

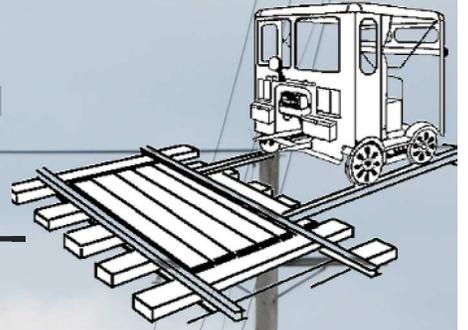
THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION

MAY / JUNE 2011

VOLUME 25 No. 3

EAGLE MOUNTAIN RUN
VRA SOUTHERN DIVISION RUN
STEAM POWERED INSPECTION CARS



THE SETOFF

VOLUME 25 - No 3

The SETOFF is the official publication of the North American Railcar Operators Association (NARCOA) and is published bimonthly to promote safe legal operation of railroad motorcars, and to encourage fellowship and exchange of information among motorcar enthusiasts. Membership in NARCOA is \$36 per year and includes a subscription to *The SETOFF*. Please send a check made out to NARCOA to:

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ON THE COVER; BOBBY PEOPLES
JR. PASSING UNDER THE JENNIE
LEN BRIDGE ON THE LYCOMING
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PHOTO BY JAMIE HAISLIP

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PRESIDENT'S MESSAGE

WARREN FROESE

Are you in an even-numbered Area? Please take some moments to vote. Even area Director elections are underway now. We often hear in our western world that very few take the time to exercise their right/privilege to have a voice in the future of their organization or even government. This is your chance to pick up the phone and communicate your concerns to those running in your area and then make your choice known. Please fill out the ballot and return it as directed.

A few thoughts on some topics, which have crossed my desk recently:

Health: When we attend an excursion our actions and abilities are important in all regards. Health is very significant and sensitive. It is very important for us to be aware of our personal health limitations, whether they are restrictive from a physical or emotional point of view. Please take the time to consider your readiness to participate in all aspects of an excursion before you decide to partake. It is the full responsibility of our Excursion Coordinators to be aware of participant's limitations, and if necessary exclude someone based on their assessment. Please understand that this is a very difficult spot to put your Coordinator in, and should such a decision be made it is not one for discussion or debate. Our Coordinators are not trained in health care and assessment, and their judgement may be misconstrued, or even in error, but it is their call. Please respect these situations should you be involved in any way;

Fee for Transport: When attending excursions we need to be aware that any action we take which may contribute to, or have the appearance of, charging a fee for transport in our motorcars can lead to difficulties with liability. Under no circumstances should we be charging a fee or selling the seats in our cars. There have been situations where rides are given at historical or tourist railroad operations and the donations from these riders go directly to the host railroad. This is deemed acceptable. The sharing of costs when travelling with a friend is also reasonable. The advertisement of "space" on your car, available for hire is not acceptable;

Risk: We all must remember that there is significant risk associated with our hobby. We have liability insurance to protect the railway and Narcoa from actions initiated by third parties - this could include non-Narcoa members who travel with you. Members of Narcoa - you and I - sign away our right to sue when we join Narcoa and each time we travel on the rails we sign a similar waiver. It is helpful to emphasize verbally with your passengers the necessity of safe actions and reactions, but also the reality that injury can occur and as a group we are not provided coverage in any way for injury or medical care. This is very significant to the ongoing life of your hobby.

I hope you and your family enjoy a safe summer of motorcar travel. I encourage you to be kind and courteous at every opportunity. Please respect and support the coordinators you run with. Always think a

few steps ahead of where you are and explore all the possibilities of the situations in front of you. Remember to welcome those new to our hobby, and be on the lookout for those interested in information about this fantastic activity in which we are privileged to participate.

FROM THE EDITOR BRIAN DAVIS

Hello fellow NARCOA members! It's been a super couple of months, and I am glad to have this issue of SETOFF in your hands.

As you read through it you will see some changes, especially in the

From the Editor continued on page 6

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

April fool's day has come and gone and WOW It's no joke that there are more excursions in our area than ever before. That means that with few exceptions, any weekend you can ride somewhere in area 2 between now and the middle of October. The VRA has several big rides with some new track. Northern Central Railcar Assn. Has some new track as well as their stand buys. Appalachian Rail has a number of trips listed as well as Central PA excursions. Warren Riccitelli has a new ride on the Western PA & NY that takes in both Area 1 and 2. More and more large rail concerns are welcoming our trips. This could be a great year for the hobby. All these trips are the result of countless hours of hard work by the people setting them up and operating them on your behalf. What a great deal this is!

ONE CARELESS ACT is all it will take to make all this go away. Please be ready with tested equipment. Bone up on your safety skills and knowledge. Pay attention to what's IN "FRONT OF YOU". Read over the rule book and get out there and Ride!

As I sit here looking over the run registrations that are very slowly coming in, I realize that folks are planning carefully due to the rising costs associated with our trips such as a gas and motels etc. A great way to offset this is to start a vacation account at your bank and put away a little each week. All banks have these and you can set the maturity date to pay out whenever you like. Most banks don't even charge for

these accounts. Some even pay interest on your balance.

I would like to welcome three new EC's in training. Craig Hartman, Harold Hinkle, and George Church. All three are being put through a yearlong training period so they can serve in the future as Event Coordinators. Thanks guys to you and your mentors for helping preserve the future of our hobby.

In closing. I just want to say that the upcoming election for Board of Directors in Area 2 will have me again running for my second term. Please vote for me or whom you choose, but please vote. I am looking forward to meeting you all and I will be out there this summer on many runs. Be safe and have fun!

John Gonder
Area 2 Director

AREA THREE (IN, LOWER MI., OH) JEFF LEVENGOOD

As I set down to write this it seems that spring is slowly arriving. The NARCOA excursion listing is filling up and almost daily another meet is posted. Hopefully over the winter you have been repairing, tuning and getting ready your motorcar in anticipation of your first ride. Already I have received some pictures of members from this area that ventured south to take in some warmer weather and meets in the south.

Last winter I received the bad news that long time NARCOA and OVR member Joe Crawford passed away. Joe will be remember as the friendly and jolly fellow in the Woodings. Our sincere condolences are extended to his wife Sue and his

long time friends Greg and Cindy Cartiea.

Ohio Valley Railcars is holding its annual meeting May 1st. at 12 noon at the Southern Michigan RR in Clinton, Michigan. A ride is planed to proceed and follow the meeting. The Lake Shore Railway Museum at North East PA. is asking NARCOA members to display motorcars at their annual Night at the Railroad Museum June 18 and 19th. If you need information on this please contact me. Area 2 Director John Gonder is also putting this information out to his area.

In closing I want to remind everyone to be safe and make this the safest year our organization has had.

Jeff Levengood
Area 3 Director

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

Hi Area Four Members.

I've reached a milestone by writing this Area Director's Letter. This is the fiftieth letter I have written to you guys!!! Back in December of 2002 I proposed the idea of each Area Rep. staying in contact with their constituents via a personal correspondence in each issue of *The Set-Off*. Since that day back in 2002 I am proud to say that I was more than happy and felt it was a privilege to keep you guys informed in every issue of *The Set-Off* that has been published since then. My bimonthly goal was to keep you entertained and informed about all things NARCOA that pertained to our area. Most months I already had a writing topic in my

head way before our editor's deadlines, but, I have to admit, at least once a year I'd get "writer's block" and it would be right down to the deadline day before I came up with a subject that I thought was fitting for your perusal. This a great hobby that we are all a part of and I am honored to see how much it has progressed and matured since I joined this organization so many years ago. We all should be proud of the progress that we have made and try to stay focused on safe and friendly running for all.

Don't forget that when it's time to vote for your new Area Rep. let's all mail in our ballots and in true Area Four tradition show that we care enough about NARCOA and our area that we will cast the highest number of votes per members for this election! You're the best; we'll talk again

Tom Falicon,
your Area Four Director

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

Greetings from the now warmer Midwest....and at long last the motorcar season is here!!! I hope that everyone has had time to complete your "to-do" list of items to accomplish getting your motorcar in tip-top condition. As reported in the last "Setoff" issue, Great Lakes Railcars has had their annual meeting and now, North Central Railcars has had another successful membership meeting in Black River Falls, Wis.

At the NCR meeting, Dave Otte was elected President for another term along with Pat Rock as treas-

urer and Hal Johnson as secretary. Mike Ford reported on his updated list of planned excursions for the coming year. His first excursion is the Cadillac, Michigan excursion in June. Check the NARCOA website for all the listings.

Also at the meeting, Roger Hugg (Harvard, IL) has stepped forward to start the EC mentoring process. NARCOA Operations Committee Chairperson, Bill Taylor has reported that Roger is now in the process to become a NARCOA certified EC. Having additional EC's will lead to new rails for the members to enjoy riding on.

EC, Dave Hawley has reported and listed the first Area 6 run for April 29th & May 1st as part of the Brooklyn, Wis. Depot Days celebration. The ride is from Brooklyn to Fitchburg, Wis. and he is also looking for volunteers for the run to help give rides and doing some track maintenance.

The second excursion for the season is being sponsored by Great Lakes Railcars. EC, Richard Dunton has planned a two day excursion on the Cooperville & Marne RR starting in Cooperville, MI. He has setup a night run on Friday and the Saturday run may include extended rail miles to Grand Rapids.

I look forward to meeting and greeting you soon on the rails and let's keep it safe on the rails this season.

Bob Knight
Area 6 Director



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

Upcoming Events in Area 11:

May 28 - 29, 2011 – Fifth Annual Ione Railfair (Amador Foothill Railroad). Motorcar Operators West will do five motorcar excursions including a night run.

July 30, 2011 - Mendocino Branch of Sierra RR (aka the California Western). Southwest Railcar Ltd. will run from Willits to Fort Bragg, CA, 78 mile one day round trip through scenic coastal redwoods to the Pacific.

By the time you read this the Motorcar Operators West (MOW) California Short Line Tour event will be completed. The sign-ups for this event were extraordinary because all of the middle of the week events had very strong participation in the 20 to 25 motorcar range. Over 75 cars participated in the week-long event with only 10 cars running all eight events. (MOW pioneered the week-long tour, where nearby railroads are run on successive days, with Chris Baldo's Northwest Tour.) Based on the sign-ups for the California Short Line Tour, Excursion Coordinators around the country should consider more middle of the week events; apparently even stand alone middle of the week dates can get great participation. Look for Bill Schertle's report in the next SETOFF.

In closing, a few words about what goes wrong mechanically out on the rail. One of the most common problems is fuel; both leaks and contamination.

Area 11 report continues on Page 6.

ELECTIONS IN ALL EVEN NUMBER AREAS

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

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

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

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

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

Carl Anderson

Nominations & Elections

FROM THE EDITOR, CONTINUED:

Excursion section. The Excursions are downloaded from the NARCOA website, and last month you might remember that we filled 11 pages with run announcements. That's too many pages, especially when several excursions have ended, or been filled before the printed SETOFF gets into the mail.

This month, we made the decision to heavily edit the Excursions announcements, to make more room for run reports, how to articles, and club business. We are keeping the critical information, but to read the entire text of the EC's submissions, please go to the NARCOA website where the information is fresh. I would be happy to hear your opinion of the changes! This month we are publishing the finalized NARCOA annual meeting minutes, and there are some timely updates about email etiquette, Brown Railroad Supply, and a new Speeder book. And we also have several excellent run reports! Enjoy!



Jane and I will see you on the rails!

Brian Davis

Area 11 report continued:

Regarding leaks, please check your fuel cap, line, pump, and carburetor connections for any sign of a leak. The slightest "seepage" can turn into a flow when operating due to the fuel pump action and car vibration on the rail. Fix these problems before you leave home.

Regarding fuel contamination, remove and clean your tank to prevent rust or paint blocking the flow, clean glass sediment bowls frequently, replace all fuel lines every three years, add a fuel filter, overhaul / clean carburetors to keep the jet clear.

See you on the rails!

Wayne

RULE 15: "FOLLOWING"

by Don Wigen

Hey Gang, not long ago I picked up a pair of automotive mud flaps with the image of Yosemite Sam imprinted on them. After a little bit of pruning to make them fit I attached one each to the rear of my operational railcars. Mr. Sam's message is pretty clear and brings to mind NARCOA rule 15. FOLLOWING.

The operator must be constantly aware of the actions or potential actions of the operator of the car ahead.



Allow a 10 to 12 second spacing between your car and the car ahead. This may be increased at higher speeds and reduced at very low speeds. Particular caution must be exercised when operating on wet or greased rail. So "BACK OFF" and have a safe trip.

JUST BEFORE YOU PRESS THE SEND BUTTON...

BY MARG HOPE

Electronic communications have made so many aspects of NARCOA easier to manage. This newsletter can be in your hands moments after it has endured final editing, you can view up-to-the-minute excursion announcements while still in your pajamas, you can update your membership without searching for a stamp and remembering to stop at a post-box, and of course you can seek advice or ask a question using our online FORUM. This instant gratification and reward comes with some risks.

Our FORUM is a great example of this risk/reward issue. Suppose someone has a mechanical problem with their car so they ask for help using the FORUM. That's a perfect application. Then suppose "Claud" responds with his favorite solution. Also good. Then "Elroy" responds with his favorite solution but states that "Claud" must be smoking some green crop. While some of our readers will chuckle, others will cringe – as they should for several reasons:

First, the basic civility we ask NARCOA members to exhibit is

eroded by what might seem amusing. "Elroy" was probably enjoying himself and if he was face-to-face with his good friend "Claud" they'd likely both enjoy the banter while exchanging mechanical solutions; but electronically this response simply becomes an insult.

Second, because it encourages others to join in the fray and tends to escalate the insults, one clever remark sent without thought can quickly become a barrage of increasingly nasty responses.

Third, because someone reading our FORUM might well be a supplier who seeing the hostilities online thinks, "This isn't a group I'd want on my railroad!" Imagine losing the opportunity to operate on a great piece of rail simply because a member was having a little fun.

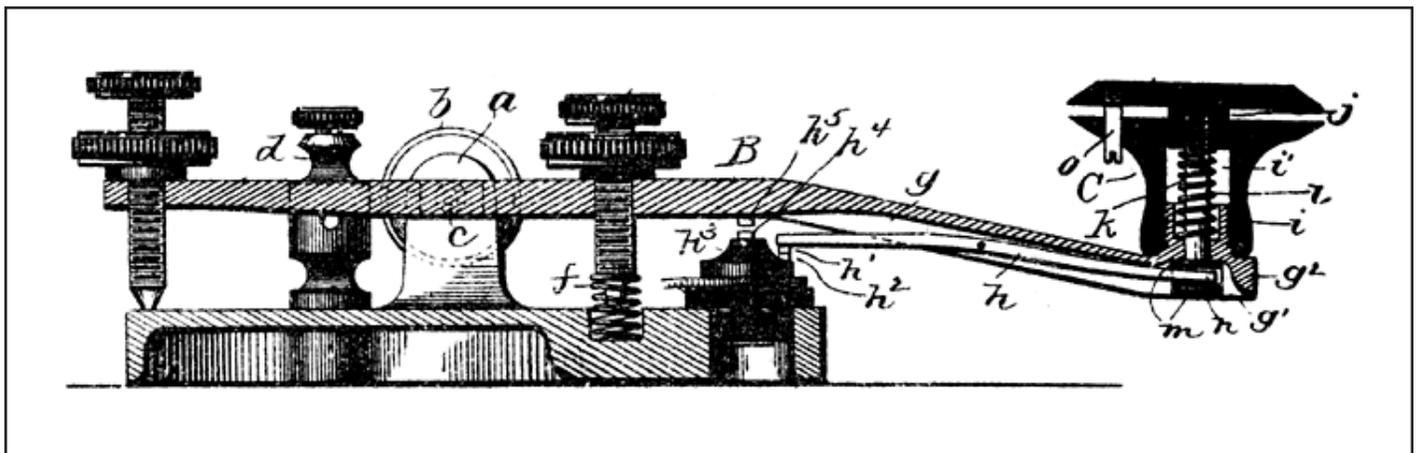
Most of us who use electronic communications have made a few classic errors. I know I've accidentally sent a personal message to a group and fervently wished I'd paid more attention to the SEND TO line. I've seen FORUM comments

that were thinly-veiled accusations that should have been handled in-person, by phone or at worst direct e-mail to those who could help. And I've seen members open discussions that were more about their political beliefs than our hobby. We need to avoid these classic errors.

So, just before you press the SEND button on your message pause to ask yourself, "Are there any comments in here that could make a supplier leery of us?" "Have I written anything that will reflect negative attention on me or my hobby?" "Have I responded to a group rather than a specific individual?" "Is this the right group to engage in this topic?"

Let's enjoy the perks of electronic communication but let each of us strive to avoid the risks.

Margaret Hope, Director-at-Large, is part of the team who vet the NARCOA Forum in an effort to keep the tone and content appropriate for the greater good of our hobby.



STEAM POWERED INSPECTION CARS

by Leon Sapp

Clearly, the predecessor of the motor car was the hand car. But the evolutionary tree had another fork that is little known, that of the Steam Car. They would be around for only thirty years or so before they would finally be set aside by the gasoline engine but in that time some very elegant machines would grace the rails.

Railroads liked steam. They understood steam and knew how to build and maintain steam. Steam had been around for nearly 100 years. The gasoline engine on the other hand was a new fangled toy not to be trusted and certainly not to be depended upon to get the higher officials of the railroad over the road and back again. It would only be when enough internal combustion had proven itself that the motorcar salesman would make any headway with upper management. The idea of using a steam engine in a single unit car had actually originated before the Civil War. During the war Northern General Haupt had commandeered three of the first steam powered 'doodlebugs' to use as staff transportation.

We can identify several steam 'inspection car' experiments prior to 1895 but in that year the first true mass produced cars came on the market. The smallest would be the 'Barnes Steam Inspection Car.' Actually it was a steam "velocipede and the little machines were useful only for a single inspector and not for any heavy work. The piston was only 2-3/16" in diameter with a stroke of 3" and drove the 17" wheels with a sprocket and chain.

Early steam cars were actually called an "inspection engine". Sometimes they were even called a "small locomotive" reflecting the confusion most felt about their true purpose. In fact a landmark Missouri Appeals Court Case held a Railroad responsible for damages suffered when a steam inspection car frightened a team of

horses. The owner had not been warned of its approach by a whistle so he could take



steps to restrain them. The court ruled that the steam inspection car met the definition of a steam locomotive and therefore should have had and should have sounded both a whistle and bell. Steam inspection cars would thereafter be held to the same regulations as a full size steam locomotive. It



BARNES' STEAM INSPECTION CAR.

would not be until 1917 that audible devices would be required on gasoline powered motorcars.

The 1895 Journal of the Franklin Institute described a new "Steam Hand Car" built by the M.M. Buck and Company of St. Louis, Missouri. The car built by Buck was interesting. It had a boiler 18 inches in diameter with one driving cylinder of 3-1/2 x 6" and a pressure of 140 psi capable

of moving the little car along at a speed of about 30 mph. It had the capacity for six persons and could travel a full day with its on board fuel and water supply. Oddly, the advertisement for this American built machine quoted a cost estimate for a day's operation as "three shillings." Apparently they were looking for an international market as well as domestic customers.

Kalamazoo was one of those companies that began by building steam inspection cars and transitioned into internal combustion. The small cars they marketed were unique being some of the few which were light enough to manhandle on and off the track. Most of the competition's machines were so heavy that they remained on the rails and required a turntable to reverse direction. The "engine" carried six to eight men and could make thirty miles an hour on level track. The engine was rated at five hp, was reversible and the whole car weighed 1,500 pounds with the weight distributed so that two men could actually lift and turn the car. Although capable of pulling one or two trailers they rarely saw such service and were used primarily for VIP inspections.

Although Kalamazoo, Baldwin and others would sell a number of their small steam powered cars, many railroads would elect to build their own. Only the poorest of railroads did not have a complete locomotive erecting shop with all the tools and skills necessary to manufacture a boiler. And, it seems each had its own idea of what the car should look like and how it should behave.

Nearly every large railroad had at least one such steam inspection car and as did the M-K-T (Missouri-Kansas-Texas Rail-

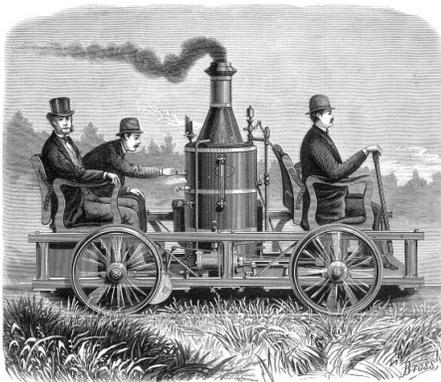
road), many built their own. The 1895 Issue of 'Railway Locomotive and Engineering Magazine' ran a short article on a car that had been built by The C.C.C.&St.L. also known as The Big Four



Kalamazoo Inspection Car -- 1896

Railroad. Far more substantial in construction than most, it had the appearance of one of the early 'grasshopper' freight locomotives. It was designed and built by the railroads Master Mechanic at their Delaware, Ohio shops. The car had two cylinders of 4x7" and used a ton of coal for every 200 miles of operation. It could carry twelve people in comfort at speeds up to 28 mph. The proud railroad president described her as "handy as a pocket in a shirt."

The M-K-T had built three in their own



STEAM HAND CAR.

M.M. Buck & Company

shops. The little four wheel cars had two transverse seats up front for the VIP inspectors and one at the back for a total seating capacity of eight plus the engineer. Like most of these small home built machines around the country, the boiler was an upright water tube design with a pressure of only between 120 and 180 psi. Like most home built cars they weighed

around 15,000 to 17,000 pounds with a full tank of water and enough fuel for about 40 miles.

The list goes on and on. Some of the largest railroads such as the Union Pacific RR would roster comparatively few while smaller railroads such as the M-K-T RR would have one for every Division Superintendent. The fuel and water limitations were the greatest detriment to the operation of steam in the small cars. The weight dictated they stay on the rails which meant they had to compete with main line trains for track time and take their turn at the water towers just like the big boys. Their only real advantage was being able to stop frequently for close inspection of bridges or other structures and start up again. Limited to the top brass they also rated their own dedicated building in which they resided between runs.

At least one builder of steam automobiles would market their machine for railroad use. W.S. Rogers, Manager of 'The Steamobile Co.' designed a combination steam powered vehicle that stripped of its pneumatic tires and provided with flanged wheels could be used as a light railway inspection car. Mr. Rogers made the news when it was learned that he had actually designed the car on a blackboard in his office and rather than have it reproduced as blueprints, he simply had a photographer come in and take a picture of his drawings which were then distributed to his machinists.

While only a few steam inspection cars would see use

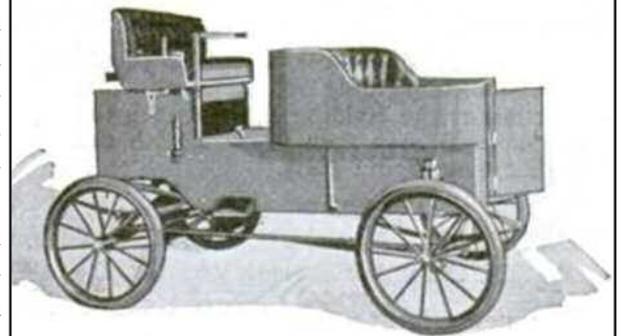


by the maintenance of way laborer, they remained popular with higher management until the gasoline motorcar became dependable enough to earn their attention and respect.



A BIG FOUR SPECIAL.

STEAMOBILE



The 1902 'Steamobile'

A simple change of wheels, lock the steering lever and it becomes a rail car. From a 1902 issue of Machinery Magazine

Described as First Vehicle Ever Built to Run Either on a Track or Public Highway, This Automobile is Declared to Be Equally at Home in the Boulevards of a City or Mountainous Flights of a Railroad. Seating Seven Persons. It was Designed by W. S. Rogers, Keene, N. H.

AMADOR COUNTY, CALIFORNIA

BY DAVE BALESTRERI

The Amador Central Railroad welcomed Motorcar Operators West back to the railroad in Ione for the “Sweetheart Run” two days before Valentine’s Day, on February 12, 2011. There was a lot of excitement as this was the first official Motorcar excursion on its track since the line was donated by Sierra Pacific industries to the Amador County Historical Society and the Recreational Railroad Coalition. The goal of the proud new owners is preservation of the line, and they hope to achieve that in part by making the railroad available to the motorcar hobby.

It felt like Spring, with a perfectly warm, sunny and dry day. Twenty-one cars from all over the State came to join in the fun, with the farthest participant traveling 350 miles. After a comprehensive safety meeting covering basic rules,

track conditions, an outline of the day, and a few plugs for up-coming events, the cars left the yard on schedule.

The pleasant run, twisting up the hills to Martel, brought everyone to the specially constructed turning pad. Once turned, a visit to the local bread store for snacks was in order, perhaps a stretch of the legs and a little visiting, then the return trip to Ione. The busy crossings were ably flagged by the tireless volunteers, making the trip seem effortless. Upon arrival, the participants went through the wye, and arrived in the yard to feast on Fat Freddie’s famous frankfurters for lunch. With a second trek up the hill and back, a total of 40 track miles were covered as the cars ran through the verdant California foothills.

More pleasurable excursions are

planned by MOW on the AMC. On March 19 + 20 the “Spring Colors” excursion will spend Saturday on the AMC, with the annual “Cherry Blossom” run following on Sunday on the nearby Stockton Terminal and Eastern Railroad, which passes through the blossoming cherry orchards and farms of the San Joaquin Valley. In April, the AMC and the ST&E will be part of the “California Shortline Tour”. And on Memorial Day Weekend, May 28+29 MOW will return to the AMC for the Ione RailFair and Vintage Motorfest, a county fair like event, that includes giving rides to the public. This event will also feature a car show and several large model train layouts. All motorcar people are invited to the event and there is no limit on the number of cars.

Tony Queirolo on the trestle over Ca. Hy 88. Photo by Cal Street.



VOLUNTEER RAILROADERS SOUTHERN DIVISION RUN

BY CRAIG W. HARTMAN

ct's Saturday morning, October second in Riverdale, New Jersey, and the set on is already in full progress, as about twenty two cars and their operators jockey around to set their speeders on the rails and prepare for the next two days on the rails. Many have attended the NORAC class the night before, have passed the test, and now can run on NYSW trackage for the next three years. As it is fall, the temperature is about 55* with a light breeze, which is a bit chilly for some as we prepare to go out on a beautiful, clear day. The set on is going well due to the large, paved area of three plus tracks side by side and easy access for lining up and unloading, and most are on in less than an hours time. Inspection is going on as various types of cars are checked over, and paperwork is filled and checked out as we prepare for the day.

The safety meeting is next, as the Excursion Coordinators Chris Vitz and KC Smith go over the various safety items, track conditions and operating procedures for the days run, followed by our Pilot for the days trip, Steve Weiss. KC then goes over to give instructions to our famous teams of flaggers, without which we couldn't do this kind of mileage in our area. The teams of flaggers go out before us and "leap frog" to be at each crossing before the cars arrive so as to protect us and not have delays at the crossings. In return for their flagging one of the two days, they get to ride the previous or next day in one of the speeders, as well as being invited to the Hobo party Saturday night.

Steve Weiss (an engineer for NYSW) then gives the report on track conditions, crossings and Form D receipt for the trackage we will be running. Shortly after there is the familiar crack of the poppers firing up, along with the wonderful smell of the two cycle exhaust wafting through the air as the other four-cycle engines fill the air with their own hum as they start up as well.

The flaggers are in place, the gates drop across Hamburg Turnpike, and the order is given to move out. The hydraulic motor whines as I nudge the throttle forward, and Beavercar CN 146-45 moves out. The consist crosses the diamond, backs through the switches, and heads west. As we pass through the quarry and industrial area, the view rapidly becomes much more rural. We are maintaining restricted speed as we wind our way through Butler, passing the old Hardco rubber plant and the yard for the NYSW, and start up the grade under Route 23 on our way west. There is some fall color in the trees as we pass the crossing for Smoke Rise and hit the 2 1/2% grade headed for Echo Lake Crossing. We all make it up the grade, go through the crossing, and continue through Green Pond, Oak Ridge, Stockholm, riding at times high above Route 23, and other times below it as we pass scenic reservoirs, and old farms and homes along the way.

We continue our trek, now hitting the grade that will bring us to the highest point on the rails in New Jersey at 1013' ASL in Stockholm, overlooking the beautiful valley

below us and High Point across from the vista. Next we pass the remains of the famous Beaver Lake Station, and continue through Sparta and the Limecrest industrial (for the lime formerly mined there), through the beautiful Lake Grinnel and to the site of the former Zinc mine in Franklin. We pass through Vernon on our way to Baird's Farm, enjoying the scenery all the way. We arrive at the historic Baird's Farm crossing, where we make our turn, and then back up to the end of the line at Pelton, where the NYSW meets the NS/Conrail line.

After enjoying the beauty of Baird's Farm area for a while, we head on back, stopping at George's restaurant in Vernon for some libation and rest, and of course, the never ending rail stories that are a part of our enjoyment. The ride back is non-eventful, though scenic. We drop my wife Shirley and several others off at the Smoke Rise crossing to go back and prepare for the Hobo Party and arrive back at Riverdale. We tie the cars down for the night in the secure facility where we set on in preparation for tomorrows ride. I take the Beavercar off and home, to swap it out with my MT19 Adirondack Scenic Railway car for tomorrows run.

Home, and time for the Annual Hobo Party at my place, where a good time is had by all. Hobo Stew, chile, beef stew, prepared by my wife and I and several generous participants, is enjoyed by all. My home-made soda fountain keeps us

*See "VRA Southern Division"
continues on Page 13:*

A NEW AGE: NO CASH OR CHECKS

WARREN RICCITELLI; DIRECTOR- AREA ONE

Is this the twenty century or have we moved on? With NARCOA entering a “new age” of digital communication, I presume that at least fifty percent of our membership have turned to computers: from downloading and reading the Setoff, joining NARCOA or renewing membership, from sending emails to checking your bank statements on line. Computers and cell phones have become a way of life (and if not, ask your grandchildren to help you out).

Here in the Northeast in Area One, I keep in constant contact with our membership. In 1998, we started our E-Group site which our area members use to keep each other informed and that I use to keep them up to date on events and happenings. From this a lot of great friendships have evolved. At last year’s Board of Directors meeting we discussed how the new online membership database was going to offer new ways to communicate. I was able to use the new system to access the entire membership list in our area and send them all a group email. I then telephoned each member whose email bounced and corrected their information on NARCOA’s master database – (you can update your own information yourself ^{now} at www.narcoa.org/memberpro.htm). I also contacted all in Area One who had not purchased insurance and asked them about their membership and interests in NARCOA and motorcars. And this was all possible because of the central database.

Well, after years of drudgery as an EC, I realized that I spent vastly more time on paperwork than on actual events. This is a lot like your daughter’s wedding: months of planning and details and it is all over in one day. How could I change this, reduce paperwork, and enjoy the events of that excursion day more?

Our local Affiliate NERCA (like most of the other NARCOA Affiliates) has always had a website. Could I expand the website to actually take reservations, do my record keeping and send payments directly to my bank? After searching, I realized I had to find the right combination of services to all blend together. It had to be very easy for the novice computer person and also be a trusted website for members to pay money to.

The search began. My requirements were to also make it easy on me, and I wanted to be able to run it from my phone if needed. Occasionally, I have to give refunds and a lot of websites don’t do that. Some runs have a maximum number of cars and I need to keep track of how many reservations have been sold. Some websites would use credit card processors far away overseas and which no one ever heard of, which I didn’t feel comfortable with. Some sites would not allow custom fields on the application like NARCOA Rulebook Number and Insurance Numbers. (And for those that know me, I even wanted to put in a box to ask if they need a new decoder ring, and that has brought several smiling com-

ments from new operators.)

Well, I found a solution and we are using it. We now have a reservation service which I can actually control. I can schedule an event to go on sale, and sales to end on a certain date. I chose to do this because I wanted to have everything finalized a week before the event. I can also limit sales to only one ticket. Most web services limit you to 99 tickets and this would really mess up some people. The cost for this reservation service is actually FREE for the first 100 tickets a month. After that it charges the buyer a two dollars a transaction fee.

So what are the benefits to you? You must use PayPal. Paypal, to me, is the most trusted web company for transactions, and most members are aware of them, and trust them on the web and on Ebay (they are actually owned by Ebay). If you don’t have a PayPal account, you just sign up and enter in your credit card information. They process the transaction completely, they send you an immediate acknowledgement of the transaction and also send a copy to me. I can add options like box lunches or even tee shirts if I want to. The cost to us for this runs about three percent, and that I can live with.

And the benefits to me are no lost checks or cash handed to me at an excursion and no trips to the bank. On the ticket website, I have a “dash board” to see everything on one screen or I can drill down to an

See “New Age” on next Page

“New Age” Continued:

event and see who is coming. I have no manual spread sheets to maintain. And when the event is sold out, it is sold out.

And for peace of mind and the few skeptics out there, it is first come, first serve. I can never be associated with playing favorites. If you want to make a reservation, get your credit card out. The system also notifies me when the run is sold out and also puts notice of it on the website. I have no control of it. It is my 24 hour assistant working for me.

From New Year’s Day till mid-February, our website has recorded well over 1800 hits. All our excursions are listed on the website and over forty people have made reservations and paid for them already. I have one excursion in August that is over fifty percent booked as of this writing. And I will be posting the “Southern Tour” hopefully within a week. To see how the system is working, I have called everyone who have made reservations so far for their feedback. Not one complaint. The most popular comment is “what took me so long and why aren’t other Affiliates doing it”.

To date I have received inquiries from six other Affiliates requesting more information and asking about the actual mechanics of the whole operation. If you would like more information or questions answered, please feel free to email me at warren.riccitelli@cox.net or phone at (401) 232-0992.

But please, “NO CHECKS OR CASH”

“VRA Southern Division” Continued:

all refreshed (no alcohol here), and then dessert! We all go home full and tired, anticipating tomorrows run.

Sunday arrives, I set my MT19 on, with another cool but beautiful day in front of us. We have our Safety Meeting and Pilot’s report, and we head out again. This time instead of the countryside, we are going urban. We pass through some country areas going through Oakland, Franklin Lakes, Wyckoff and Midland Park, but then as we approach Hawthorne, it starts to change. We make a stop at the Historic Railroad Station at Hawthorne for a potty break, and get to admire the work the VRA has done to preserve this landmark -the latest having been moving the entire station seventy five feet to get it off the corner where it was hit several times by turning trucks.

Moving out again, we pass over the Passaic River Bridge and into Historic Paterson (the first industrial city in the U.S.), where we see many varied sights and peoples as we pass through this once great city of Railroad Works (Rodgers Locomotive Works and Union Iron Works), silk mills, the Colt Gun Mill, among others. Thankfully all goes well as we go through and proceed on through to Passaic, another city. We pass through the towns of Rochelle Park, and arrive at Maywood Station where we stop and have lunch that was set out for us at a deli by the station.

Next is Lodi Junction then Hackensack, where I give a big wave to my Brother firefighters at the main firehouse as we go by, then pass over the Hackensack River (home of the historic Ling WWII submarine on display there), and on to the NYSW yards at Little Ferry. We stop there and see several CSX trains go by as we are there, several loaded with futuristic looking military armaments on board. We then head to North Bergen, where we turn our cars on the historic turntable in preparation for the run home. We observe several large snapping turtles in the water under the turntable (wouldn’t want to fall in there!!!) as the turntable creaks and groans as it reverses our direction of travel. Sad to say, it is now time to head back. As we arrive back at Riverdale, it is unanimously agreed by all, it was another great day with the VRA!!! We have traveled approximately 140 miles in the two days on some of the best track and scenery anywhere. Thanks to our teams of flaggers that make this amount of mileage possible, speeding us across many crossings in this area, we couldn’t do it without you!

I certainly hope that you enjoyed vicariously riding the rails with us, and hope you can come and do it for real in the near future!!!



BLUEBONNET RUN

BY LELAND STEWART, EC

The 2011 Railroad Partners, Inc. annual Bluebonnet Run was held on April 2 and almost didn't live up to its name. The extremely dry weather over the fall and winter had resulted in a very limited crop of wildflowers, particularly the Bluebonnets that this run is famous for.

In spite of the lack of wildflowers, Mother Nature provided the participants with a beautiful day and mild temperatures to enjoy the run. The planned excursion was to run the entire length of RPI's trackage twice from Llano to Scobee Spur with lunch in Llano between the runs. We had a good showing of 8 motorcars and one hyrail from as far away as Louisiana and the Texas panhandle.

After a very smooth set on, we gathered the cars at the Llano Depot and commenced with the safety meeting. Today's run was directed by EC in training, Myron Malone under my oversight. We departed Llano and rolled eastward into the bright sunshine of the morning. There was abundant evidence of the work that our volunteers had performed by cutting brush and clearing crossings on this 27 mile section that is currently out of service. The dry weather has kept the weeds abated although it hadn't settled the dust of a dry winter.

Upon arrival in Kingsland, we crossed the long bridge over Lake LBJ and observed many folks getting

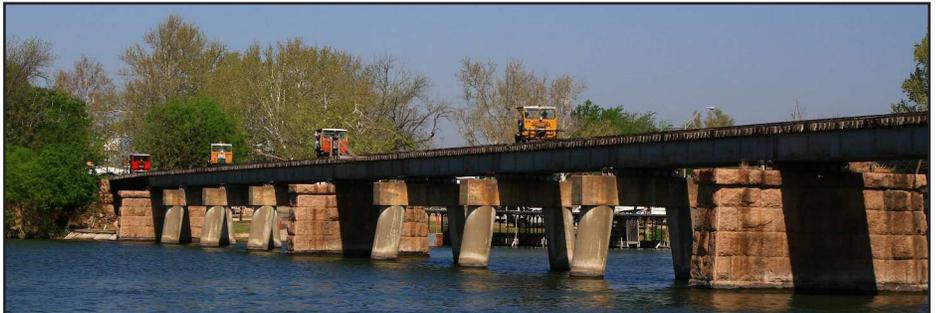
*Right: Crossing Lake LBJ, below:
Preparing to depart Llano, TX;
photos by Frank Glatzl*

back on the lake for the season. We took a break at Spyke's BBQ which has just opened and is conveniently located next to the tracks at the east end of the lake bridge. Spyke's is the preferred lunch site for the cleanup runs and it an excellent place to eat.

Our run back to Llano was quick, with no stops, as everyone was getting hungry. Upon arrival in Llano we broke for lunch and 2 cars set off for an early departure home. The remaining operators regrouped after lunch and we made another round trip to Scobee Spur. The neat part of making the two round trips is that the scenery along the Llano River looks a little different from morning light and evening light. Wildlife was in abundance including many deer and one large group of wild turkeys. As always the Llano branch is a pristine example of the Texas Hill country and never ceases to provide a scenic and relaxing ride on the rails.

Myron and I want to thank the competent operators for contributing to a safe and troublefree run. If you haven't had the chance to run the Llano branch, please consider this in the future. You won't be disappointed.

See you on the rails. Leland Stewart - EC



BORDER PACIFIC TRIP REPORT

BY LELAND STEWART, EC

The 2nd annual Railroad partners, Inc. winter run on the Border Pacific was held on 2/12 and 2/13/11 in the Texas Rio Grande valley. Attendance was a little light due to severe winter weather in the north causing some folks to cancel at the last minute. We had 4 motorcars and 1 hyrail. One car came from Colorado and the hyrail traveled all the way from British Columbia. They were rewarded with beautiful valley weather in the 70's and abundant sunshine.

A derailment caused a change of seton location but thanks to the generosity of the Border Pacific RR, our plan B allowed us to actually exceed the planned mileage over both days. Our impromptu set on changed from Penitas for Rio Grande City giving us a little later start but we still made a leisurely RT to the derailment site. Upon return to Rio Grande City, we loaded the cars and drove to Penitas for a 2nd seton to run the other side of the derailment.

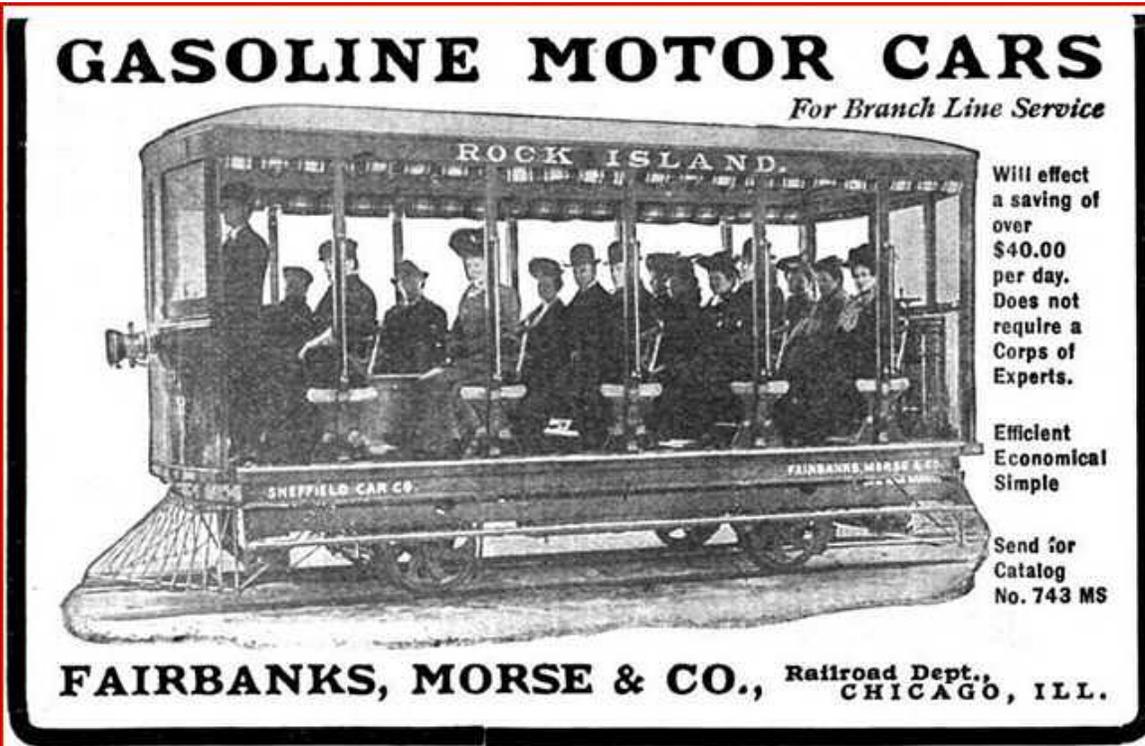
While running that segment we came upon a displaced rail caused by some unknown equipment exiting a cane field. The rail was kinked approx. 6" out of alignment which would have caused a derailment. We notified the RR of the hazard and returned to the set off location.

The next day the group again seton in Rio Grande City and made 2 RT's with lunch in between the segments. The beautiful weather, after a prolonged period of cold, had lots of people outdoors. It was obvious that the parade of rail vehicles provided great enjoyment to the local folks.

The trips on Sunday gave us many wildlife sighting opportunities including migrating birds, deer and feral hogs. We kept many a roadrunner racing down the ROW. At one point, as we exited a trestle, we came upon an elderly goat herder and his dog as they crossed the line with his large herd. As usual, the U.S. Border Patrol was on duty and very present.

We ended a great weekend on the valley rails with a leisurely set off and everyone made their farewells. It was an excellent run with no issues thanks to the very competent operators. The BoP run is a neat way to run your speeder in the winter so keep this in mind for next year. Our sincere thanks go to the great folks of the Border Pacific, particularly Joe Escamilla and Jesse Longoria, for their hospitality. Also, thanks to Frank Jacobson for helping me coordinate this run.

See you on the rails. Leland Stewart - EC



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SWRC RUNS EAGLE MOUNTAIN

BY WAYNE PARSONS, EC

March 26, 2011 – Desert Center, CA. Sixteen motorcars participated in the second NARCOA event on the Eagle Mountain Railroad (EMR) hosted by Southwest Railcar, Ltd and Excursion Coordinator Wayne Parsons. Located in the California desert between Palm Springs and the Arizona state line, this event is fast becoming a favorite run for members in the southwest part of Area 11. The line, which once hauled iron ore from the Eagle Mountain Mine to the

Southern Pacific interchange at the Salton Sea, is now land-locked due to washouts near the I-10 undercrossing.

Kaiser Ventures LLC railroad host Bob Kimber had his crew out clearing brush ahead of our event on the twenty one miles of welded rail that is accessible to motorcars. With clear track and fine weather, the event was a great shake down run for operators starting the season. Two old time operators that had allowed their membership to lapse

were re-mentored. New to the schedule this time was a night-run for which the EMR is perfect. Saturday night was very dark with the clear desert sky giving a great view of the stars. Many in the group, who had never done a night-run, stated that they enjoyed it very much. EMR has given approval for another event in October. Thank you to our railroad host, to everyone who helped with set-on, and to all the operators for being safe on this enjoyable event.

Steve Gardner, the Wildlife Biologist escorting the speeder group, stops to photograph an endangered American Desert Tortoise. This female likely has a burrow in the railroad embankment.

Photo by Wayne Parsons

Operators and riders pose for a group shot at the mile post 49 set-on site prior to the Eagle Mountain Railroad safety meeting.

Photo by Bob Kimber

The group stops for a rest break where the Eagle Mountain Railroad crosses under I-10 at Red Cloud Road. Palm Springs is 80 miles behind the overhead highway trucks and Blythe another hour to the east.

Photo by Wayne Parsons



BOOK REVIEW: *CYCLOPEDIA OF RAILROAD MOTOR CARS,* DAN PAGE

NARCOA member Nick Pull has drawn on his background as an engineer and former employee of Fairmont Railway Motors to create an interesting and informative history of railroad motor car technology. This recently published book is a good tool for a railcar enthusiast to learn about the early history of rail motor car development.

Starting from the earliest days of motor cars in the late nineteenth century, the author outlines the technologies that were central to the evolution of the motorcar as we know it today. Using extensive reprints of rare photos, marketing material, and manuals from the early to mid-1900s, he tells the story of how technology improvements in the automotive field impacted the design and evolution of railway motorcars. Separate sections cover the engine, drive train, suspension, fuel, lubrication, fuel, cooling and ignition systems of railroad motorcars. This book will be very useful to anyone interested in this aspect of our hobby.

I found the section on "Safety and Comfort Devices" especially interesting. The section addresses the need for rail sweeps, wheel guards, and fenders. The operating rules from 1929 for motor cars in this section will sound very familiar to NARCOA members. Only authorized persons with the proper safety equipment could operate a rail motor car. Equipment must be properly stowed. Lights were required for night operation. These sound to me like the things a good

EC checks for, even now!

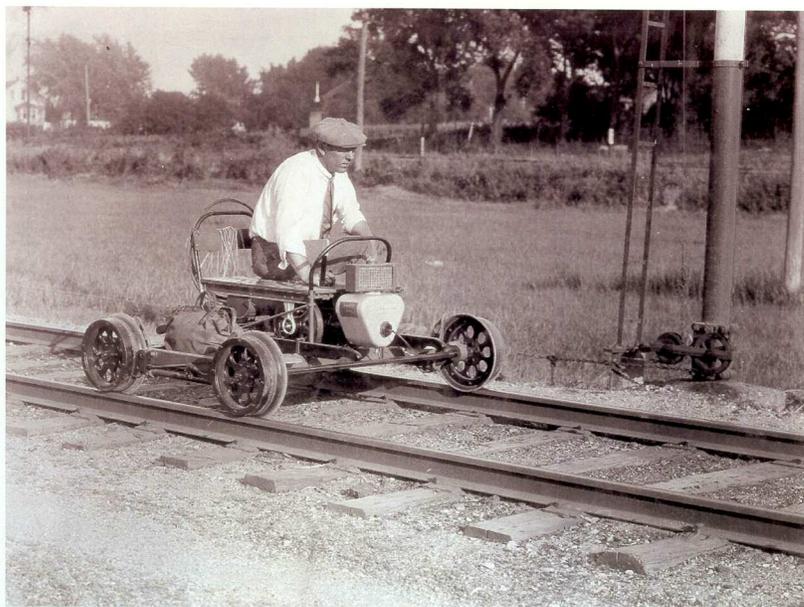
This book is not a history of the different companies that have manufactured rail motor cars nor is it an exhaustive catalog of all motor car models that ever existed. The time frame of the material presented seems to end about the World War II era. Information from the period from then to the demise of the motor car industry would be useful since this is the vintage of cars most of our members operate. These are

good topics for other history minded members of our community to tackle.

Published in 2010, this paperback book runs 315 pages and contains over 500 illustrations. It is available from the author at njp8881@msn.com. [I have no connection with the author and have not/will not benefit in any way from the sales of this book.]

Dan Page

Cyclopedia of Railroad Motor Cars **The nuts 'n bolts, whys 'n hows**



By Nick Pull

BROWN RAILROAD INVENTORY UPDATE

BY WAYNE PARSONS

Glen Carbon, IL – April 6, 2011. Brown Railroad Equipment, Inc. owner Dan Brown reports that his web site www.brownrr.com will be back in service soon. Dan Brown bought all of the Fairmont spare parts inventory when they stopped making motorcars twenty years ago. Since then Dan has been the motorcar hobby's largest and longest serving source for new-old-stock parts. "I knew something was wrong when I stopped getting orders" Dan said. A new web server will replace the one that went out of business. The original website designer has all the data and is working on repairs to the site. You can reach Dan by e-mail at brownrr1357@att.net or by phone at 618-288-6698.

Dan reports the following information about his remaining inventory:

Windshields, roofs, side panels, and curtains are available for all Fairmont models.

New Fairmont C-5 and C-8 carburetors are available for around \$300.

Rebuilt Fairmont carburetors are around \$285.

ROC standard size pistons are available. Oversize ROC pistons are getting scarce with only a

handful of each oversize remaining.

RKB pistons, standard and oversize, are plentiful.

Only a handful of ROC rod bearing sets remain at \$500 a set. Dan advises keeping the old ROC

bearings and getting a machine shop to re-babbitt them.

He has a mixture of ROC, ROB, RKB engine cores (main blocks) totaling about 15 and about 20

water hoppers of all kinds.

Stock includes lots of axles for M9, MT19, and MT14.

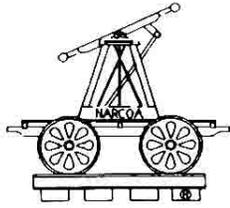
No wheels.

Dan has for sale a few A4 motorcars remaining and about eighty Canadian MT19 and MT14. The floor boards are rusted out of most of them. However, out of the lot Dan thinks he can put together about 15 good cars with CCKB engines.

Brown Railroad Equipment's main business is re-conditioned track equipment such as tie pullers, spike machines, and ballast handlers. Motorcars are a side business that came about when mainline railroads started selling speeders at equipment auctions. Dan Brown is 75 years old. When asked who might take over one day he laughs and says "my competition!" He goes on to explain that his son is a competitor in the used equipment business and that Brown Railroad would stay in the family.



Dan Brown in his yard at Glen Carbon, IL looks over his stock of Fairmont motorcars. Dan has about 80 Canadian cars of all models. Occasionally he will get a part from a car in the yard. However, he fills most orders from his large new-old-stock inventory of parts. Photo by David R. Busse

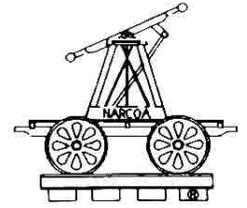


NARCOA EXCURSIONS

AS OF APRIL 16TH, 2011

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

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



Editors Note: The official listing of Future Excursions is located on the Excursions page of the NARCOA Website, at www.narcoa.org. In the interest of saving space the announcements listed here have been abbreviated to show only essential detail. For complete and up to date information please consult the website, or contact the person or organization shown below.

May 1, 2011- PA - Irvona Branch

Fallentimber, PA, to the Norfolk Southern yard in Cresson, PA.
2 trips approximately 80 total miles. \$40 per car 40 car limit.
Contact
Gary Shrey, 54 Adams Road, New Freedom, Pennsylvania
17349 home-717-227-9628 cell-717-586-3101 E-Mail:
GShrey@aol.com No mentoring on this trip. Narcoa approved Hyrails permitted

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

Boone, IA - four trips day and a night ride, each 12 miles.
Cost \$20. Dave Pratt (515-674-3803) or Carl Schneider at
515-967-5181 e-mail motorcarl@mchsi.com for more information.
Current Iowa Railroad Historical Society required (\$25)
Make checks for ride payable to FID & membership to IRHS.

May 6 - 7, 2011 - MI - Coopersville & Marne Railway

Day 1 -Coopersville, Michigan. night run on Friday, 28 miles
Day 2 - Two trips to Grand Rapids, 56 miles \$50 per car, limit of 25 cars. Make checks payable to Great Lakes Railcars and send to Richard Dunton, 1225 - 19 Mile Road, Cedar Springs, MI 49319; send your email address to me by May1 fairmont2@charter.net, or 616-644-5024,

May 7, 2011 - TX - Capitol Metro Transportation

Llano, TX to Scobee Spur, TX - Approx. 54 miles RT. This will be a cleanup for the summer and fall runs. Bring weed trimmers, loppers, and grubbing hoes. Fee: \$25 Please pre-register Set on locations may vary. Leland Stewart 10057 Palomino Canyon converse, TX 78109 210-945-9268 or 210-863-5397 email: poppermaker@gmail.com.

May 13 - 15, 2011 - PA - Oil Creek & Titusville Railroad

Day 1 - Titusville, PA evening ride approx 26 miles.
Day 2 - Titusville work details following morning run. 26 miles
No fee for this event. For more information and to reserve your spot. Contact Alan Wilber, PO Box 368, Hartville, OH 44632, awrailcar@aol.com

May 14, 2011 - TX - Capitol Metro Transportation

This will be a cleanup for the summer and fall runs. Bring weed trimmers, loppers, and grubbing hoes. Fee: \$25 Please pre-register Set on locations may vary. Leland Stewart 10057 Palomino Canyon converse, TX 78109 210-945-9268 or 210-863-5397 email: poppermaker@gmail.com.

May 21, 2011 - OH - Toledo, Lake Erie & Western Rwy

2011 Spring Motorcar Rally, NON-NARCOA TRIP
Set on at Yawberg Rd. Grand Rapids, Ohio, round trips, 16 miles \$15, \$20 if by mail, no refunds, make checks to railroad and send to. Victor Geckle Jr., 21694 St. Rt. 613, Continental, Ohio 45831 419-596-3522 gecklev@fairpoint.net

May 21 - 22nd, 2011 - WA - Columbia Basin Railroad

Day 1 - Warden, to Connell, WA and return.
Day 2 - Warden to Moses Lake, WA. Trip fee of \$175.00, 25-car limit. Mail checks payable to Pacific Railcar Operators c/o Steven Gadd, PO Box 1430, Okanogan, WA 98840.
sgadd@adss.us, (509) 322-8495

May 21 - 22nd, 2011 - NJ - New York Susquehanna & Western Rwy & Middletown & New Jersey RR

Day 1 - Sparta, NJ and Campbell Hall, NY. 37 miles
Day 2 - Sparta, NJ and Hawthorne, NJ. \$160.00 per car. KC Smith and Chris Vitz with Craig Hartman assisting. There is a 40 car limit. contact the VRA at 80 Royal Avenue, Hawthorne, NJ 07506 Tel: (973) 238-0555 or email to: volunteerra@yahoo.com. Operators and riders under 18 are not permitted by the railroad. 40 car limit This is a non-mentoring run. Training class and test required prior to the event.

May 21, 2011 - PA - Allegheny Valley Railroad

New Kensington PA south to Pittsburgh PA, then "Brilliant Branch" of the AVRR. 27 round trip miles. \$45.00 35 car limit. To Register make out your check to: A.R.E./AVRR and mail to Harold Hinkle, EC in Training at:37 Middle Spring Road Shippensburg, PA 17257 Include ins.# and operators no., email address and cell phone, car type.

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

Tullahoma to Rock Island, TN A-CARS NEEDED: Each motorcar must be capable of giving at least one club member a

ride, excellent mechanical condition a must. This is a non-mentoring run. Since the historical club has made arrangements with the host RR for us, 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.

May 22, 2011 - TN - Tennessee Southern Railroad

Columbia TN to Pulaski, TN. Rare track- Approx. 60 RT Experienced operators please, mentoring by permission only. A-cars and hyrails by permission only Safety vests/shirts, long pants and over-the-ankle work boots are mandatory. 20 car limit. \$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 for registration form, or download at ffx.home.pipeline.com. No refunds after April 20, 2011.

May 22, 2011 - PA - Southwest Pennsylvania Railroad

New Stanton, PA, set-on at the Safe Handling Intermodal Yard near Mt Pleasant PA. 52 miles, turn three times during trip, turn table required. 35 car limit \$45.00 per/car. To register send your check made out to Appalachian Rail Excursions/SWP 415 Levine Lane Ruffs Dale, PA 15679. EC George Church; EC in training, John Gonder (up3706@msn.com), Chuck Badger, Harold Hinkle.

May 24 - 27, 2011 - QE - Societe du chemin de fer de la Gaspesie

Matepédia to Gaspé and return. 404.4 miles. The run is of four days. \$400 per vehicle payable in Canadian or American money. Send your check payable to "Club Railcar Québec" to: Club Railcar Québec, P.O. BOX 45005, Charny (Québec) Canada G6X 3R4. 40 car limit. deadline for registration is April 15th 2011 after which no refund possible. contact Louis-François Garceau at (418) 832-1502. Mobile is (418) 955-2466. crq@bell.net VISA and/or MASTER CARD are accepted.

May 28, 2011 - CO - San Luis Central Railroad

Monte Vista, to Center, CO & return, 24 miles rt. \$50 per car
Jon Keeling, Phone: 719-989-0779, P.O. Box 721, La Veta, CO 81055 Email: jkeelingmt14@yahoo.com Fee must be received by EC two weeks prior, No Hi-Rails. Operators needing mentoring are welcome.

May 28 - 29, 2011 - CA - Ione Railfair and Vintage Motorfest

Ione, CA, Five motorcar excursions including a night run total of 100 miles. \$50 refunded if 4 public passengers are given rides. Make checks payable Motorcars Operators West and send to EC Dave Balestreri, 2320 "E" street, Sacramento, CA. 95816. Phone 916 531 7536. Request packet at Ionerailfair@yahoo.com, registration over the internet so if possible

May 28 - 29, 2011 - NE - Nebraska Northeastern Railroad
Day 1 - Osmond, to O'Neill, NE set on NENE offices in Osmond

Day 2 - Osmond to Jackson, NE, total for both days is 230 miles. \$60. EC Dave Voeltz (605-224-2964, Home 605-280-5551 DVoeltz@pie.midco.net .

May 28, 2011 - MA - Pioneer Valley Railroad

Westfield and to Holyoke, MA, 35 miles RT. \$55, 25 car limit
Contact Warren Riccitelli, 39 Jacksonia Drive, North Providence, RI 02911 (401) 232-0992, or Al Elliott (732) 536-7460 trackcar2365 @optionline.net reservations on website - www.nerailcar.com. No HY-Rails or A-cars.

May 28 - 30, 2011 - ID - CSP Tour - Full, Wait List Only

Day 1 - Lewiston to Riparia 144 miles rt, Day 2 - Lewiston to Kamiah, ID 129 miles rt, Day 3 - Lewiston to Kooskia branch, 87 miles rt.
\$315 and no refunds after May 1, 2011, 30 car limit. EC Steve Taulbee, 2206 Burrell, Lewiston ID 83501, taulbee1@cableone.net
or Jim Morefield, (208) 743-0802, jmorefield@cableone.net
Spark arrestors, mechanically sound motorcars required.

May 29, 2011 - MA Mass Central Railroad

Palmer, MA - 50 miles rt. 25 car limit. \$55 Trip is contingent on minimum 20 car sign up. All payments / cancellations are required 30 days before the excursion. Contact Warren Riccitelli, 39 Jacksonia Drive, North Providence, RI 02911 (401) 232-0992 or warren.riccitelli@cox.net or Al Elliott (732) 536-7460 trackcar2365@optionline.net No cash or checks, all reservations may be made by visiting our website - www.nerailcar.com. Reflective vests required, no sanders.

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

Fernald Station, Wolfeboro NH, 11 miles of club maintained track. This is not a NARCOA sanctioned event. This is a 'drop in' event and no reservations are required. Donations to the club will be accepted. Dick Forde, co-coordinator: Dick-Forde@aol.com. The station is located approximately 3 miles East of downtown Wolfeboro, NH on Route 109.

June 4 - 5, 2011 - NC Great Smoky Mountains RR - Sold Out - Wait List Only.

Overnight Ride and Rail BBQ!!!!
\$175.00 (motel not included) Day 1 - Andrews to Dillsboro, NC. tie up in front of Hotel. Chris Helmer's world famous RAIL-B-QUE will be rolling along with us providing dinner. Day 2 - Dillsboro to Andrews, NC. EC, We will be running with trains both days and it is imperative that your car be in the best mechanical shape ever. Tom Falicon 1227 Sawmill Creek Rd, Bryson City, NC 28713, 828-488-8063 raildawg@gte.net for more info or a sign up sheet.

June 9 - 16, 2011 - MT - Pro Montana Big Sky Adventure - Fifth Tall Timber to Prarie Tour Full - Wait List Only

Over several Montana Rail Link subdivisions (at least 250 miles) Total cost will be approx. \$600 25 car limit. Please send a check for a \$200 deposit to co-EC Bill Taylor, 917 Parkview Way, Missoula, MT 59803 by February 25, 2011

ECs Bill Taylor at wtaylor@bresnan.net or Tom Norman at alb4961@blackfoot.net. USFS approved spark arrestors are required. Participants are responsible for their own lodging and meals. Some camping will be available.

June 9 - 12, 2011 - MI - Great Lakes Central Railroad - FULL - Wait List Started 3-day motor car excursion. Day 1 - Cadillac, MI. - Set-on. Day 2 - Cadillac to Petroskey, MI. Day 3 - Petroskey to Traverse City. Day 4 - Traverse City to Cadillac. \$475 includes two overnight hotels. deluxe continental breakfast on Saturday & Sunday morning and transportation. 30 car limit. To register, send a check (payable to Great Lakes Rail Cars) to: Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035. contact Mike at (317) 839-9320 mford@indy.rr.com.

June 10 - 12, 2011 - CO - Durango & Silverton Narrow Gauge RR
(3 foot narrow gauge) 3 day event. Set on Friday June 10th in Silverton
Day 1 and 2 - Silverton to Rockwood, CO & return. 56 miles rt. 20 motorcar limit. \$230.00 Send check to Rocky Mountain Division with car make, Insurance & Operators No., car make/model to: Philip Walters, 6137 Road 46, Mancos, CO 81328 (970) 533-7177 Cutoff date May 16, "slot" is not transferable, pwalters.ecs@hughes.net. no refunds. Experienced operators and excellent mechanical condition please. Spark arresters and wheel chock chains are required, "zero minute" breakdown rule, no mentoring, NO SMOKING, must be over 18, No pets.

June 10, 2011 - PA - Northern Central RR & Stewartstown RR
Northern Central RR morning and the Stewartstown RR in the afternoon. Set-on 8AM in New Freedom, PA.. 49 miles \$40 payable to: NCRA. Send name, address, phone/ cell no's, e-mail exam & insurance number and payment to: EC Dale Steiner. 717-789-4646 .NCRA, 54 Adams Road, New Freedom, PA 17349 cdsteiner2005@embarqmail.com

June 11 - 12, 2011 - TX - Blacklands Railroad
Day 1 and 2 - Greenville to Mt. Vernon, TX, 110 miles. \$80.00
EC's - Myron Malone (EC in Training) 5306 Kayway Dr Greenville, TX 75402, 903-454-8307, malonemg@geusnet.com or Leland Stewart 10057 Palomino Canyon Converse, TX 78109 210-945-9268 poppermaker@gmail.com. If time permits, we extend to Winfield, an additional 20 RT mi. Sturdy shoes, long pants, high visibility vests required. must be registered prior to seton. Mentoring by permission only. Hyrails welcome. www.railroadpartners.com for additional info.

June 11, 2011 - MN - Minnesota Southern Railroad
Luverne, to Agate Jct., MN & return in morning. Luverne to Manley, MN & return in afternoon. Bonus 2nd run to Agate Jct. \$40. 90 to 155 miles for the day. To register con-

tact EC Dave Voeltz - 801 N Harrison Ave, Pierre, SD 57501 605-224-2964 H 605-280-5551 C Email DVoeltz@pie.midco.net. Hyrails are permitted.

June 11, 2011 - PA Strasburg Railroad
East Strasburg Station to "Paradise" & return. Twice if time allows. 9 miles RT. \$30.00 Make checks to A.R.E. Register/info Contact : John Gonder, 415 Levine Lane, Ruffs Dale, PA 15679-1512 up3706@msn.com 724-244-7538 No Hyrails on this one. Cars must be able to turn on track or back up to the station. Hard soled work type boots required.

June 12, 2011 - PA - Eastern Berks Gateway RR
Boyertown, to Pottstown, PA & return. 8.6 miles, multiple runs. \$25, 25 car limit. Send name, address, phone/cell numbers, e-mail address, exam and insurance no's and payment to: NCRA, 54 Adams Road, New Freedom, Pa 17349. Make checks payable to: NCRA. Event coordinator is Gary Shrey E-mail: GShrey@aol.com Home phone: 717-227-9628 Cell phone: 717-586-3101.

June 17 - 20, 2011 CO - Leadville, Colorado and Southern Railroad
Leadville to Climax, CO & return. 4 day mini-excursion and light work session, 11 miles (approx.) at 10,000 to 11,000 ft elevation. Brush clearing and crossing cleaning sessions. Further details are available on the RMD website. USFS approved spark arresters are required. Registration form and further details are available on the RMD website: www.rockymountaindiv.com

June 18, 2011 - TX - Capitol Metro Transportation
Llano, TX Wye, to Scobee Spur, TX - Approx. 54 miles. Cleanup ride to clear flange ways and brush. Bring weed trimmers, loppers, and grubbing hoes. \$25 membership to Railroad Partners, Inc. Pre-register to EC Leland Stewart 10057 Palomino Canyon Converse, TX 78109 210-945-9268 home 210-863-5397 cell email: poppermaker@gmail.com. RPI website: www.railroadpartners.com

June 25, 2011 - IA - Iowa River Railroad
Eldora, to past Steamboat Rock, IA, up to 70 miles rt, twice if time permits. \$45. EC Dave Pratt (515-674-3803). Contact Carl Schneider at 515-967-5181 or e-mail motorcarl@mchsi.com for more information. Set on location is about 2 blocks north of the Hwy 175 crossing, set-on 7am. This line has been put up for abandonment so this may be the last chance to ride this scenic track.

June 25 - 26, 2011 - WV - West Virginia Central RR
Day 1 - Elkins station to Cheat Bridge, WV & return, 75 miles rt. Cars will remain on the track overnight in Elkins. Day 2 - Elkins station to Belington & Tygart Jct. & return, 72 miles rt. \$140.00 o 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,

operator & insurance no's, car type & number attending.
John Gonder. Over the ankle hard soled boots required, no
Hy-rails.

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

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

July 3 - 5, 2011 - CO - San Luis & Rio Grande RR - La Veta Pass and San Luis Central RR Three-day 260 mile excursion

Day 1 - Alamosa to Monte Vista to Center, CO & return. Speeders to be used next day must make this run. Day 2 - Alamosa to MP 180.12 beyond Laveta, CO & return. Day 3 - Alamosa to Antonito, CO, ride C&TSRR narrow guage train, & return. Train optional. \$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 by April 15. We need 30 paid entries to proceed, no refunds after April 15. Spark arrestors required. Discounted C&TSRR tickets through the First Iowa Division. To register, contact: Carl Schneider 515-967-5181, motorcarl@mchsi.com

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

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

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

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

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

Leadville to Climax, CO & return. 3 day excursion, 11 miles (approx.) at 10,000to 11,000 ft elevation. Further details are available on the RMD website. USFS approved spark arresters are required. Registration form and further details are available on the RMD website: www.rockymountaindiv.com. First paid 30 NARCOA compliant cars per day. Hy-railers and larger gang cars only on a case by case basis. Full payment is required at the time of registration. USFS approved spark arresters are required. Registration & info on the RMD website. 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

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

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

Day 1 Hoey to Totzke East, SK & return, 92 miles. Day 2 - Nipawin to Choceland, SK & return, 104 miles. \$100 (USD or CDN) for each excursion, or \$175 (USD or CDN) for both excursions. To register, 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). Canadian riders must register but may pay at excursion.

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

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

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

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

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

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

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

Day 1 - Northumberland to Berwick, SK and return. 86 RT miles. Day 2 - Sunbury to Mt. Carmel Junction, SK and return. 50 miles RT. Saturday night dinner and tour at the Central PA Chapter NRHS White Deer Train Station. \$85.00. Rides are rain or shine. No cancellations due to weather. Hard soled shoes required - Children must be closely supervised. Send check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: (570) 538-9050 or email firefighter5@jlink.net.

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

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

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

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

July 30, 2011 - MN - Minnesota Northern Railroad

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

July 31, 2011 - ND - Dakota Northern Railroad

Grafton to Cavalier and Walhalla and return. 96 miles. \$55

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

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

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

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

Day 1- Geneva to Canandaigua, NY & return with sunset ride along lake. Cars may remain on track overnight. Day 2 - Geneva to Solvay, NY & return. Total 140 miles. Set on at 7 AM. \$155, does not include any meals. Brown bag lunch for Sunday. HY-Rails by permission only. Contact Warren Riccitelli, (401) 232-0992 or warren.riccitelli@cox.net No cash or checks accepted. Immediate reservations may be made by visiting our website - www.nerailcar.com. All payments / cancelations are required 10 days before the excursion.

August 6, 2011 - IA - Iowa River Railroad

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

August 13, 2011 - WV - South Branch Valley Railroad

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

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

Day 1 - Set on Chama, NM Sat. 8/13 5:00pm. Day 2 - Chama to Big Horn and return, 90 miles rt. Day 3 - Chama to Antonito, CO, 64 miles. Stay overnight. Day 4 - Antonito to Chama, NM, 64 miles. \$350.00 per car plus \$30.00 per person for breaks/meals. EC: Jim McKeel, 9742 Yosemite Ct., Wichita, KS, 67215-1531,

phone: (316) 721-4378, e-mail: cts.excursions@cox.net. Make checks payable to "Jim McKeel". include name, address, phone, rules and insurance number, e-mail address. 20 car limit. Deadline for registration/payment: July 15, 2011. No refunds after August 1. Spark arresters, wheel chock chains required. No smoking, pets, children under 16. Registration payment due by Friday, July 15, 2011. No refunds after August 1, 2011.

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

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

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

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

August 20, 2011 - IA - Appanoose County Railroad

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

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

Day 1 - set on Ashley, IN. Day 2 - Ashley, IN to Coldwater MI. Stay overnight. Day 3 - Coldwater, MI to Ashley, IN. 150 miles rt. \$275.00 includes railroad fee and overnight accommodations in Coldwater. 35 car limit. Registration closes July 15, 2011 or when the trip is full. To register, send a check for \$275.00 (Payable to Great Lakes Railcars). to Michael P. Ford, 7712 Carpenter Court, Plainfield, IN 46168-8035, (317) 839-9320 e-mail (mford@indy.rr.com) For questions or further information, Contact Mike.

August 27-28, 2011 - NY- Upper Hudson River Railroad Upstate New York, north of Albany, this road follows the scenic headwaters of the Hudson River. 90 RT. \$155. HY-

Rails by permission only. EC: Warren Riccitelli and Al Elliott. More information please contact Warren Riccitelli, (401) 232-0992 or warren.riccitelli@cox.net or Al Elliott (732) 536-7460 trackcar2365@optionline.net No cash/checks accepted. Immediate reservations may be made by visiting our website - www.nerailcar.com.

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

Day 1 - Wishek to Oaks, ND and return. 100 miles. Cars remain on track overnight. Day 2 - Wishek to McKenzie, ND and return. Highway to Bismark. Day 3 - Bismark (Arnold) to Garrison, ND and return. Pre registration encouraged since some meals are included in the excursion fee. \$110 Additional lunch tickets \$7.50 each. To register contact EC Dave Voeltz - 801 N Harrison Ave, Pierre, SD 57501 605-224-2964 H 605-280-5551 C Email DVoeltz@pie.midco.net

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

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

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

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

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

Set on Friday afternoon. Day 1 - Newport, WA to Dover, ID (26 miles) and return giving rides from Newport to Priest River (10 miles). Day 2 - Newport, WA to Metaline Falls, WA and return (60 miles). Includes a tour of POVA's shop complex in Usk and tour train operation in Ione. Spark arresters required. \$135 per car. Please make

checks to PRO. Send reservations to co-EC Bill Taylor at wtaylor@bresnan.net, 917 Parkview Way, Missoula, MT 59803. For further information contact co-EC Bob Shanklin at bobvi@conceptcable.com.

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

September 17, 2011 - MN - St Croix Railroad
North Branch to Hinckley and return for a lunch break before making a second run. Set on time and location will be sent out once the details have been finalized. Mileage for the excursion is appx. 148 miles. \$40. Contact EC Carl Schneider motorcarl@mchsi.com to register for the excursion. Don Schoeb is the EC in Training and will be the event host.

September 17, 2011 - CA - Mendocino Branch of Sierra RR
Willits to Fort Bragg., CA and return. 78 miles. 30 car limit. Seat belts and mobile radios with NARCOA channel 1 -3 recommended, but not required. \$150. Price includes 2 lunches per motorcar, and does not include Fuel or lodging. EC: Tom Phair, Assisted by Ed Best. Contact: Ed Best, 146 Via Copla, Alamo, California 94507 Phone: 925.837.7690 ed-best@comcast.net or SWRC web site: <http://www.southwest-railcar.org>

September 24 - 25, 2011 - WV - West Virginia Central RR
Day 1 - Elkins to Cheat Bridge and return. Cars remain on track overnight.
Day 2 - Elkins to Tygart Jct. and return. Total 140 miles. 40 car limit \$140.00. To register send check made out to A.R.E. to Appalachian Rail Excursions /WVC2 415 Levine Lane Ruffs Dale, PA 15679 or contact John Gonder at up3706@msn.com 724-696-4544 include Name, address, cell phone, email, car type, and ins. n0's. No Hy-rails. No trailer cars. Two way radios No mentoring.

September 24 - 25, 2011 - CO - South Fork, Denver & Rio Grande Railway Historic Foundation Both days, South Fork to Wasson Wye and return. 60 to 80total miles . 25 car limit. Run either or both days. Checks made to "Rocky Mountain Division". Spark arrestors required. No Hi-Rails. No Smoking. EC Jon Keeling \$160 (\$110 for paid RMD members) for the first day you run and \$50 for a second day. Your check is your reservation; Fee must be received two weeks prior to the event. Jon Keeling, Phone: 719-989-0779, P.O. Box 721, La Veta, CO 81055 Email:

jkeelingmt14@yahoo.com

October 1, 2011 - CA - Niles Canyon Railway

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

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

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

October 8, 2011 - PA - Wellsboro and Corning Railroad

Wellsboro, PA to Gang Mills, NY and return. 70 miles RT. \$55.00. All CPE rides are rain or shine. No cancellations due to weather. Hard soled shoes required. Children must be closely supervised at all times. Send check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: (570) 538-9050 or email firefighter5@jlink.net.

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

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

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

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

October 15, 2011 - PA - The Stourbridge Railroad

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

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

October 22, 2011 - MO - Colt Railway

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

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

Ft. Leonard Wood to Bundy Jct, MO and return, two trips, 20 miles each. Set on at 8:30am with a 10:00am departure. As you enter the fort from I-44, be in the left lane and pull into the inspection area by the security check poin, go in the visitor center before proceeding through the vehicle check point. Bring a lunch or snacks. You will need a picture ID, vehicle registration, proof of insurance, and be prepared for a vehicle inspection. Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. Contact Carl Schneider at 515-967-5181 or e-mail motorcarl@mchsi.com for more information.

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

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

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

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

December 3, 2011- PA - North Shore Railroad

ANNUAL TOYS FOR TOTS RIDE – Ride the 86 miles RT of the North Shore Railroad from Northumberland to Berwick and return. Please bring a new, unwrapped toy with you for either a boy or a girl. There will also be prizes for the best Christmas theme decorated motorcars. \$55.00.

Note: All CPE rides are rain or shine. No cancellations due to

weather. Hard soled shoes required. Children must be closely supervised. Send check to: Central PA Excursions, PO Box 145, White Deer, PA 17887.(570) 538-9050 or email fire-fighter5@jlink.net for information.

Excursions Held On A Regular Basis

2011 Season - First and Third weekends of each month - NC - Red Springs and Northern Railroad Railcar Operators of the Carolinas (ROC) invites you to ride 12.5 miles on the Red Springs & Northern Railroad in Red Springs. Located near Fayetteville, NC and 17 miles west of Lumberton / US 95 and Hwy 21. NARCOA rules are in effect. Trips are mainly on Saturday, starting in Red Springs and going north to Parkton, NC and return. Cost is \$25/day or ROC membership of \$90/year. Contact person: Carey Boney – EC, 1605 Powers Road, Wallace, NC 28466. Tel. 910-285-7489 or careyboney@embarqmail.com

February 1, 2011 - January 31, 2012 - PA - Stewartstown Railroad

The Northern Central Railcar Association is offering to NARCOA members, Excursions on the Stewartstown Railroad from New Freedom, Pa to Stewartstown, Pa. on various dates between February 1, 2011 thru January 31, 2012 Call Dean L. Grote Excursion Coordinator at 717-637-7647 or e-mail dizzydean55@embarqmail.com for details.

February 1, 2011 - January 31, 2012 - PA - Northern Central Railroad

The Northern Central Railcar Association is offering to NARCOA members, excursions on the Northern Central Railroad from New Freedom, PA to York, PA, on various dates between February 1, 2011 through January 31, 2012. Call Dean L. Grote Excursion Coordinator at 717-637-7647 or e-mail dizzydean55@embarqmail.com for details.

PLEASE NOTE:

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

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Information excursion coordinators

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

SUPPLIERS

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

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

Carey Boney, Careyboney@embarqmail.com or Carey Boney, 1605 Powers RD. , Wallace, NC 28466 phone 910-285-7489. Engine parts for RQ,QBA,ROB,ODB, ROC and parts for F-4,C-5,F-6 and C-8 carburetors. Frame and some body parts.

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

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

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

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

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

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

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

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

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

Tom Phair tom@phairs.net phone (925) 820-4159 Complete line of the David Clark Company Intercom systems and railroad type Motorola Radios; new double chain sprocket kits, large inventory of NOS Fairmont parts. Some motorcars for sale.

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



NARCOA COMPANY STORE



Wheel Inspection Tools

The clear plastic wheel profile is necessary to determine if the wheel is flat, thin in the flange area, or has wear between the flange and the flat section of the tread. Use the wheel profile as your first step in diagnosing "hunting" on the rails. Use two of the clear plastic wheel profiles to determine track gauge. The stainless steel caliper is necessary to determine if you have the required 1/8" minimum wheel thickness. One plastic wheel profile is \$11 including s/h. Two plastic profiles are \$17 including s/h. Stainless steel wheel calipers with laser printing (they'll outlast your grandson!) are \$30 each including s/h. One plastic profile and one stainless steel wheel caliper go for \$35 including s/h. Two plastic profiles and one stainless steel wheel caliper are the best combination for \$40 including s/h. The new calipers have a bold mark at the 1/8" minimum. Shipments outside the USA are becoming more expensive, so add to the list price: \$5 for Canada, and \$11 for the rest of the world. Make your check payable to NARCOA, and mail to Warren Riccitelli, 39 Jacksonia Drive, North Providence, RI 02911 E-mail questions to: warren.riccitelli@cox.net



NARCOA Lanterns

NARCOA has received another order of Trainman's lanterns produced by Star Headlight and Lantern. They are model 292 featuring a bright halogen lamp along with a conventional bulb. A standard 6 volt lantern battery is required (not included). The body is orange plastic with the NARCOA name, motorcar logo, and "Safety First" imprinted. The lamps are effective for night signaling, and make great presentation items for our railroad hosts. Cost is \$29.00 each plus \$8.00 shipping for the first lantern and \$2.00 s/h for each additional lantern per order. Make your check payable to NARCOA, and mail to Jeff Levensgood 2189 Oak Tree Dr., Dover, Ohio 44622 phone 330-343-3407

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



Reproduction

Fairmont Data Plates

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



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.

