restrooms and lunch. Aprox. mileage this day 72 Rt. Fee for this trip is Down to \$140.00 per/car All NARCOA rules apply. You must at all times while on RR property wear over the ankle hard soled boots. No exceptions. No Hy-rails. To register send check made out to A.R.E. to: Appalachian Rail/ WVC1, 415 Levine lane, Ruffs Dale, PA 15679-1512. Please include, name address, cell phone, All NARCOA insurance numbers, car type and number attending. John Gonder

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

North Central Railcars, Ltd. is pleased to announce two, round-trip excursions over the North Shore Scenic Railroad along the Lake Superior shore, between Two Harbors, MN and Duluth, MN; one on Saturday afternoon/evening, July 2, 2011, and a second trip on Sunday morning, July 3, 2011. You have the option to travel Saturday, Sunday, or both days. We will set-on at the historic D.M. & I.R. station (adjacent to the ore docks) in Two Harbors and travel approximately 52 miles round-trip between Two Harbors & Duluth. Upon arrival in Duluth, we will have refreshments and free time to tour the museum, shop area, and gift shop. Later, we will proceed to the Canal Park area for dinner (on your own). We plan to return at dusk, with night operation a possibility. Our Sunday trip will cover the same route, with coffee & rolls at the midpoint in Duluth, returning to Two Harbors around 1:00 pm. The excursion fee is \$75.00 per car for 1 day, or \$100.00 per car if you sign up for both days. Your payment includes the railroad fee, refreshments, museum & shop admission, gratuities and other related excursion expenses. There is a 25 car limit. Complete details will be sent upon receipt of the excursion fee. This is a NARCOA-insured excursion and all NARCOA rules will apply. To register for the excursion or obtain more information, contact Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035. Tel: (317) 839-9320 or email

([mford@indy.rr.com](mailto:mford@indy.rr.com)).

#### **July 3 - 5, 2011 - CO - San Luis & Rio Grande RR - La Veta Pass and San Luis Central RR**

The First Iowa Division will host this three-day 260 mile excursion through the San Luis Valley and over the Sangre de Cristo Mountains via LaVeta Pass. This is a NARCOA insured excursion and all NARCOA rules will be enforced. We depart from the Alamosa RR yard each day. Daily safety meetings will be 20 minutes prior to departure. All speeders on this excursion must be equipped with spark arrestors. **Sunday July 3**, Set on and safety inspections will begin at 9AM in the vicinity of the depot. Departure time TBD. We will travel west to Monte Vista, have lunch, then continue on the San Luis Central RR (the Pea Vine) to Center and return to Alamosa. Speeders to be used on the LaVeta Pass run of the 4th must participate in this run in order to satisfy SL&RG personnel that all speeders are tuned for high altitude running. **Monday July 4**, we depart at 7am, take a short break at Fir (top of the pass) then continue through LaVeta. to MP 180.12 and return to LaVeta for a lunch break. Then we head for Alamosa taking a short break at Fir.

**Tuesday July 5**, we depart at 6:30AM by speeder for Antonito where we board a bus and travel to Chama, NM to catch the Cumbres & Toltec steam train back to Antonito arriving about 5:30PM then return by speeder to Alamosa. Fees. We are limited to 30 Speeders on this excursion. The cost will be \$275 for the excursion plus \$82 per person for tickets (lunch included) on the Cumbres & Toltec RR. All funds must be sent to Carl Schneider no later than April 15, 2011. Because we need 30 paid entries in order for the excursion to proceed, there will be no refunds of excursion fees after April 15, except in the event of cancellation of the excursion. Any paid registrant desiring to drop out after April 15, should contact Carl Schneider to see if a replacement is available from the waiting list in order to receive reimbursement. **NOTE 1:** Participants are not required to purchase the discounted C&TSRR tickets through the FID or to even ride the C&TSRR but will not be able to return to Alamosa via speeder until the group departs around 6PM. Set-off at Antonito is an option. Len Jones (719-590-1160, [len.jones@imagewerks.biz](mailto:len.jones@imagewerks.biz)) is EC in training mentored by Dave Pratt for this run. To register, contact: Carl Schneider 515-967-5181, [motorcarl@mchsi.com](mailto:motorcarl@mchsi.com)

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

North Central Railcars, Ltd. is pleased to announce a two-day motor car excursion over a portion of the Dakota, Missouri Valley and Western Railroad (DMVR). On Tuesday, July 5, 2011, we will run approximately 130 round trip miles between Raymond, MT and Crosby, ND. On Wednesday July 6, 2011, we will run approximately 60 round-trip miles between Raymond, MT and Whitetail, MT. This will allow an early set-off for those who will be heading on to Saskatchewan. If you plan on attending, make your hotel reservations at the Sherwood Inn, Plentywood, MT (406-765-2810) as this is only 8 miles south of Raymond, MT. Excursion fee of \$125.00 per car covers the railroad fee, insurance, gratuity, and other excursion related expenses. There is a 25 car limit. Complete details will be sent upon receipt of the excursion fee. This is a NARCOA-insured excursion and all NARCOA rules will apply. To register for the excursion, send a check for \$125 (payable to North Central Railcars, Ltd.) to Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035. For questions or more information, contact Mike at: (317) 839-9320 or email ([mford@indy.rr.com](mailto:mford@indy.rr.com)).

#### **July 6, 2011 - CO - South Fork, Denver & Rio Grande Railway Historic Foundation**

South Fork, CO – Rio Grande Summer Run. The Rocky Mountain Division invites you to come follow the Rio Grande river on this historic, and scenic property in the mountains of Colorado. This is a great low

key run for mentoring new operators, and a great run to see how your car runs in the mountains. We will arrange the run to travel somewhere between 30 to 40 track miles on this dates, traveling from South Fork to Wasson Wye and return. The run will be limited to 25 cars. ~~You may run either or both days.~~ Checks should be made to "Rocky Mountain Division". NARCOA rules and insurance will be in effect. Spark arrestors will be required. No Hi-Rails. No Smoking. Jon Keeling will be EC. Cost: \$140 (\$100 for paid RMD members) Your check is your reservation; Fee must be received by EC two weeks prior to the event. Jon Keeling, Phone: 719-989-0779, P.O. Box 721, La Veta, CO 81055 Email: [jkeelingmt14@yahoo.com](mailto:jkeelingmt14@yahoo.com)

### **July 7 - 8, 2011 - CO - San Luis & Rio Grande RR - La Veta Pass**

The First Iowa Division will host this two-day 200 mile excursion through the San Luis Valley and over the Sangre de Cristo Mountains via LaVeta Pass. This is a NARCOA insured excursion and all NARCOA rules will be enforced. We depart from the Alamosa RR yard each day. Daily safety meetings will be 20 minutes prior to departure. All speeders on this excursion must be equipped with spark arrestors. **Thursday July 7**, Set on and safety inspections will begin at 9AM in the vicinity of the depot. Departure time TBD. We will travel south to Antonito, take a break at the Cumbres & Toltec Depot and return to Alamosa. Speeders to be used on the LaVeta Pass run of the 8th must participate in this run in order to satisfy SL&RG personnel that all speeders are tuned for high altitude running. **Friday July 8**, we depart at 7am for the siding at Fir to wait for the EB passenger train to pass then continue on to LaVeta. If time and conditions permit we will travel beyond LaVeta to MP 180.12 and return to LaVeta for a lunch break. Then we head back to Fir to wait for the WB passenger train to pass after which we continue back to Alamosa. **Fees**. We are limited to 30 Speeders on this excursion. The cost will be \$170. All funds must be sent to Carl Schneider no later than April 15, 2011. Because we need 30 paid entries in order for the excursion to proceed, there will be no refunds of excursion fees after April 15 except in the event of cancellation of the excursion. Any paid registrant desiring to drop out after April 15, should contact Carl Schneider to see if a replacement is available from the waiting list in order to receive reimbursement. Len Jones (719-590-1160, [len.jones@imagewerks.biz](mailto:len.jones@imagewerks.biz)) is EC in training mentored by Dave Pratt for this run. Registration starts now and all payments are required by April 15. To register, Contact: Carl Schneider 515-967-5181, [motorcarl@mchsi.com](mailto:motorcarl@mchsi.com)

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

The Rocky Mountain Division is pleased to announce a 3 day excursion July 8th, 9th and 10th on the beautiful Leadville, Colorado and Southern Railroad originating in Leadville Colorado. This run will traverse the majority of the last existing 11 miles (approx.) of railroad on the route of the former narrow gauge Denver, South Park and Pacific RR which dates from the 1880s. The line was standard gauged in 1943. This is the highest standard gauge adhesion railroad in North America starting at 10,000 feet of elevation in Leadville, climbing to the proximity of the summit of Fremont Pass near the world famous Climax Molybdenum mine at an elevation exceeding 11,000 ft above sea level. The run will targeted for a limit of the first paid 30 NARCOA compliant cars per day. Due to single track and other operating conditions, Hy-railers and larger gang cars will be considered only on a case by case basis. Full payment is required at the time of registration. This is a NARCOA insured excursion and all rules and regulations for NARCOA apply. USFS approved spark arresters are required. Registration information and further details are available on the RMD website. [www.rockymountaindiv.com](http://www.rockymountaindiv.com) The RMD website should be monitored for any changes in detail for the runs.

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

Our annual trip to the Catskill Mountains will include the often talked about "Up the Mountain, Down the Mountain" and we make numerous trips between Roxbury and Highmount. Night runs and a night trip to Highmount for dinner are included. Camping available at the depot. Approximate round trip mileage for this excursion is 48 miles The event is sponsored by NERCA. NARCOA insurance and rules apply. All payments / cancelations are required 10 days before the excursion. The price of the trip is \$80. Equipment Restrictions/Requirements: No HY-Rails allowed. NARCOA insurance and rules apply. Reflective vests are required. The event is sponsored by NERCA. Event Coordinator: Warren Riccitelli / Al Elliott. For more information please contact Warren Riccitelli, (401) 232-0992 or [warren.riccitelli@cox.net](mailto:warren.riccitelli@cox.net) or Al Elliott (732) 536-7460 [trackcar2365@optionline.net](mailto:trackcar2365@optionline.net) No cash or checks accepted. Immediate reservations may be made by visiting our website - [www.nerailcar.com](http://www.nerailcar.com)

### **July 8 - 9, 2011 - SK - Wheatland Railway and Torch River Rail**

North Central Railcars, Ltd. is pleased to announce a 2 day motor car excursion on the Wheatland Railway and Torch River Rail on Friday & Saturday, July 8 & 9, 2011 in beautiful northern Saskatchewan. On Friday, July 8, we will run the Wheatland Railway between Hoey, SK and Totzke East, SK for a total of 92 miles. We will also help the town of Cudworth celebrate their 100th anniversary. On Saturday, July 9, 2011, we will travel on Torch River Rail (twice) between Nipawin, SK and Choceland SK for a total of 104 miles (including an 1800 foot trestle) over the Saskatchewan River. The excursion fee is \$100 (USD or CDN) for each excursion, or \$175 (USD or CDN) for both excursions. This includes all rail fees, insurance, gratuities, and other related excursion expenses. Canadian participants may pay in local currency at the beginning of the excursion, but do need to register for the trips in advance. These are NARCOA insured excursions and NARCOA rules apply. Complete details and registration materials will be sent upon receipt of the excursion fee (US participants) or by request (Canadian participants). Please make checks payable to North Central Railcars and send to Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035 or contact Mike via phone at (317) 839-9320 or e-mail ([mford@indy.rr.com](mailto:mford@indy.rr.com)).

### **July 11, 2011 - SK - Canadian National Railway**

North Central Railcars, Ltd. is pleased to announce a 1-day motor car excursion over a portion of CN's Elrose Sub and Mantario Spur in west-central Saskatchewan on Monday, July 11, 2011. The roundtrip will run between Elrose and Eaton, SK and cover approximately 120 miles. Per CN's requirements, PPE will include steel toed boots, hard hats, protective eyewear, and hy-vis vests. The cost of the one day excursion is \$100 (US or CDN) and covers the railroad fee, insurance, gratuities, and other related excursion expenses. Canadian participants are welcome to pay at the time of the excursion in local currency. This is a NARCOA insured excursion and NARCOA rules apply. Complete details and registration materials will be sent upon receipt of the excursion fee (US participants) or by request (Canadian participants). Please make checks payable to North Central Railcars and send to Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035 or contact Mike via phone at (317) 839-9320 or e-mail ([mford@indy.rr.com](mailto:mford@indy.rr.com)).

### **July 12 - 13, 2011 - SK - Great Sandhills Railway - Full — Waiting List started**

North Central Railcars, Ltd. is pleased to announce a 2-day motor car excursion on the Great Sandhills Railway in the rolling hills of southern Saskatchewan near Swift Current. The trip will cover approximately 260 rail miles of the ex-CP Empress and Burstall subdivisions between Cantuar, SK (just west and north of Swift Current) and Burstall, SK. The excursion fee of \$225 (USD or CDN) covers the

railroad fee, insurance, gratuities and other related excursion costs. Overnight accommodations in Leader, SK (night of July 12), which are currently being arranged, will be an additional cost to be paid by each participant, estimated to be approximately \$90.00. Canadian participants are welcome to pay cash for the excursion in local currency at the beginning of the trip, but need to register in advance. This is a NARCOA insured excursion and NARCOA rules apply. Complete details and registration materials will be sent upon receipt of the excursion fee (US participants) or by request (Canadian participants). Please make checks payable to North Central Railcars and send to Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035 or contact Mike via phone at (317) 839-9320 or e-mail ([mford@indy.rr.com](mailto:mford@indy.rr.com)).

#### **July 14 - 15, 2011 - SK - Great Western Railway Full — Waiting List started**

North Central Railcars, Ltd. is pleased to announce a 2-day motor car excursion on the Great Western Railway in the rolling hills of southern Saskatchewan on July 14 & 15, 2011. The trip will run between Assiniboia and Coronach, SK (ex-CP Fife Lake Sub) on Thursday, July 14 and between Assiniboia and Ogema (the Red Coat Road and Rail) on Friday, July 15, 2011. The trip will cover approximately 240 rail miles. The excursion fee of \$225 (USD or CDN) covers the railroad fee, insurance, gratuities, and miscellaneous excursion costs. Canadian participants can pay in local currency at the time of the trip, but need to register in advance. Participants will need to make their own lodging arrangements in Assiniboia (July 13 & 14). A list of hotels will be included with your registration materials. This is a NARCOA insured excursion and NARCOA rules apply. There is a 25 car limit. Complete details and registration materials will be sent upon receipt of the excursion fee (US participants) or by request (Canadian participants). Please make checks payable to North Central Railcars and send to Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035 or contact Mike via phone at (317) 839-9320 or e-mail [mford@indy.rr.com](mailto:mford@indy.rr.com).

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

CPE is pleased to sponsor a 2 day 20th Anniversary run on the North Shore and Shamokin Valley Railroads  
We will be celebrating the 20th Anniversary of riding the North Shore. Each operator receives a hat, additional hats and possibly t-shirts available for purchase, Saturday, July 16th, ride the 86 RT miles of the North Shore Railroad from Northumberland to Berwick and back. Former Erie Lackawanna Railroad. Sunday, July 17th ride the 50 miles RT of the Shamokin Valley Railroad from Sunbury to Mt. Carmel Junction and back. Former Reading and Pennsylvania Railroads. Saturday night dinner and tour at the Central PA Chapter NRHS White Deer Train Station. \$10 of the registration fee donated to the chapter. Sunday tour of the Lower Anthracite model railroad while in Shamokin. Proof of NARCOA insurance required, all NARCOA rules will be enforced. Registration fee - \$85.00. Note: All CPE rides are rain or shine. No cancellations due to weather. Hard soled shoes required - NO sneakers or sandals. Children must be closely supervised at all times. Send check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: (570) 538-9050 or email [firefighter5@jlink.net](mailto:firefighter5@jlink.net)

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

Track Motorcars of Ontario (TMOO) is planning a 540-mile NARCOA excursion in Ontario's north, between North Bay and Cochrane, Ontario, August 1st to 5th. Our host will be Ontario Northland Railway. Set-on and car inspections will be done in North Bay, August 1. We'll run north to Cochrane on August 2nd and 3rd, with an overnight stopover in Englehart. After observing the morning activity in Cochrane with the Polar Bear Express and other rail traffic on the morning of August 4th, we'll head south to North Bay, again

overnighting in Englehart. Schedule details and excursion cost will be made available once details have been finalized. This is a NARCOA insured excursion, and all NARCOA rules and requirements will be in force. Excursion Coordinator: Jim Brown, [depot@csolve.net](mailto:depot@csolve.net). For information contact Ted Stevens, [ted.stevens@rogers.com](mailto:ted.stevens@rogers.com), or 519-376-2563.

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

Join us again for another unique excursion. It seems every year we do something different. And this year is no exception. Saturday we ride from Geneva to Canandaigua. And as we have done in the – stop at the annual 45th Annual Sauerkraut Festival in Shortsville for a gastric celebration. After a late afternoon rest we will again do a sunset ride along the east shore on Lake Geneva for what has always been a beautiful sunset. On Sunday, we will travel from Geneva to Solvay. This will be a single seton with cars remaining on the tracks all weekend. We will set on at 7 AM. Departure is scheduled for 8 AM. Approximate round trip mileage for this excursion is 140 miles. Price does not include any meals. Brown bag lunch for Sunday. NARCOA insurance and rules apply. All payments / cancellations are required 10 days before the excursion. The price of the trip is \$155. Equipment Restrictions/Requirements: No HY-Rails by permission only. NARCOA insurance and rules apply. Reflective vests are required. The event is sponsored by NERCA. Event Coordinator: Warren Riccitelli / Al Elliott. For more information please contact Warren Riccitelli, (401) 232-0992 or [warren.riccitelli@cox.net](mailto:warren.riccitelli@cox.net) No cash or checks accepted. Immediate reservations may be made by visiting our website - [www.nerailcar.com](http://www.nerailcar.com)

#### **August 6, 2011 – IA - Iowa River Railroad**

Eldora, IA - The First Iowa Division will ride this ex-M&STL line which runs from Marshalltown to Steamboat Rock, Iowa and north past the ethanol plant to Ackley. Mileage is about 70 miles round trip. We plan on riding the line twice if time permits. Cost of this ride is \$45 per car. The set on time will be at 7:00am with an 8:00am departure. The set on location is about 2 blocks north of the Hwy 175 crossing. Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. Contact Carl Schneider at 515-967-5181 or e-mail [motorcarl@mchsi.com](mailto:motorcarl@mchsi.com) for more information. This is a Narco-insured ride and all Narco rules apply.

#### **August 13, 2011 - WV - South Branch Valley Railroad**

Appalachian Rail Excursions LLC would like to invite you to Run 104 round trip miles through the beautiful South Branch Valley from Petersburg West Virginia to Greenspring West Virginia and return. Trip takes us through the famous "Trough" home to the Bald Eagle and many other forms of wildlife. We will encounter the Potomac Eagle Scenic Railroad train and stop at it's station in Romney WV for a rest and lunch stop. Porta Johns at set-on and our RCC potty cart will be along. This trip usually takes 12 hours. 40 car limit, Hy-Rails are allowed with proper documentation and prior approval of the coordinator. Large cars must be able to load and unload perpendicular to the track. NO exceptions. All NARCOA rules apply. A.R.E. requires that at all times while on RR property you must wear over the ankle hard soled work boots. Motel info and maps provided with registration. Fee: \$65.00 p/car . For further info, contact : John Gonder Appalachian Rail Excursions/ SBV 415 Levine Ln Ruffs Dale , PA 15679 724-696-4544 [up3706@msn.com](mailto:up3706@msn.com) To Register mail your check made out to; A.R.E. plus your NARCOA insurance and certificate numbers, type of car, email address, cell phone#. to the address listed above.

#### **August 13-16, 2011- NM/CO - Cumbres & Toltec Scenic Railroad (3 ft. narrow gauge)**

Heart of the Heartlands will be hosting a three-day excursion on the

Cumbres & Toltec Scenic Railroad (3 ft. narrow gauge) out of Chama, NM on August 13-16 (Saturday - Tuesday), 2011, with set-on, paperwork, and inspection from 5:00 PM until 6:30 PM on Saturday, August 13. Sunday - run from Chama to Big Horn and return (90 miles). Monday - run from Chama, NM to Antonito, CO (64 miles) and stay overnight. Tuesday - run from Antonito back to Chama (64 miles). Cars will be removed from the track upon arrival back in Chama. We will cover a total of 218 very scenic miles through the San Juan Mountains over the three days, crossing 10,015 ft. Cumbres Pass and meeting steam powered passenger trains each day. This excursion will run in conjunction with the Rocky Mountain Division excursion on the D&SNG on August 18-21. Cost: \$350.00 per car plus \$30.00 per person for breaks/meals (the \$30.00 covers two breaks - cinnamon rolls/pie/cake & drinks - on Sunday, and a bountiful, all-you-can-eat lunch on Monday & Tuesday that includes dessert and drink at Osier Station). Make checks payable to "Jim McKeel". Please include name, address, phone number, rules certification card number, NARCOA insurance number, and e-mail address with registration. There is a 20 car limit for this excursion. Deadline for registration/payment: Friday, July 15, 2011. No refunds after August 1, 2011. The current version of the NARCOA Rulebook will apply. Current NARCOA Insurance and Certificate of Examination card required. Experienced and alert operators with motorcars in good mechanical condition please. Ensure that your motorcar is ready for high altitude operation (7,863 ft. up to 10,015 ft. elevation) and that it will be able to pull an extended 13½ mile 4% grade. Spark arresters and wheel chock chains required. No smoking on railroad property except on the platform outside the Osier dining facility. No pets. No children under the age of 16. Lodging and meals are on your own. (Sunday morning & afternoon snacks and drinks, and Monday and Tuesday lunches are optional at the additional cost noted above.) Be prepared for a variety of mountain weather conditions, wear appropriate clothing (no shorts) and sturdy shoes or boots (boots are recommended) for this extreme railroad environment. Ensure that brakes, headlights, tail lights, and brake lights are in good working order. Excursion Coordinator: Jim McKeel, 9742 Yosemite Ct., Wichita, KS, 67215-1531, phone: (316) 721-4378, e-mail: [cts-excursions@cox.net](mailto:cts-excursions@cox.net).

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

The Rocky Mountain Division of NARCOA invites you to participate in a 4 day motorcar event on the D&SNGRR on August 18-21, 2011. Set on is Thursday afternoon August 18th in Silverton. August 19th, 20th and 21st participants will depart Silverton predawn, run to Rockwood and return, traveling approximately 56 round-trip miles per day against the current of traffic on this historic railroad during "Railfest 2011", between Silverton and Rockwood for an excursion total of about 168 miles. Setoff is planned for early afternoon on August 21st. We will be meeting the historic steam power of the D&SNGRR as well other visiting equipment as we travel the Animas Canyon and the spectacular "High-Line". This run will be immediately preceded by a run on the Cumbres & Toltec Scenic Railroad to be held August 13-16 coordinated by Jim McKeel. This is a demanding event on a busy railroad and we operate as a team. You must be prepared to maintain the pace as set by the D&S pilot, obey all instructions from the Pilot and the EC and meet all call times without exception. Experienced, alert operators and excellent motorcar mechanical condition please. Spark arresters and wheel chock chains are required. Most of this excursion we will be operating on a "zero minute" breakdown rule. There will be no mentoring on this event. This is a NARCOA insured excursion, and all NARCOA rules will apply. This is a NO SMOKING event. All participants must be over 18 years of age. No pets. There is a 20 motorcar limit. Cut off date for signing up is Friday, July 15, 2011. This run usually sells out quickly, after which a waitlist will

be kept. Unless you have a ready to run car, in fairness to other participants, please do not sign up for this run. (See the announcement for the June 10-12 D&SNG run if you need a lower pressure run to try out a new car). In general, your "slot" is not transferable, and do not expect refunds if you cannot attend (although if I have someone on the waitlist, you can work through me to transfer the "slot".) To sign up, send a check for \$350.00 made out to Rocky Mountain Division, along with: your motorcar make, model, Insurance and Operator Certification card numbers (for you and anyone who may be operating your car), your email address, your home and cell telephone numbers to: Philip Walters, 6137 Road 46, Mancos, CO 81328, (970) 533-7177 [pwalters.ecs@hughes.net](mailto:pwalters.ecs@hughes.net). More details, motorcar restrictions, lodging lists etc. will be posted at [www.rockymountaindiv.com](http://www.rockymountaindiv.com)

#### **August 20, 2011 - IA - Appanoose County Railroad**

Centerville, IA - The First Iowa Division is pleased to announce a ride on the Appanoose County Railroad between Centerville and Albia, Iowa. Set on will be at 6:30am at the APNC shop building just south of the water tower in the southeast part of town with an 8:00am departure. We will travel 32 miles north to Albia on ex-CB&Q, ex-CRI&P, and ex-Wabash tracks. This line also crosses the IC&E Kansas City - Quad Cities mainline near Moravia. Cost of the ride is \$35. Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. Contact Carl Schneider at 515-967-5181 or e-mail [motor-carl@mchsi.com](mailto:motor-carl@mchsi.com) for more information. This is a Narcoa-insured ride and all Narcoa rules apply.

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

Great Lakes Railcars, Inc., is pleased to announce a 2-day motor car excursion on the Indiana Northeastern Railroad in northeast Indiana and southeast Michigan on Saturday & Sunday, August 27 & 28, 2011. The trip will start in Ashley, IN (set-on Friday evening) and run east/west, then north to Coldwater, MI for an overnight stay, with return to Ashley early afternoon on Sunday. The entire trip will cover approximately 150 miles. The excursion fee of \$275.00 includes the railroad fee, overnight accommodations in Coldwater, MI (Sat., August 27, 2011), gratuities, and other miscellaneous excursion costs. Registration materials, complete details, itinerary, and maps will be sent upon receipt of the excursion fee. This is a NARCOA insured excursion and NARCOA rules apply. There is a 35 car limit. 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. For questions or further information, contact Mike at (317) 839-9320 or via e-mail ([mford@indy.rr.com](mailto:mford@indy.rr.com)).

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

Probably the best track and the most beautiful track this side of the Mississippi River. Nestled in the lower Adirondacks in upstate New York, north of Albany, this road follows the scenic headwaters of the Hudson River. Each day will be about 90 miles running. Event fee is \$155. Equipment Restrictions/Requirements: HY-Rails not allowed by permission only. Event Coordinator: Warren Riccitelli / Al Elliott. more information please contact Warren Riccitelli, (401) 232-0992 or [warren.riccitelli@cox.net](mailto:warren.riccitelli@cox.net) or Al Elliott (732) 536-7460 [track-car2365@optionline.net](mailto:track-car2365@optionline.net) No cash or checks accepted. Immediate reservations may be made by visiting our website - [www.nerailcar.com](http://www.nerailcar.com).

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

Motorcar Operators West invites you consider touring Alaska by Motorcar September 7 - 23, 2011. Experienced Excursion Coordinators, Chris Baldo and Margaret Hope are planning this "once in a lifetime" tour covering virtually every piece of rail in the Alaskan Railway system, The almost firm itinerary for this excursion heads

north from Anchorage with layovers in Denali National Park and Fairbanks, then heads south with layovers in Talkeetna and Seward. This tour includes a morning run through the tunnel to Whittier – total mileage 964. Cost estimates are Lodging - \$3,500, Nine days on rail with Alaska RR - \$2,850/car. Additional tour expenses about \$150. We are working on transportation options; none are inexpensive. If you would like to receive a detailed itinerary and join our mailing list, please contact Margaret Hope [mhope@lionsgate.ca](mailto:mhope@lionsgate.ca) and ask to be added to the list of those considering participating. We need 20 cars to proceed. Approximately 50 participants are already on this list. We anticipate an October 1, 2010 date for registration (\$1000 of which \$350 will be non-refundable.) We'll send out a notice to those on our list. Marg Hope, Motorcar Operators West, Excursion Co-coordinator, Pacific Northwest Tour 2011 - Alaska (604) 320-7613 [mhope@lionsgate.ca](mailto:mhope@lionsgate.ca)

### **September 9-12, 2011 – NM/CO - Cumbres & Toltec Scenic Railroad (3 ft. narrow gauge)**

Heart of the Heartlands will be hosting a three-day excursion on the Cumbres & Toltec Scenic Railroad (3 ft. narrow gauge) out of Chama, NM on September 9-12 (Friday - Monday), 2011, with set-on, paperwork, and inspection from 5:00 PM until 6:30 PM on Friday, September 9. Saturday - run from Chama to Big Horn and return (90 miles). Sunday – run from Chama, NM to Antonito, CO (64 miles) and stay overnight. Monday – run from Antonito back to Chama (64 miles). Cars will be removed from the track upon arrival back in Chama. We will cover a total of 218 very scenic miles through the San Juan Mountains over the three days, crossing 10,015 ft. Cumbres Pass and meeting steam powered passenger trains each day. Cost: \$350.00 per car plus \$30.00 per person for breaks/meals (the \$30.00 covers two breaks - cinnamon rolls/pie/cake & drinks - on Saturday, and a bountiful, all-you-can-eat lunch on Sunday & Monday that includes dessert and drink at Osier Station). Make checks payable to "Jim McKeel". Please include name, address, phone number, rules certification card number, NARCOA insurance number, and e-mail address with registration. There is a 20 car limit for this excursion. Deadline for registration/payment: Friday, August 19, 2011. No refunds after Friday, August 19, 2011. The current version of the NARCOA Rulebook will apply. Current NARCOA Insurance and Certificate of Examination card required. Experienced and alert operators with motorcars in good mechanical condition please. Ensure that your motorcar is ready for high altitude operation (7,863 ft. up to 10,015 ft. elevation) and that it will be able to pull an extended 13½ mile 4% grade. Spark arresters and wheel chock chains required. No smoking on railroad property except on the platform outside the Osier dining facility. No pets. No children under the age of 16. Lodging and meals are on your own. (Saturday morning & afternoon snacks and drinks, and Sunday and Monday lunches are optional at the additional cost noted above.) Be prepared for a variety of mountain weather conditions including cold temperatures, wear appropriate clothing (no shorts) and sturdy shoes or boots (boots are recommended) for this extreme railroad environment. Ensure that brakes, headlights, tail lights, and brake lights are in good working order. Excursion Coordinator: Jim McKeel, 9742 Yosemite Ct., Wichita, KS, 67215-1531, phone: (316) 721-4378, e-mail: [cts.excursions@cox.net](mailto:cts.excursions@cox.net).

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

Appalachian Rail Excursions LLC is pleased to offer a trip on the West Virginia Central RR Saturday and Sunday Sept.24 & 25, 2011. Trip is shorter this year due to construction projects on the line. Saturday we will start at Elkins WV and travel south up Cheat Mountain to Cheat Bridge. Lunch stop and turn around here and head back with a stop at High Falls. Sunday will be the usual trip from Elkins to Tygart Junction and return with a stop at Belington. If the projects are done we may get to go further on Saturday. More info and updated pricing

soon. Contact: John Gonder [up3706@msn.com](mailto:up3706@msn.com) or 724-696-4544

### **September 24 - 25, 2011 - CO - South Fork, Denver & Rio Grande Railway Historic Foundation**

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

### **October 8, 2011 - PA - Wellsboro and Corning Railroad**

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

### **October 9 - 10, 2011 - PA - NY Lehigh Railway / Owego & Hartford Railway**

Join us for another spectacular foliage motorcar excursion every on the Lehigh Railway. This track is a former mainline of the Lehigh Valley RR from Scranton on it journey to the Chicago and the west. Now operated by the new Lehigh Railway, it follows the Susquehanna River thru a undisturbed valleys where the railroad has said we will see Bald Eagles. If none are found, the offer a great and scenic weekend awaits us. This is day two of Columbus Day weekend with Saturday being arranged by Larry Maynard on the Wellsboro and Corning railroad. We will set on in Athens, just south of Sayre at 7 AM. Departure is scheduled for 8 AM. Approximate round trip mileage for this excursion is 190 miles. This ride is limited to 35 cars. Price includes Sunday excursion on the Lehigh Railway and Monday in the Owego & Hartford Railway. Please contact Larry Maynard for the Saturday excursion on the Wellsboro & Corning Railroad and make it a three day weekend. Bag lunch for Sunday and deli spot for Monday. NARCOA insurance and rules apply. All payments / cancelations are required 10 days before the excursion. The price of the trip is \$165. Equipment Restrictions/Requirements: HY-Rails by permission only. NARCOA insurance and rules apply. Reflective vests are required. The event is sponsored by NERCA. Event Coordinator: Warren Riccitelli / Al Elliott. For more information please contact Warren Riccitelli, (401) 232-0992 or [warren.riccitelli@cox.net](mailto:warren.riccitelli@cox.net) No cash or checks accepted. Immediate reservations may be made by visiting our website - [www.nerailcar.com](http://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 22, 2011 - MO - Colt Railway**

Columbia, MO - Come join us on this First Iowa Division ride which runs northeast from Columbia to Centralia on an ex-Wabash track. We

will set on beginning at 6:30am and have a scheduled 8:00am departure for the first run. Our set on location is at Boone County Mill Works which is located in downtown Columbia. We will run this line two times during the day. Each run is approximately 44 miles round trip so we will have a total for the day of about 88 miles. There is a Lee's Chicken across the street from the tracks for our lunch break. Cost of this ride is \$45 per car. 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](mailto:motorcarl@mchsi.com) for more information. This is a Narcoa-insured ride and all Narcoa rules apply.

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

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

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

Boone, IA - The First Iowa Division is hosting a ride on the Boone & Scenic Valley Railroad to close our ride season. There will hopefully be four trips during the day and a night ride. Enjoy the 156 ft. high bridge and Des Moines River bridge by the Y-Camp. The tracks up the hill from Fraser will hopefully be repaired so the round trip mileage has been should be 22 miles. Set on at the depot will start at 7:00am with a 9:00am departure. Cost of the ride is \$20. Current membership in the Iowa Railroad Historical Society (\$25) is a railroad requirement. Please make checks for the ride payable to FID and membership payable to IRHS. 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](mailto:motorcarl@mchsi.com) for more information. This is a Narcoa-insured ride and all Narcoa rules apply.

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

New England Southern & Hobo Railroads for an exciting and beautiful late fall excursion in the White Mountains. Seton will be in Concord, NH and travel north thru Tilton, Laconia, Weirs Beach, Meredith, Plymouth, and Thornton before arriving for our overnight stay in Lincoln. Event fee includes excursion, overnight accommodations and a continental breakfast. Total mileage approximately 146 miles. Event fee is \$305 and includes hotel in Lincoln, NH on Saturday night. NARCOA insurance and rules apply. All payments / cancelations are required 10 days before the excursion. The price of the trip is \$305. Equipment Restrictions/Requirements: HY-Rails by permission only. NARCOA insurance and rules apply. Reflective vests are required. The event is sponsored by NERCA. Event Coordinator: Warren Riccitelli / Al Elliott. For more information please contact Warren Riccitelli, (401) 232-0992 or [warren.riccitelli@cox.net](mailto:warren.riccitelli@cox.net) Immediate reservations may be made by visiting our website - [www.nerailcar.com](http://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. This is former Erie Lackawanna track. As part of the fee for this ride, please bring a new, unwrapped toy with you for either a boy or a girl. The Toys for

Tots folks will be on hand to collect the toys. We hope to have good press coverage for this event. The public will be invited to bring a toy also and to see your motorcars. There will also be prizes for the best Christmas theme decorated motorcars. Proof of NARCOA insurance required, all NARCOA rules will be enforced. Registration fee - \$55.00. Note: All CPE rides are rain or shine. No cancellations due to weather. Hard soled shoes required - NO sneakers or sandals. Children must be closely supervised at all times. Send check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: (570) 538-9050 or email [firefighter5@jlink.net](mailto:firefighter5@jlink.net)

#### **TENTATIVE EXCURSION ANNOUNCEMENT:**

#### **Affordable Vancouver Island – June 25 – 29, 2011**

Operate on two exceptional Vancouver Island railways this June. Set on Sat. June 25th at Woss, Canada's only fully operational logging railway. Move to Port Alberni on June 27th to operate the 28th and part of 29th including a visit, by rail, to Canada's last remaining steam sawmill. This is a Motorcar Operators West event. EC-in-Training, Don Wiggen, under the mentorship of Margaret Hope, will provide additional information *as soon as it is confirmed*. Watch for news on the MOW and NARCOA websites. To add your name to our direct e-mail list, please contact Margaret Hope: [mhope@lionsgate.ca](mailto:mhope@lionsgate.ca)



*Dave Sigafoose in his Beaver Car BC-8M84 waits at a crossing on the Finger Lakes Railroad near Watkins Glen, NY. Photo by Pien Sigafoose.*

# SUPPLIERS

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

**Atlantic Rail Cars** / Warren Riccitelli, [warren.riccitelli@cox.net](mailto: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](mailto: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](http://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](mailto: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](mailto: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](mailto: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](mailto:fredshops@earthlink.net) or [leskingmotorcars.com](http://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](http://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](http://www.fifthaveinternetgarage.com)

**L&S Speeder Repair and Restoration** [heatmor@itctel.com](mailto: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](mailto: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](mailto: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 Levensood 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



## 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.

