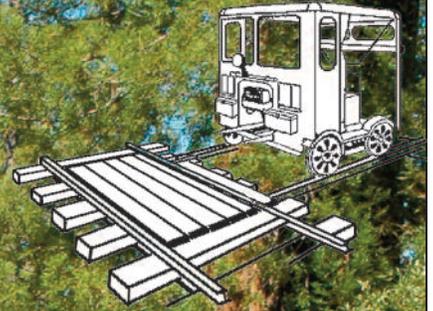


THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION

MAY / JUNE 2014 VOLUME 25 - No. 3



NARCOA DEMOGRAPHICS
WESTERN RAILWAY EXCURSION

THE SETOFF

VOLUME 28 - No. 3

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

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ON THE COVER: The Motorcar Operators West April 19, 2012 excursion pauses at GROVE, mile post 12, on the California Western Railroad between Willits and Ft. Bragg, CA. Photo by Wayne Parsons.

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PRESIDENT'S MESSAGE

BILL SCHERTLE

FROM THE EDITOR

BRIAN DAVIS

As we continue our journey through the NARCOA Code of Conduct found on pp. 47-48 of the Rule Book we come next to #2 which states "Foster and encourage a high standard of operation and behavior while on railroad property and while performing duties pertaining to NARCOA's operations."

Our motorcars are not toys and the railroads we run on are not playgrounds. We should never treat either as such. Operating a motorcar is to be taken seriously because the potential for serious injury is real. I have witnessed it and it is not fun. Don't tailgate or make unnecessary noise with your horn. Don't become a comedian on the radio. Don't yell obscenities at trespassers walking on the right of way or make obscene gestures to vehicles that fail to stop at a crossing. Don't complain when things don't go as planned. In general, just be nice and maintain a "high standard of operation and behavior".

Morning comfort stops and lunch breaks are the best times to really enjoy your fellow participants and to catch up on their lives and their motorcars. Be helpful and encouraging to the newcomer or to the one experiencing mechanical woes. Be on time with all paperwork filled out appropriately. Ask the EC if there is anything you can do to help and thank him or her for the time and effort they put in to make the excursion happen. There are many who notice how we act on an excursion. How do they see you?

Bill Schertle

Hello fellow NARCOA members! I am quite happy to bring you this issue of our publication.

This is the thirtieth (yes 30th!) issue that I have had the pleasure of preparing. It has been a great experience so far, and I hope you will enjoy the changes we have made for this issue. Hint: Centerfold!

The board has been looking at making some changes and the additional color pages within are their way of saying "THANK YOU" for your support.

Those of you with keen eyes will notice that the board has taken the unique step of reprinting an article seen earlier in the publication of one of our affiliates, MAMA. We hope you enjoy it.

Jane and I'll see you on the rails!

Brian



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NOMINATIONS FOR THE 2014 HANK BROWN MEMORIAL AWARD

It is time again to nominate your favorite Event Coordinator (EC) to receive the Hank Brown Award. Make your nominations by June 1, 2014.

This award is for outstanding work in securing and holding safe, well organized, and fun excursions, and for outstanding efforts to advance our hobby. Any NARCOA member in good standing may nominate an EC they feel demonstrates those attributes necessary to receive this award. Please see the NARCOA.ORG website under "documents and forms" for further nomination criteria. Nominations must be made in writing, stating the reasons this person deserves to receive this award. The nomination is then sent to the *NARCOA OPERATION COMMITTEE c/o Chairperson Bill Taylor at 917 Parkview Way, Missoula, MT 59803*

The committee will select three finalists and submit their names to the NARCOA Board of Directors. The BOD will then select the 2014 winner. The award winner will receive a plaque and will be recognized at the annual NARCOA meeting in September.

Please participate in this recognition of our fine EC's.

NARCOA OPERATION COMMITTEE

AREA THREE

(IN, LOWER MI, OH)

JEFF LEVENGOOD

Greetings to area 3 members. After a long, snowy, and cold winter spring has arrived and the excursion season is upon us. Several excursions in our area have been listed on the website and in this issue of the Setoff with many more to come. Please take time to review the rule changes that have been put into effect. The main change that I want to mention is the headlight rule, 2.09. It is now required that your headlight be turned on while your motorcar is in motion. In the old time railroad world patting your head and pointing to the headlight was a sign to the engineer to either turn on or turn off the headlight. Maybe it will work in our hobby especially if the car following you does not have a radio or your car is not equipped with a radio. This rule change also applies to Hy-railers. Also note the handhold rule has been changed to a recommendation. There is also some changes in the antique motorcar, steam powered cars, handcar and velocipede car rules. If you fall into that category you need to check out those requirements. As I know of no steam cars in our area I don't think we will have a problem with that one. A little steam from a popper is OK.

Please take time to review all of the rules in NARCOA rule book and also the code of conduct. Print off a new rule book or print off the changes and place them in your current rule book. Make sure your car is in top operating condition, you have your proper rest prior to the meet, and remember to be cordial to your host railroad personal. They are your best allies and if they give

a good report to their supervisors that will go a long way to insure we are welcome back. Keep up the great job area 3 has been doing.

Jeff Levengood

AREA SEVEN

(ND, SD, NE, IA)

CARL SCHNEIDER

The First Iowa Division has finalized several 2014 trips so far for this summer and is well on the way to having a great season. This schedule also includes a ride on the Iowa Northern Railroad in August that covers a portion of the ex-Chicago & Great Western mainline out of Oelwein, Iowa. This line hasn't been ridden in many years so this is an opportunity for some newer members to see trackage they've never run before. This ride will be in conjunction with the Oelwein Railroad / Heritage Days celebration so there will be other activities to see after our ride. Come join the fun!

By now you should have your motor cars all tuned up and ready for a trouble-free season because the snow will hopefully be gone by the time this article is published. It's been a very long and extremely cold winter which has kept many of us home bound and not able to do any work on our cars due to not having a warm place to work. While checking your cars over, don't forget to also check your trailers. Nothing ruins an excursion like having your trailer break down enroute to a ride. One thing that many forget to check are the wheel bearings on the trailer for lubrication. I've encountered a 'hot box' on my trailer when a wheel bearing failed and that isn't something I

would enjoy again.

The First Iowa Division had the annual membership meeting and potluck meal on April 5th. Chairman Brian Freeman resigned his office and Frosty Farrell was elected to replace him. With the membership spread out geographically, an attendance of 46 was a very good turnout for the meeting. It was a good time to socialize after such a long winter.

One project that's coming up for the First Iowa Division will be the rebuilding of a turn around at the far end of the Boone & Scenic Valley tracks using volunteer labor and some donated materials. The present turn around has been in use for several years and the weather has taken a toll on the lumber to where it's becoming a safety issue. This is planned to be finished prior to the first ride of 2014.

I hope to see many of you on the rails this summer. Happy motoring and stay safe!

Carl Schneider

AREA EIGHT

(CANADA & INTERNATIONAL)

JOHN BROWN

I am just reading my latest Setoff and here I am writing my column for the next issue. Time flies when you are having fun, or so I have always been told. I was also told the older ones gets the faster times flies. Seems a lot of flies in my mind. But I know I am ready to forget the flies and get my MT 19 back on the rails were it belongs.

I have been lucky to sign up for the April NEREX Olean NY. Trip. I had been on this run a few years ago and enjoyed myself. This run is close to home for me, 4 hours com-

pared to the usual 9 hrs to get to an excursion. I did decide and waited for Tom Falicon's Great Smoky Mountain trip in June and managed to snag a spot in the fast selling excursion. Usually I try to get on Mike Ford's Cadillac City June run but decided to go south to the Smokys. Sorry Mike maybe next year.

This will be the third time I have been to the Smoky Mountains with my MT19. Been there many times railfanning and have always enjoyed the scenery and people of Tenn and North Carolina. I actually wrote in the Setoff back in 2008 of Tom's Smoky Mountains excursion and am looking forward to being under his guidance once again. I would be remiss if I didn't mention his capable co-pilot Mugsie.

As the temperature gets above 40 degrees and the snow slowly goes from 8" around the house to no snow at all I am getting cabin fever. And as the Olean trip gets closer I can't help but think it is time to shovel the snow off the trailer and get it checked out. I usually have my mechanic replace the wheel bearings every two years and it has been two years since they were done. Have any of you had your trailer bearings checked in the past year or two? If not think about it as it would be a real pain to be on the Interstate and have a bearing go. You could miss the run by having to take time to get the bearings fixed when you are heading to an excursion.

Another thing I do is take a couple of old Setoff's with me since I cross the border quite often and I am always asked what do I have on the trailer. I am usually 20 minutes to half an hour answer question on my speeder and

I find taking a 8" X 11" sheet of paper with all the facts on my speeder, such as were I got it, cost and of course our NARCOA organization, helps answer questions. With an old copy of *The SETOFF* I can hand it too the border guy or gal and say keep it, and they can on their spare time know just what I am going to be doing. I must say with me crossing the border at Fort Erie, ON-Buffalo, NY I have been told. "Hey, I remember you from a few months ago"

Maybe just a thought for other members of NARCOA that might pass through even a road toll booth with a curious operator. Believe me I have been asked at a couple of NY State toll booths. Also I was actually pulled over by a NY state trooper, no not for speeding but he wanted to know about my speeder. I know my companion asked was I speeding and I said not that I know of. That was before I decided to carry old copies of the Setoff.

With two trips signed up for I am looking for a trip in August as I am booked with model railroad projects for May and July.

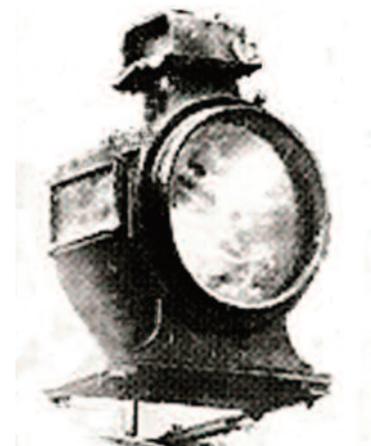
I hope many of you have already started planning trips for the coming months. I know I am looking forward to meeting old friends and making new ones on my two upcoming trips. I am really looking forward to Tom's trip for the southern hospitality and the great scenery and food. Plus I hope to write of white water rafting from my wish list this year, either in North Carolina or West Virginia on the New River.

John Brown Director Area 8
johnbrown_42@hotmail.com

AREA ELEVEN (CA, NV, UT, AZ, NM, HI) BILL SCHERTLE

Excursion Coordinators from Area 11 have been busy this year planning excursions and I want to thank them for their efforts. They are Glen Ford, Dave Balestreri, Steve Paluso, Dan Berg, Doug Stivers, and Tom Correa. We are fortunate this year to be running on the Napa Valley Railroad in April, one that we have been looking forward to for years. It is the home of the Napa Valley Wine Train, a very popular gourmet dinner train. We are also looking forward to running the Santa Cruz and Monterey Bay RR on the California Central Coast later in the year pending extensive bridge and right of way repair. One of the highlights of the year will be a MOW sponsored May excursion on the Grand Canyon RR from Williams, AZ on old Hwy 66 to within 100 yards of the canyon rim. The tour will then travel to southern Arizona for a PRO sponsored run on the Copper Basin RR. Other excursions are in the planning stages, so once again thanks to all the EC's for their tireless work and preparation for the benefit of the rest of us.

Bill Schertle



NARCOA DEMOGRAPHICS & THE AMERICAN DISABILITIES ACT

BERNIE LEADON - COMMUNICATIONS CHAIR

NARCOA has an aging membership, and the Board of Directors has spent considerable time discussing the implications of that fact.

One factor which will affect us going forward is how to interest younger people in the hobby, since most of them have never seen motorcars in actual railroad service, as many current members did for many years growing up. It is probable that more new and younger members will be interested in operating a hi-rail, since that's the equipment that they do see in active RR service today.

Another factor which does already affect us, is the need to monitor our changing individual physical abilities, and those of our passengers, to assure that we all continue to operate our individual rail vehicles in a safe manner, and that our operators and passengers alike can safely navigate the potentially dangerous industrial infrastructure which we all encounter while on railroad property.

The main point of this article is to state clearly to Excursion Coordinators and members, that NARCOA is exempt and not covered under the equal access requirements of the American Disabilities Act (ADA). The Act does not apply to our excursions on the basis of two separate exemptions: 1) That NARCOA is a 501(c) non-profit private association, and 2) that the Act specifically does not apply to railroad rights of way or track.

So the main conclusion we should draw is that neither NARCOA, its Affiliates, nor the railroads on which we operate, are required to provide access to handicapped or impaired persons while on railroad property (of course, the railroads are required to provide such access in their public buildings and trains). Therefore, NARCOA insured excursions are not suitable for everyone. We can hope to maintain as open a participation policy as is supported by prudence and safety for all, but members should not expect the nearly universal physical access to NARCOA activities which is common in the rest of society, and which was to some extent created and is maintained by the ADA itself. *{SEE FOOTNOTES}*

(Note: No research was done regarding similar laws

in Canada. No inference should be drawn from this article as applying to excursions in Canada.)

The first exemption stated above, regarding NARCOA's private non-profit status, makes sense if you consider that no member is compelled to join NARCOA, nor to attend NARCOA excursions. No passenger or family member you may wish to invite to ride in your rail vehicle is compelled to attend our excursions either. The U.S. Congress rightly saw that it is not reasonable to require private non-profit organizations such as NARCOA to provide handicap access. Such requirement would make it impossible for such organizations to exist, and banning voluntary hobby groups on such a basis would have a serious negative effect on our society.

The second exemption to the ADA which applies to our operations is that railroad right of way, track and infrastructure are specifically exempted, precisely because railroads are industrial environments. The ADA requirement to provide handicap access only applies to railroads in their stations, depots, and other areas of public access, and on railroad train passenger cars of certain modern types. It also does not apply on certain historical passenger equipment (and remember that our motorcars and hi-rails were never viewed as being designed or intended to carry members of the public on railroad property).

So Congress clearly intended that the ADA should not apply to the industrial railroad environment, and specifically railroad right of way.

The Excursion Coordinator is the primary supervisor of all NARCOA excursions. He may do that as a sole Affiliate, or have many partners in a large Affiliate, but he is the "person in charge" at all of our excursions, and in turn is responsible to the designated railroad representative on site.

The EC wears many hats in putting on an excursion. He or she may personally be the primary contact person with the railroad, make the excursion plan, negotiate fees, produce the registration forms, process payment for run fees, then supervise the excursion days from top to bottom, being the first to arrive at the set on location, and the last to leave the property after every-

one has set off and loaded up. In addition, he or she supervises all the on track activities, along with the RR representative, and modifies the excursion plan as requirements change.

But the primary responsibility of each EC is the safe operation of all the rail vehicles under their care, and the safety of each person present, whether a NARCOA member, or an invited passenger of one of our operators.

What can an EC do if he or she encounters persons in attendance at the excursion he is supervising, who after observing them, he has serious doubts that they can safely navigate the planned activities of the day? What is he to do, if anything?

He could talk to that operator, either about them, or their passengers. The concern could be that the person in question is very old, or very young, or seems frail or shaky when walking, or required the help of another to walk to the rail vehicle. They may seem to the EC to be impaired for some reason, which a private conversation could help him understand. Reasonable questions by the EC of such members or passengers should be viewed as prudent by the person questioned. Whether that EC permits such a person of concern to participate should be left up to the judgment of the EC.

Of course, no EC would ever want to have to tell an operator or passenger that they cannot attend an excursion for such a reason, since participants often come a considerable distance to attend. But at the same time, member/operators should be aware that an EC has the right and responsibility to determine if someone of concern can participate, should they choose to attend an insured excursion with the existence of significant physical or other impairments which could pose a safety risk, or choose to invite passengers with such impairments.

It should be said also that not only illness or age related impairments should be of concern. Participants could also have impairments present due to current use of prescription drugs, severe fatigue, emotional distress, or other factors. It is the responsibility of each operator to take into account such safety risks, and to voluntarily report any factors or concerns which they may have to the EC, and work out a solution.

Excursion plans vary widely, in factors which will be encountered. Short, one day excursions on flat terrain with highway access at every point along the route are far different from excursions in remote mountain terrain, where cell phones and even railroad radio recep-

tion are poor, and highway access is far away. Could you or your passengers walk out of the mountains for hours down the track if you had to?

So again, the main point of this article is to make sure that both Excursion Coordinators, and members, clearly understand that the American Disabilities Act does not apply to NARCOA excursions, and why. EC's may reasonably question operators or their passengers about topics of concern which affect safe operations for all.

Safety First. This is a hobby group, and we all want to have a good time, and have fun. But no one wants to have to deal with unnecessary emergencies, especially in remote locations with help a long way away. Unless we pay attention to all factors which pose significant risk, we will not be the excellent partners for our railroad hosts which we all understand we must be, if our hobby is to prosper going forward.

One of our current Board members is a Life Flight medical helicopter pilot. While it is possible to be flown out of trouble in a remote location to a hospital, the basic cost for one of those flights starts at about \$18,000. Such costs would not be covered by NARCOA insurance.

Footnotes:)

1) The statute applicable to exemptions for private clubs and religious organizations under the ADA is 42 U.S.C. § 12187 and it states:

"The provisions of this title [42 U.S.C. §§ 12181 et seq.] shall not apply to private clubs or establishments exempted from coverage under Title II of the Civil Rights Act of 1964 (42 U.S.C. 2000-a(e)) [42 U.S.C.S. §§ 2000a et seq....."

The U.S. Department of Justice (DOJ) interpreted its ADA Title III regulations in Appendix B of 28 C.F.R. Part 36 regulations, stating:

"The term 'private club' is defined in accordance with section 307 of the ADA as a private club or establishment exempted from coverage under title II of the Civil Rights Act of 1964. Title II of the 1964 Act exempts any "private club or establishment not in fact open to the public, except to the extent that the facilities of such establishment are made available to the customers or patrons of a place of public accommodation as defined in title II." See 28 C.F.R. Part 36, App. B, § 35.36.104, page 688 (7-1-06 Edition).

MEET ETIQUETTE

(RERUN FROM 1995) BY DICK RAY

While everyone means well, it is unrealistic to expect that all people will automatically do the right thing in all circumstances. Nearly any organized activity (golf, for instance) has its own set of customs relating to safety and courtesy and NARCOA has had enough time to develop customs for the same purpose.

This is an attempt to get our best practices set down on paper. I am not suggesting that we amend the rule-book, but frequent, flagrant violations of curtesy may cause your next meet invitation to be lost in the mail.

It would be nice if this article were more on what to do instead of what not to do. Unfortunately, all of the 'what not to do' things are things that have happened (I didn't make this stuff up) and it was a surprise at the time. We never thought anyone would do THAT!

Incidentally, if you see something here that looks like things you wrote in the past, it's because it was a good idea then and I stole it. Other items came from those endless before, during, after and in-between meet discussions.

With the introduction out of the way, let's get started at the beginning.

ARRIVAL

Arrive early, not at 9 for a 9 a.m. scheduled departure.

Don't set on the track the night before unless you have permission and you know which track to use. Consider that the scheduled overnight freight may not have come through yet and could just ruin your whole weekend.

Don't set on as the first car unless you are so designated. Expect that the lead car is from the railroad and that the last car is the organizer. In any case, the first and last car positions are designated and non-negotiable.

If you happen to be the first to set on, make sure you know which way to face the car. The next arrivals will probably think you know what you are doing, and if you are facing the wrong way they will never let you forget it.

Move your vehicle and trailer to the designated park-

ing area as soon as possible so that others can unload.

Make sure your car runs before you leave home, or start it at the motel the night before. Most of us start our two-cycle cars right after unloading just to make sure. If you must warm it up, do so quickly and then shut it off. It's difficult to conduct a safety meeting with cars running.

Stay around the area. Volunteer to help others set on. If you unload and then go off to breakfast, you may miss the operation and safety meeting or, worse yet, the departure. Remember that once the last car leaves, nobody else leaves.

At a big meet, stay around your car (or delegate a passenger to do so) because it is constantly necessary to keep moving cars already on the track farther and farther away from the set-on spot to make room for later arrivals. The third time someone has to move your car for you, they may just move it off the track.

OPERATION

A good summary description of how to operate courteously is this: follow the car ahead at a safe distance and at a steady speed. However, some special situations come up which need some explanation.

Don't push cars by hand along the track during a switching move. It delays the operation and causes the following cars to creep along, to the extreme annoyance of the belt-driven car operators.

At any stop for any reason, please pull up reasonably close to the car ahead. Why?

When tools, gas, spare parts, etc., are needed, it is a much shorter round-trip walk.

The stop might be on a short siding where a meet is planned. The reason for the stop may not be clear to everyone, and we don't want to leave cars hanging out on the main. A similar condition is created after crossing a highway and stopping at the quaint station just beyond. While the front car may stopped with ample space for the group, a few 20-yard gaps can leave the last few cars stranded on the highway.

The stop might be at the end of a section of straight track so that following cars coming around the previous

corner will have ample room to stop. If big gaps are left, the safe stopping distance is reduced and an unsafe condition is created. Sometimes, these gaps are created unintentionally. It can happen that when following cars see the front of the group stop, they naturally slow down and prepare to stop. Those following also slow down. Eventually, the tail end comes to a stop but the middle is still creeping forward. We have all seen this happen. The most considerate action is to signal your intention to stop at the point where you expect to actually begin stopping and to stop at a constant rate. In other words, do it just as you would at a traffic light in your auto.

Each operator must signal the following car when they intend to stop, per the rulebook. Wave a flag, turn on your rotating beacon, or use the brake light. Watch for a similar signal from the following car.

If you must stop on a curve, have your passenger go back with a flag to signal following cars. If you are the following car, it is courteous to replace the flagger that signaled you with your own flagger.

At a stop it is courteous to attend to the most pressing needs first, whether it be refueling, checking the water, or inspecting the flora. Please be ready to leave when the time comes.

If the plan includes a photo run-by, great. If not, don't organize your own because it may compromise the schedule.

How close to follow? In open country, the rulebook suggests that 10 to 12 seconds between cars is appropriate, and you can lengthen it so you can look around and enjoy the scenery. It is helpful to keep the car behind in sight also, and your headlight on so that the car ahead can keep you in sight.

If the group is turning on a wye, fill the tail tracks as much as possible before moving around the next leg. It can be very time consuming to do only a few cars at a time.

Don't throw any switches unless you are authorized to do so.

If you are leading a group, pull away from a stop smartly and accelerate to running speed quickly. This helps the following cars gain the safe interval that they need. Each following car must accelerate more slowly than the one ahead to gain their interval. Alternatively, they wait a few seconds until a suitable interval appears before starting out.

If you are in the lead operating a geared car, don't creep along slowly. Remember that the belt driven cars cannot run steadily below 15 m.p.h. At low speed the cars tend to bunch up requiring constant operator attention.

Follow instructions. If you are directed to proceed to the CSX sign and stop there, it does not mean that you can coast a few car lengths past the sign.

If you need food, bring it. Don't assume that there will be an indoor sit-down luncheon unless it is announced. Many meets do not have an official lunch stop because it did not fit into the schedule. Even if a one-hour lunch stop is scheduled at the turn-around point, your part of the group may have been delayed, leaving you with only ten minutes.

DEPARTURE

The end of the day reloading can be the most traumatic period of the entire day. It seems that everyone wants to load up immediately, including the locals. Add light rain, darkness, and a one-lane dirt road approach to a small gravel grade crossing and tempers can get short. Just why the courtesy breaks down is a mystery.

Courtesy is catching. Be considerate of others when loading up. If the loading area is congested, let the loaded trailers out so that others can get into the area. Don't park in the driveway, blocking it until your motorcar is ready to load.

Once you are on the trailer, pull away from the area to complete the tie-down process so others can get their turn.

If you are the organizer, plan to help direct the traffic and load up last. Part of the organizer's job is to see that everyone has a good time and this includes a hassle-free loading operation.

If you have a small car, it can often be rolled across the parking lot to your trailer at one side. Make sure that it is OK with the EC, though. Those waiting behind you are usually quite willing to help push. Very large cars require trailers to be jockeyed around to be parallel to the rails. We have been fortunate that those owners are extremely courteous and invariably load up last.

Finally, if you think the organizers have done a good job, thank them for their efforts. And don't forget to thank the railroad officials for their hospitality.

WESTERN RAILWAY MUSEUM, RIO VISTA, CA APRIL 6, 2014

BY DAVE BALESTRERI

Motorcar Operators West visited the Western Railway Museum on April 6th of this year. The Museum is owned by the Bay Area Electric Railroad Association and operates historic interurban trolley cars on a seven mile electrified section of its 27 miles of the former Oakland, Antioch and Eastern Railroad track. It is located in the Sacramento River delta near Rio Vista, California. The Association's mission is to preserve the regional heritage of electric railway transportation as a living resource for the benefit of present and future generations. As well as the rail operations, the Museum has a complete railcar restoration facility and a large car barn displaying many historic trolleys, locomotives and other vintage rail equipment. In its visitor center there is a gift shop, an extensive photo and technical book collection and a meeting room.

The Museum has hosted several MOW excursions and our Annual General Meeting in the past two years. As well as the motorcar excursion, our visit included a ride on one of their restored trolleys. The trolley ride is a unique opportunity in any circumstance, but to have it included in an excursion schedule ensures a great day on the rails.

In the morning, the excursion ran from the Museum south seven miles to Bird's Landing and back. We then climbed aboard a trolley for another round trip to Bird's Landing. In the afternoon we traveled west thirteen miles through the Jepson Prairie Nature Preserve to the connection with the Union Pacific/Amtrak mainline. Along the way we encountered acres of wild flowers, motorcycle races, and witnessed huge jets 200 feet over our heads approaching a landing at Travis Air Force Base. Approaching the mainline we watched the Amtrak Capital Corridor rush by heading towards Sacramento.

The museum is a world class operation and is located one hour from San Francisco or Sacramento. We hope to visit the Museum again this year, so join us on our next excursion.



*Above:approaching Rio Vista Junction,
Opposite page top:boarding the Museum's trolley cars
Opposite Middle, bottom, and below: The hills and
windmills along the Nature Preserve.
Photos by Carol Balestreri*





ANNUAL NEW YEAR'S SKUNK RUN MENDOCINO RY

JANUARY 4-5, 2014

DAVE BALESTRERI AND GLEN FORD EXCURSION COORDINATORS

The annual New Year Skunk excursion attracted 24 motorcars and over fifty operators and guests. During the Saturday run down to Fort Bragg, the group made a stopover at Chris Baldo's new shop in Willits and toured his Klickitat Logging and Lumber Company shay locomotive restoration undertaking.

The vintage California Western Railroad, now incorporated as the Mendocino Railway, runs forty miles from the Coast Mountain Range town of Willits, California down through the Noyo Canyon's giant red-wood groves to the Pacific Coast community of Fort Bragg.

Although the weather was very cool throughout the two-day event, the group experienced no rain, abundant sunshine and pleasant camaraderie among the enthusiastic participants bringing in the New Year.

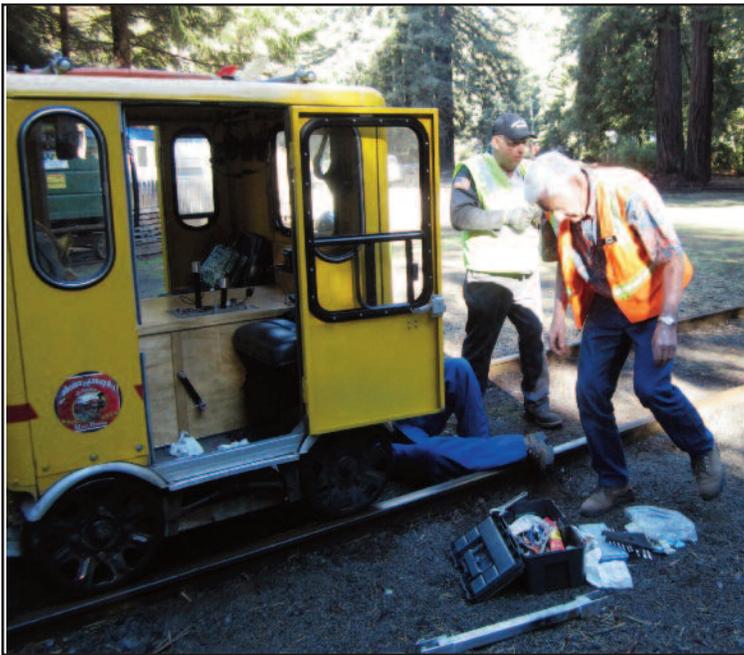


Above: Excursion approached the Highway 101 crossing after leaving Willits.

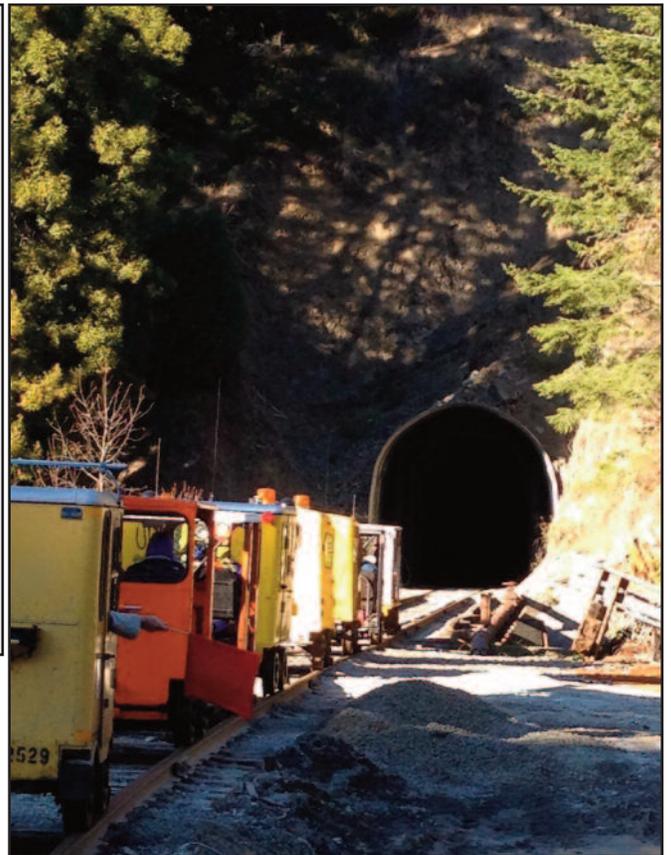
Left: Bruce Evans gave the group a tour of Chris Baldo's new shop and pointed out the restoration efforts of the Klickitat Logging and Lumber Company shay locomotive.

Below: Twenty-four motorcars posed in front of Chris Baldo's new locomotive shop and rail yard.





Above: While Donna Finklestein appreciated the stew, her husband Jay lay under Roy Gammell's motorcar replacing the broken chain. Of course, John Martin supervises



Upper Right: The excursion approached the newly refurbished tunnel bore that collapsed in early 2013; Lower right: Congratulations to newlyweds Don and Johanna Borden.



Below: Operators and their guests huddled around the North Spur fire pit lingering long enough to absorb enough warmth to carry them up to Willits



A TALE OF TWO CITIES

BY CRAIG HARTMAN

Well, not really, but it is a tale of two great runs on two different weekends out of the same city, Scranton, PA. Let me digress a bit, and then let me share why you should have come to Mid Atlantic Motorcar's recent trips.

Part I

Part one starts about two or three (maybe more) years ago when I contacted the owner of Genesee Valley Transportation about the possibility of operating a speeder excursion on one of his lines. Mr. Monte Verde was cordial and pleasant throughout our negotiations, and is a rail buff himself (and actually ran his own speeder with us as pilot on our first excursion), and a very interesting man.

Throughout our talks, we hoped that running out of Scranton (the home of Steamtown) that we could somehow find the time and arrangements to get on Steamtown's turntable for a photo opportunity, but it was not to be.

As it was, Chris Vitz and I took a day to go out to

On the turntable at Steamtown. S. Weiss waves to crowd as author gives presentation. M. Heaton and K. Ciparis look on. All photographs in this article by Shirley Hartman.

Scranton to "look things over" for set on and other logistics of the trip and were met by Doug Lotten (a volunteer for Steamtown) who shared with us many of the things going on out there. We walked throughout the site, seeing many of the locomotives under restoration there, the Big Boy Steam Locomotive (It is BIG!!), and interacted with Doug, Walter and others that were working to restore a S2 speeder to operation for the Park.

Much discussion was had about the restoration, engine, belts, timing, operation, you know, the normal speeder stuff. Chris then noticed the wheel condition, which needed attention that Chris pointed out. Kudos to Chris and his sharp observation that also helped "break the ice" to working with Steamtown.

Fast forward to this year when I was contacted by the Park Superintendent Kip Hagen and Assistant Barb Klobucar about our group (MAMA) coming out to participate in their Railfest Days over the Labor Day weekend, and the talks began, as this would be a first for the Park Service. As you know, dealing with any Government entity involves lots of discussions and paperwork, and this was no exception. Finally, the plans





Plans were that Mike's one car would be a static display, while the other operated with the other group in back of the shops. As well, I was asked to give a presentation from the turntable in the center of the roundhouse complex for approximately half an hour at 1:00 Saturday and 10:00 Sunday as to who we were, what our cars were designed for and used for, and who and what MAMA and NARCOA were and what we did. The 9:30 hour came, the Park Service's S2 and Mike's one car were pulled onto the turntable, and the presentation began. I guess they liked it, as I was asked if I could do it again a little later, as well as twice on Sunday.

were laid, the trip was on, and now preparations were made.

A call went out for volunteers from NARCOA to attend and present to the railroading public what we do and who we are (I was told between six and ten thousand people were expected), with a dozen or more cars and operators hoped for the weekend.

The weekend arrived, and with it the news that two of the promised attendees "had other commitments"; oh well, so much for planning. As our smaller group proceeded into the complex, we were met by Kip and Barb from NPS, and were told where and roughly how to set up, what "our" tracks were, etc.

Unloading out equipment went well, even including Mike Heaton's two behemoths, and we proceeded to set up operations from the back of the engine shops.

Present for the weekend were Steve Weiss, Dick Ray, Mike Heaton, Bob Hough (both came from New Hampshire to help!), Dave Sigafosse, Ken Ciparis and myself.

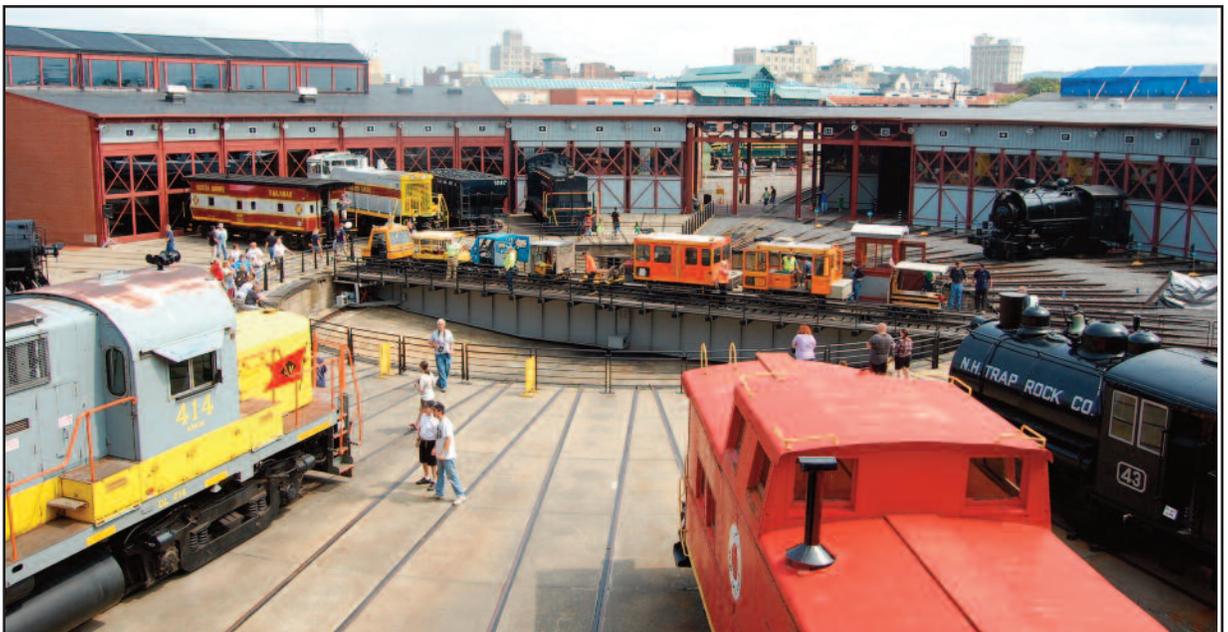
day.

Being the ham I am, I readily agreed.

Meanwhile, back at the shops, things were going well with the attendees showing off their cars and equipment. Ken Ciparis and his wife set up a "Gandy Dancer" demonstration area, with ties, plates, rail, etc. and giving a presentation to an eager crowd as to what a railroading gang used to be like before mechanization. The demonstration was repeated several times over the two days and was well received.

As our cars shuttled back and forth over the approximately 2500' of track and 8 switches round trip, our operators shared their stories of the cars and experiences they had. Soon, a Park employee asked if he could have

*Above: Unloading (set off) from Green Trolley Line Excursion Sunday as the Steamtown 3254 passes behind
Below: At the End of Line at the trolley barn, turning the cars for return trip*



a ride, and away he went. Upon his return from the short journey, you would have thought he was a kid, he was so happy! And so it went throughout the day.

Sunday morning again had the co-operation of the weather as we started our second day of operation, and it was going very well, with good attendance from the public. After my morning presentation, I got together with Barb and Kip, and we discussed whether getting the entire group on the turntable for the afternoon presentation was possible. After much discussion about the problems of getting on, the timing, how much it would mean to MAMAs attendees, they agreed to see what they could do. Half an hour later, I saw Barb coming through the shop with a BIG smile on her face, and realized we had the turntable. Timing was set; cars switched out and around, though the back, over the diamond, past two waiting trains, and onto the turntable. AWESOME!!!!!! Everybody just fit along with the Steamtown S2 and crew, and it was done.

What else can be said? We already have been invited back for next year, as they said “you made railroading real to so many people that were here this year”, and have been promised an even larger part of the festivities, better visibility and more track. What more could be asked, other than having you join us as the call goes out for help next year!



*Above: At the End of Line at the trolley barn, turning the cars for return trip
Below: Green Trolley Line tunnel entrance - almost 5000' of well lit tunnel!*

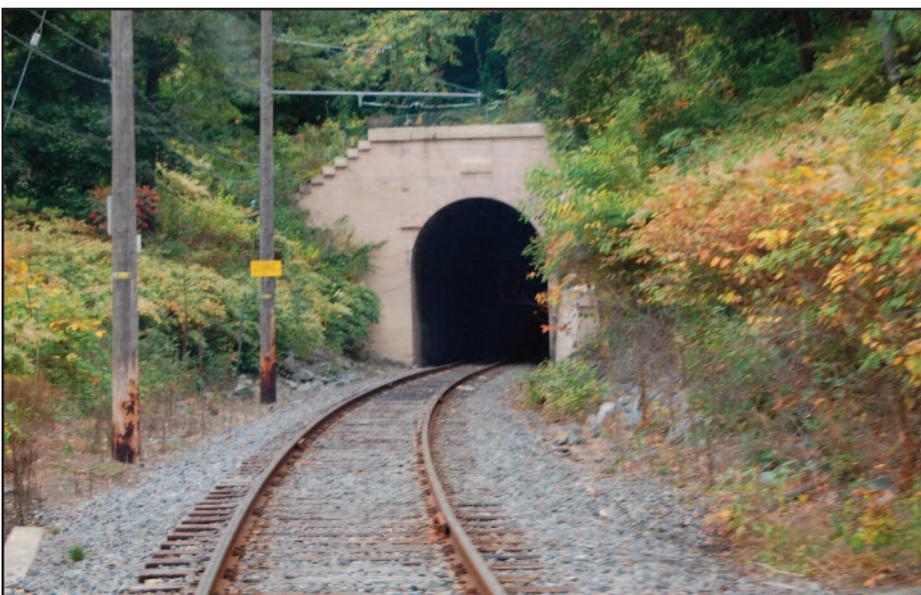
Part II

Its October 13th, 4:30 in the morning, and I am wondering what I am doing awake in my motel room in Scranton once again. Oh, that's right, time to get up, get a shower, grab something for breakfast, and GO RAILROADING!!!! Yay!! I check the weather report, and it has improved markedly over the previous day's report, and I am excited about our second run on the GVT Delaware Lackawanna line.

I arrive at the set on location at about 5:45, and Chris is already starting to put cars on at the two crossings, being given permission from our DL pilot Dave Crosby. This, as last year, is a great location for set on, as we go two cars side by side at each crossing, with no traffic to worry about. Almost everybody is already here for the announced set on time of 6:00 AM (see, it is possible!), Seton goes well for the 31 attendees, and everybody is ready to go by 7:00, when two late arrivals show and get on track, bringing the total to 33 cars, with 5 large cars and 3 hi-rails in the consist.

Safety meeting is held, going over some new points from NARCOA, and I turn the briefing over to our railroad pilot, Dave, and trainmaster Pete.

Time came to get in our cars, fire the engines, and head west towards the Delaware Water Gap. As the skies



brighten, and the temperatures warm up, it looks like it is going to be a perfect day. My Woodings fires up, radios are tested, and we head out to the main.

I am amazed how beautiful the day is as we go along, headed for our first stop, Moscow Station. As we pull up, we are greeted by the historical society that runs and preserves the station, and we take a potty break and pick up the lunches that the society made for us. I talk with one of the members, and he thanks us for stopping and purchasing lunches from them, as it has been a hard year for them financially, with eight trains with passengers canceled thus far due to a derailment, and now the government shutdown which closed Steamtown and the fall foliage trains it runs, very sad. Two blasts on the air horns, and we mount up and head out once again, next stop Tobyhanna.

We brake again for Tobyhanna, and are again greeted by members of their historical society as well, and take a look at their workmanship and train displays as well. It is great to see these groups actually preserving history for future generations, and throw a few dollars in their donation jar as well.

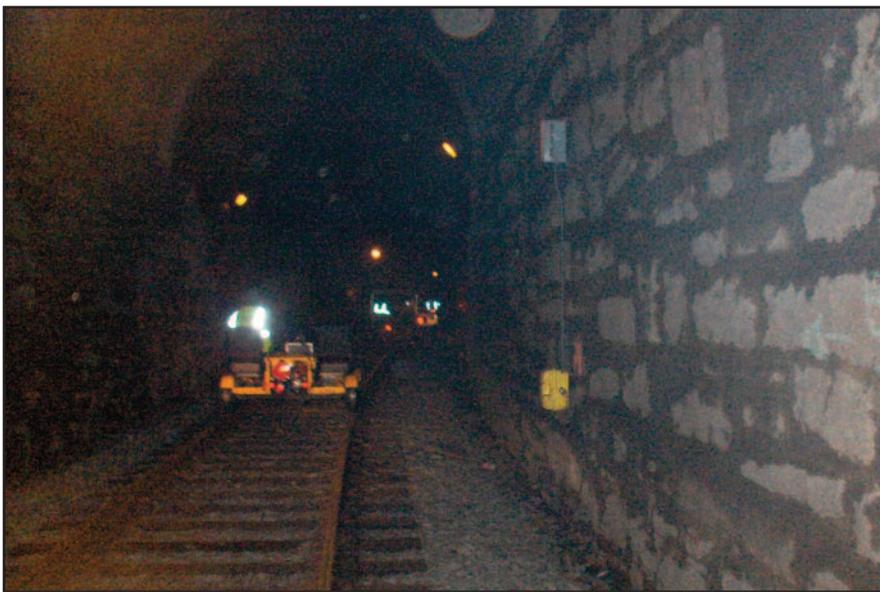
We pass places with names like Lehigh Summit, Gouldsboro, Steam Shovel Curve, and it conjures up visions of what it was like to build and operate these lines during their heyday of a four track line. I pick up a passenger (yes, he signed a release) at Cresco Station, and he rides with us to East Stroudsburg as he is the Tower Operator (historic) there. Ken gets out at the tower, and we go on our way to our turning point at the Delaware Water Gap and Slateford Junction.

The cars are quickly turned, the hi-rails set back on and off we go again through some of the most breathtaking scenery around, with the river, the fall colors and the railroad cuts disappearing under our steel wheels as we go back to East Stroudsburg for lunch and a street fair that is going on. Turns out the lunches are very good, and we visit the tower and learn about what it was like to run an "armstrong" switch mechanism from

the historian Kenneth Bisset (my passenger) as he gives a very informative presentation about what it was like to operate these towers. Time flies by, and we head west once again. We make one more potty stop at Tobyhanna, and head for Scranton as the shadows lengthen.

We pass through the Nay Aug Tunnel, and arrive back at Scranton yard where we tie the cars down for the night on the Brady Lead.

Morning comes early once again as we must clear the tracks for the Laurel Line Trolley by 9:00 AM, so we arrive by 6:30, have our safety meeting, and I give a stern warning about extra long antennas needing to be



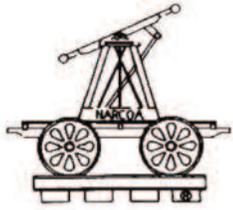
Above::5.T. Schmeiders M9 on close to home turf in the tunnel

lowered to avoid a new electrified speeder type if it contacts the overhead cantenary wire and depart for the Laurel Line. Less than a mile out we go through the tunnel, a long one, almost five thousand feet, well lit and beautiful, of which some say it was worth coming

just for the tunnel. We go along, and in five miles, reach the end of the line at the trolley barn, where we again quickly turn our cars. The turn goes so well our trainmaster and pilot both agree that we have time to do the switchback, and go to the top. If you have never done a switchback, it is kind of neat. You pull past the switch, then get "switched back" and back up the line to your final destination, like half a Y. The valley opens up below us, and a great vista greets us as we prepare to go back, nothing better as far as I am concerned.

We arrive back at Scranton on time, and are switched out to the set off track, and setoff goes almost without a hitch. Goodbyes are said, and almost all agree "we will see you here next year." I go up to the tower, and talk with the trainmasters Pete and Steve, and we agree, all had a good time, as we are invited back to do it all again.

And I for one am looking forward to it.

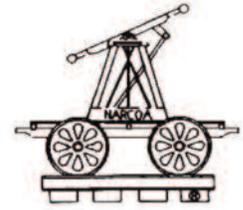


NARCOA EXCURSIONS

AS OF APRIL 11, 2014

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

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



May 2 - 4 - MS posted 01/24

Mississippi Delta Railroad

Friday: Supper Run Clarksdale to Hopson 6 RTM.
Saturday: Clarksdale (south) to Swan Lake 60 RTM.
Sunday.: Clarksdale (north) to Jonestown 66 RTM.
\$150. for all three days. SERO affiliate. Will Thompson EC 229-359-5701, Chris Thompson EC in Training .

May 3 - PA posted 02/08

Everett RR

Set-on in Hollidaysburg. Run 50-60 miles. 45 car limit. Price \$50. [Gary Shrey](mailto:Gary.Shrey@ncra.org) 717-227-9628 NCRA excursion.

May 4 - PA posted 02/12

Nittany & Bald Eagle Railroad

Bellefonte to Tyrone and return. \$55 to Central PA Excursions, PO Box 145, White Deer, PA 17887 - [Larry Maynard](mailto:Larry.Maynard@ncra.org) (570) 337-3979 . Everett Railroad May 3 by Gary Shrey.

May 5 - 6 - AZ posted 03/01

Southwest Tour - Grand Canyon Railway

Motorcar Operators West overnight 126 mile round trip excursion. \$450 excursion fee. Contact [Dan Berg](mailto:Dan.Berg@pacificrailcar.com) at 702-341-8617 for details. Visit the Pacific Railcar Operators website for Copper Basin Railway excursion details.

May 8 - AZ posted 03/05

Copper Basin Railway

Hayden to Florence Jct. 100 miles RT. Cost \$80. EC Doug Stivers. Checks payable to PRO. .

MAY 10 - GA posted 03/05

Blue Ridge Scenic RR

Blue Ridge to McCaysville – Approx 26 miles RT. Supper stop in McCaysville. Price: \$5.00 per car active Blue Ridge Scenic Railroad Volunteers. All others \$10.00. No car. Call or email if you plan on coming. EC's: [Carl Hymen](mailto:Carl.Hymen@brsrr.com) (706-455-0492), Barry Vincent (706-276-2283)

May 16 - 18 - IA posted 01/22

Appanoose County Railroad

The First Iowa Division ride. Approx. 200 miles. Cost \$25 per car. EC in training is [William Bingman](mailto:William.Bingman@acrr.com). Contact Carl Schneider, 1302 6th Ave SE, Altoona, IA 50009-2002 515-967-5181 (H) or 515-494-4401 (C) .

May 16 - 17 - NV posted 10/02

Virginia & Truckee Railroad

Pacific Railcar Operators - Fee \$100. EC Steve Paluso. .

May 17 - IN posted 03/06

Indiana Railway Museum

Great Lakes Railcars is hosting a 1 day, 50 mile round trip from Jasper to French Lick. Fee \$70. For more info contact EC [Andy Sargent](mailto:Andy.Sargent@glrc.com) 812-525-4856. Check payable to Great Lakes Railcars to Andy Sargent, 1435 Easy Street, North Vernon, IN 47265. Registration deadline is May 10.

May 17 - PA posted 03/21

Allegheny Valley Railroad

New Kensington to The Famous “Strip” district in Pittsburgh 48 mile round trip , Lunch in Pittsburgh, Scenic along the Allegheny river. Track excellent to industrial. Hy- Rails ok Over the ankle hard soled shoes and safety vests. . EC [John Gonder](mailto:John.Gonder@avrr.com).

May 17 - 18 - MA /RI posted 03/27

Mass Coastal RR, Old Colony & Newport RR

Saturday, Mass Coastal, Cape Cod, MA, approx 90 miles RT. Sunday, Newport Secondary, Newport, RI, approx 30 miles RT, includes Sunday lunch and train ride. . 40 car limit. EC's for this NEREX excursion are Gordan Wallick and the NEREX Team. Fee \$205. This is a NON-mentoring excursion.

May 17 - 18 - TX posted 03/15

Capitol Metro Transportation

Llano to Scobee Spur - Approx. 54 miles RT. or Mc-Dade to near Giddings - approx. 40 miles RT. Actual location to be determined by EC prior to run. Clean up ride. Mentoring available. Hyrails welcome. Fee: \$30 membership to Railroad Partners, Inc. . EC [Leland Stewart](mailto:Leland.Stewart@capitolmetro.com) 10057 Palomino Canyon Converse, TX 78109 210-863-5397, EC in Training [Frank Glatzl](mailto:Frank.Glatzl@capitolmetro.com) 907 No. Riviera Circle Cedar Park, TX 78613 512-918-2412

May 23 - 26 - NY posted 01/27

Saratoga and North Creek RR

Out of North Creek, NY. Date changed due to conflict with Mother's Day.. Great trip with added mileage up to the mine and full length of the line, night run planned. . Craig W. Hartman, E.C.

May 24 - 25 - CA posted 03/21

Amador Central Railroad

PRO 8th Annual Ione Railfair and Vintage Motorfest Run. Three runs on Saturday, including a “Twilight Run”. One run Sunday morning. 80 miles. Fee \$45. Contact [Tom Correa](mailto:Tom.Correa@amadorcentral.com) for more information.

May 24 - 26 – WA & ID posted 03/15

PCC RR Colfax & St. Maries River RR

Memorial Day Weekend PRO motorcar excursion. First set on is Colfax WA. Saturday - RT to Thornton. Sunday - RT to Hooper. Monday - set on in St.

Maries ID then RT to Plummer. Approximately 254 total miles. 30 car limit. Excursion fee is \$240. Contact is EC [Will Krasselt](#). 208-310-1335. .

May 24 - 26 - MN posted 02/15

Minnesota Northern / Dakota Northern Railroad

The First Iowa Division Memorial Day excursion. Mileage 336. EC for this ride is [Don Schoeb](#), 217 James Court, Eagle Lake, MN 56024-9500 507- 257-3073 (H) or 507- 327-5294 (C) .

May 24 - 25 - CA posted 02/04

Amador Central Railroad Rail Fair

PRO annual Rail Fair. Fee \$45. Three runs on Saturday and one run on Sunday. Hobo camp available for overnights. Please contact [Tom Correa](#) for full information.

May 24 - IN posted 03/31

Carthage, Knightstown & Shirley RR

About a 10 mile round trip. Fee \$27 per car. Set on begins at noon. Contact [Dave Verzi](#). .

May 24 - IN posted 03/31

Indiana Eastern Railroad

About an 85 mile round trip. Fee \$112 per day. Set on begins at 7:30 a.m. Travel south from Richmond, IN to near Fernald, Ohio. Contact [Dave Verzi](#). . (Combined fee for both May 24 & 25 is \$135)

May 31 - OK posted 04/07

Stillwater Central RR

Heart of the Heartlands Museum trip from Stillwater to Pawnee and return. Two round trips. Each trip is approximately 41.5 miles RT. Fee \$20. EC Drake Rice (405-478-3225).

May 31 - Jun 1 - WA/OR posted 02/20

Palouse River & Coulee City Railroad

Set on Walla Walla, WA thru. Milton-Freewater to Weston OR, to Dayton WA & To Wallula WA. 194 miles \$145 per car. PRO Sponsored. EC Bill Andrews 541-295-5631

Jun 2 - 5 - CO posted 03/17

Durango & Silverton Narrow Gauge Railroad - 3 ft Narrow Gauge

Set-on in Silverton Monday afternoon, Ride from Silverton to Rockwood and return on Tuesday, Silverton to Railroad Park wye on Wednesday, Silverton to Rockwood, return and setoff on Thursday. 192 miles. No Mentoring. Fee \$330 per car. 20 car limit. Sign up ends May 1. C&TS run immediately follows. . EC [Philip Walters](#) (970) 946-3806

Jun 5 - 8 - MI posted 12/24 **Full. Waiting list**

Great Lakes Central Railroad

Great Lakes Railcars, Inc. hosting 238 miles between Cadillac, Petoskey, & Traverse City, MI. Excursion fee \$500.00 [Mike Ford](#), E.C. Detail [HERE](#).

Jun 6 - 9 - NM/CO posted 03/17

Cumbres & Toltec Scenic Railroad - 3ft. narrow gauge

Set-on in Chama, NM Friday, late afternoon. Ride from Chama to Big Horn and back on Saturday, Chama to Antonito on Sunday (overnight in Antonito), and back to Chama on Monday. 218 miles. No Mentoring. Fee \$350 per car. 20 Car limit. Sign up ends May 1. A D&S run immediately precedes this. . EC [Philip Walters](#) (970) 946-3806

Jun 7 - 8 - NC posted 03/25

Great Smoky Mountains RR Full. Waiting list

Overnight run with two delicious Rail-B-Que track-side cooked meals included. Andrews to Dillsboro, spend the night in Dillsboro at a track side hotel, then return to Andrews the next day. 102 total track miles. Cost \$175.00 For additional info: Email EC and affiliate [Tom Falicon](#) or phone 828-488-8063 after 6pm E.S.T.

Jun 7 - 14 - MT posted 02/15 **FULL - waiting list**
PRO Montana Three Rivers Tour

Mission Mountain Railroad at Eureka. Then on Montana Rail Link at Missoula. Then to MRL at Whitehall. Tour end on the Butte, Anaconda & Pacific on Saturday Total mileage approx 325. Fee \$595. EC [Bill Taylor](#), 917 Parkview Way, Missoula, MT 59803. Checks payable to PRO. 25 car limit. .

Jun 8 - OK posted 04/07

A-OK Railroad

Oklahoma Railway Museum trip out of Harrah to Midwest City back to Shawnee and return to Harrah. Approximately 68 miles round trip. Fee \$25.00. EC Drake Rice 405-478-3225.

Jun 11-13 - CO posted 12/28

San Luis & Rio Grande RR

The First Iowa Division ride at Alamosa . Mileage approx. 300. Cost \$250. EC [Len Jones](#), 6065 Del Paz Dr., Colorado Springs, CO 80918 719-244-2888 .

Jun 13 - 14 - WA posted 01/22

Dayton Depot

Non NARCOA Event - West Coast Railroaders Group fundraiser ride in Dayton. Rides to the public sold to raise money. We will go to Prescott, WA on Friday and give several short rides on Saturday. Insurance provided by the museum. 20 car limit. Estimated mileage for both days 65. or call (707) 778 7112

Jun 13 - 15 - DE posted 03/22

Delaware Coast Line / Wilmington & Western RR

NCRA Delaware speeder riding. Friday afternoon - DCL's Milton Branch; Saturday DCL's Georgetown - Lewes; Sunday Wilmington & Western. Costs: DCL package \$40.00/W&W \$30.00, Total weekend \$70.00, No car Limit. Contact: DCL John Schmidt 703-569-5511 / W&W Jamie Haislip 703-906-2502 .

Jun 14 - GA posted 03/05

Blue Ridge Scenic RR

Blue Ridge to Ellijay, – Approx 30 miles each round trip. \$5.00 per car active Blue Ridge Scenic Railroad Volunteers. All others \$10.00. No car limit. Call or email if you plan on coming on the ride. EC's: [Carl](#)

[Hymen](#) (706-455-0492), Barry Vincent (706-276-2283)

Jun 14 - CO posted 02/07

D&RG RR

RMD announces Creede Branch excursion, South Fork to Wasson & return. Cost \$110. Round trip 40 miles. No hi-rails or A cars without turntables. Spark Arrestors required. Mentoring welcomed. Jon Keeling E.C. 719-989-0779. P.O. Box 721, LaVeta, Co. 81055

Jun 19 - ME posted 03/25

Belfast & Moosehead Lake RR

NCRA excursion. This is the day before the NEREX ME Eastern excursion. 60 miles RT. 35 car limit. Contact: Jamie Haislip 703-906-2502 Details will be [HERE](#).

Jun 20 - 22 - ME posted 02/12 **FULL - waiting list**
Maine Eastern Railroad

Friday, Former Maine Central Lower Road, Brunswick - Augusta. Approx 66 mile RT. Saturday, Brunswick - Rockland. Overnight at Rockland, return to seton on Sunday, approx 120 mile RT. Friday is optional, fees \$40 for Friday, \$165 for Sat & Sun. . 30 car limit. EC Keith Knowlton. Mentoring available Friday only.

Jun 21 - 22 - TX posted 03/15

Capitol Metro Transportation

Llano to Scobee Spur - Approx. 54 miles RT. or McDade to near Giddings - approx. 40 miles RT. Actual location to be determined by EC prior to run. Cleanup ride. Mentoring available. Hyrails welcome. Fee: \$30 membership to Railroad Partners, Inc. . EC [Leland Stewart](#) 10057 Palomino Canyon Converse, TX 78109 210-863-5397, EC in Training [Frank Glatz](#) 907 No. Riviera Circle Cedar Park, TX 78613 512-918-2412

Jun 21 - 22 - MN posted 01/19

Minnesota Prairie Railroad

The First Iowa Division ride out of Redwood Falls. EC [Dave Voeltz](#). 800 N. Harrison Ave., Pierre, SD 57501, 605-224-2964 H / 605-280-5551 C .

Jun 22 - 29 - MB posted 12/24 **CANCELLED**

Hudson Bay Railway

North Central Railcars, Ltd. hosting 1,150 mile, 8-day trip, between The Pas and Churchill, MB. Dates listed for planning purposes. Details to follow when finalized. [Mike Ford](#), E.C.

Jun 28 - 29 - NJ posted 02/07

NYSW Southern Division

The Mid Atlantic Motorcar Association 130 mile RT run. Approx 130 miles. Cost \$175. ECs Craig Hartman (973-838-3628), Chris Vitz. 35 car limit. Non-mentoring run. The NYS&W requires that ALL operators pass a Northeast Operating Rules Advisory Committee (NORAC) guidelines training class and test. .

Jun 30 - MN posted 04/13

North Shore Scenic Railroad

North Central Railcars, Ltd. is hosting a 1-day, 52 mile round trip between Two Harbors and Duluth, MN. Excursion Fee is \$90 and includes lunch for 2. To Register, contact E.C. [Michael P. Ford](#) via email or phone (317) 839-9320. E.C. in Training is Dave Otte.

Jul 2 - SK posted 12/24 **CANCELLED**

Torch River Rail

North Central Railcars, Ltd. hosting a 104 mile trip between Nipawin and Choiceland. Will run the line twice, includes 1,800' trestle. Date is for planning purposes. Details to follow when finalized. [Mike Ford](#), E.C.

Jul 4 - 5 - SK posted 12/24 **Full. Waiting list**

Big Sky Rail, Ltd.

North Central Railcars hosting a 2-day, 208 mile trip between Macrorie - Beechy and Macrorie - Elrose. Excursion Fee \$200.00. [Mike Ford](#), E.C. Detail [HERE](#).

Jul 7 - 11 - SK posted 12/24 **Full. Waiting list**

Great Western Rwy, Fife Lake Rwy, Red Coat Road and Rail

North Central Railcars, Ltd. hosting a 5-day, 600 mile trip (1-set-on) in southwest Saskatchewan. Excursion Fee \$650 (includes 2 nights lodging). [Mike Ford](#), E.C. Detail [HERE](#).

July 11 - 13 - NY posted 02/04

Delaware & Ulster RR

Camp out and run this old line in Arkville. A great time for all as we night run and day run this line in the beautiful Catskills. Dinner Train Excursion as well. ECs Craig W. Hartman 973-838-3628 , Chris Vitz .

Jul 11 - 13 - IA posted 01/07

Appanoose County Railroad

The First Iowa Division ride between Centerville and Albia. Mileage 190. Cost \$35 . EC [Frosty Farrell](#), Contact Carl Schneider, 1302 6th Ave SE, Altoona, IA 50009-2002 515-967-5181 (H) or 515-494-4401 (C) Details [HERE](#).

Jul 14 - 15 - SK posted 12/24

Great Sandhills Railway Full. Waiting list

North Central Railcars, Ltd. hosting a 2-day, 260 mile trip between Cantuar and Burstall. Excursion fee \$225.00 [Mike Ford](#), E.C. Detail [HERE](#).

Jul 19 - 20 - SD posted 01/19

DMV&W Railroad

The First Iowa Division ride at Britton. Mileage 260. Cost \$80. EC [Dave Voeltz](#). 800 N. Harrison Ave, Pierre, SD 50009-2002 605-224-2964 H / 605-280-5551 C .

Jul 19 - 20 - WV posted 11/18

West Virginia Central RR Full. Waiting list

Trip over Cheat Mountain. 170 plus miles Mountain railroading. Picnic lunch at Spruce for additional cost. NARCOA compliant Radio required. \$160 per/car 35 car limit. . or call [John Gonder](#) at 724-244-7538 Include email address for confirmation.

Jul 26 - 27- PA posted 02/12

North Shore Railroad and Shamokin Valley Railroads

July 26 –North Shore Railroad - Northumberland to Berwick and return. July 27 – Shamokin Valley Railroads - Sunbury to Shamokin and return. \$90 to Central PA Excursions, PO Box, 145, White Deer, PA 17887 - [Larry Maynard](#) (570) 337-3979 .

Jul 26 - 27- NY posted 02/07

NYSW RR

Utica NY. Join Mid Atlantic Motorcar Association for this weekend on the rails, other railroad expected to be added. Go to our [website](#) for further details. ECs Craig Hartman (973-838-3628), Chris Vitz Website

Jul 27 - 28 - CO posted 01/29

San Luis & Rio Grande Railroad

The Rocky Mountain Division run at Alamosa. Mileage approximately 155-180. Cost \$175. . EC [Jon Keeling](#). EC in training [Richard Reiff](#), 4364 Blueflax Dr, Pueblo, CO 81001 Phone 719-543-7023

Jul 29 - CO posted 02/07

D&RG RR

South Fork Co. RMD announces Creede Branch excursion, South Fork Colo. to Wasson & return. Round trip 40 miles. Cost \$110. No Hi-rails or A-cars without turntables. Spark arrestors required. Mentoring welcomed. Details [HERE](#). EC [Jon Keeling](#). EC in training [Richard Reiff](#), 4364 Blueflax Dr, Pueblo, CO 81001 Phone 719-543-7023

Aug 1 - 3 - IA posted 01/07

Appanoose County Railroad

First Iowa Division rides to the public fund raiser for restoring the Centerville Depot. The VFW August 2nd ride is not a NARCOA ride nor is it sanctioned by the First Iowa Division. The Friday night and Sunday morning rides will be covered by NARCOA insurance. The VFW is covering the insurance on Saturday. EC: Frosty Farrell Contact: [Carl Schneider](#), 1302 6th Ave SE, Altoona, IA 50009 515-967-5181 (H) or 515-494-4401 (C) .

Aug 9 - WV posted 03/15

South Branch Valley Railroad

102 miles round trip from Petersburg to Greensprings and return. Will pass Potomac Eagle Scenic Train and go through the "TROUGH" . . Contact [John Gonder](#) at 724-244-7538. Fee is \$65.00 per/car Can be run with Western MD the following day by contacting Gary Shrey or Northern Central Railcar Assn.

Aug 10 - WV/MD posted 03/06

Western Maryland Scenic Railroad

From Ridgeley, WV, to Frostburg, MD and return. Approx 34 round trip miles. Very scenic trip up the mountain, turn cars on a turntable at the top. 40 car limit. Price \$40 per car. [Gary Shrey](#) 54 Adams Road, New Freedom, PA 17349 (717) 227-9628 .

Aug 15 - 17 - OR posted 03/25

Coos Bay RailLink FULL - waiting list

PRO Coos Bay Rail tour. Noti, (west of Eugene ap-

prox. 12 miles) to Coos Bay 8/15, Coos Bay to Coquille and return 8/16, Coos Bay to Noti 8/17. Total mileage approx 250. Fee \$395. EC Bill Bain, P.O. Box 1047, Newport, OR 97365. Checks payable to PRO. 30 car limit. .

Aug 16 - IA posted 02/15

Iowa Northern Railroad

The First Iowa Division ride between Oelwein and Dewar,. This is in conjunction with Oelwein Railroad Days. Mileage is 40. EC [Carl Schneider](#), 1302 6th Ave SE, Altoona, IA 50009 515-967-5181 (H) or 515-494-4401 (C) .

Aug 17 - 20 - CO posted 03/17

Durango & Silverton Narrow Gauge Railroad - 3 ft Narrow Gauge

Set-on in Silverton Sunday morning. Sunday afternoon Ride from Silverton to Cascade and return, Ride from Silverton to Rockwood and return on Monday, Silverton to Railroad Park wye on Tuesday, Silverton to Rockwood, return and setoff on Wednesday. 230 miles. No Mentoring. Fee \$380 per car. 20 car limit. Sign up ends July 15. A C&TS run immediately follows. . EC [Philip Walters](#) (970) 946-3806

Aug 21 - 24 - NM/CO posted 03/17

Cumbres & Toltec Scenic Railroad - 3 ft Narrow Gauge

General meeting in Antonito, CO at 5:00pm Thursday, Aug. 21, followed by set-on. Ride from Antonito to Osier and back on Friday, Antonito to Cumbres Pass and back on Saturday, and Antonito to Osier and back on Sunday. Total approx. 248 miles. 20 car limit. No mentoring. Deadline for signing up is July 15. EC [Jim McKeel](#) phone: (316) 721-4378. .

Aug 22- 24 -IN/MI posted 12/24

Indiana Northeastern Railroad

Great Lakes Railcars, Inc. hosting 2-day, 150 mile trip between Ashley, In and Coldwater, MI. Excursion Fee \$275.00 (includes 1 night lodging). [Mike Ford](#), E.C. Detail [HERE](#).

Aug 30 - 31 - PA posted 02/04

Steamtown National Historic Site

Mid Atlantic Motorcar Association will be guests of Steamtown National Historic site in Scranton with up to a dozen of our cars representing NARCOA and you about our hobby and operating on their yard tracks at their Railfest 2014. EC's Craig W. Hartman 973-838-3528, Chris Vitz .

Aug 30 - Sep 1 - SD posted 01/19

Black Hills Central Railroad

The First Iowa Division ride between Hill City and Keystone. Cost \$80. EC [Dave Voeltz](#). 800 N. Harrison Ave, Pierre, SD 50009-2002 605-224-2964 H / 605-280-5551 C .

Sep 13 - Sep 22 - BC/WA posted 03/27

Vancouver Island, BC & Washington Tour

Motorcar Operators West invites you to join us on

five railroads with high scenic value on Vancouver Island and the mainland. We will cover 435 miles. Fee \$720. EC Dave Balestreri. .

Sep 20 - 21 - NY posted 02/07

NYSW Syracuse Division

Mid Atlantic Motorcars 160 RT mile run. Saturday roundtrip from Cortland to Syracuse. Sunday roundtrip from Cortland to Chenango Bridge. Trip fee \$185.35 car limit. ECs Craig Hartman and Chris Vitz. RR requires operators pass a NORAC guidelines training class and test. .

Sep 27 - MO posted 01/19

Columbia Terminal (COLT) Railroad

The First Iowa Division ride. Mileage 88. Cost \$45. EC [Frosty Farrell](#), Contact Carl Schneider, 1302 6th Ave SE, Altoona, IA 50009-2002 515-967-5181 (H) or 515-494-4401 (C) .

Sep 28 - MO posted 01/19

Ft. Leonard Wood Army Base

The First Iowa Division ride. Mileage 80. Cost \$35. EC [Frosty Farrell](#), Contact Carl Schneider, 1302 6th Ave SE, Altoona, IA 50009-2002 515-967-5181 (H) or 515-494-4401 (C) .

Oct 4 - 5 - PA posted 02/12

Wellsboro & Corning Railroad and Lycoming Valley Railroad

Oct 4 - Wellsboro & Corning Railroad - Wellsboro to Gang Mills NY and Return. Oct 5 - Lycoming Valley Railroad - Williamsport to Jersey Shore and Muncy and return. \$55 each day to Central PA Excursions, PO Box, 145, White Deer, PA 17887 - [Larry Maynard](#) (570) 337-3979 .

Oct 11 - 12 - PA posted 03/17

Delaware Lackawana RR

Mid-Atlantic Motorcar Association run over the route of the Phoebe Snow and on the trolley line. Set on in Scranton. About 130 miles of well maintained track. Cost \$220. for two days. ECs Craig W. Hartman (973-838-3628 eves) and Chris Vitz. .

Oct 11 - 12 - WV posted 03/15

West Virginia Central RR

102 miles leaving from Elkins and return. Experienced operators only. No mentoring, Radios required. More info at or contact [John Gonder](#) Fee \$160.00 per/car. Download registration form on our website Appalachian Rail Excursions LLC Registration is now open. First come first serve.

Nov 1 - IA posted 01/15

Boone & Scenic Valley Railroad

The First Iowa Division ride at Boone. RT approx 20 miles. Cost \$20. Current membership in the Iowa Railroad Historical Society (\$25) is a requirement. EC [Carl Schneider](#), 1302 6th Ave SE, Altoona, IA 50009-2002 515-967-5181 (H) or 515-494-4401 (C) .

Dec 13 - 14 - PA posted 02/12

North Shore Railroad and Union County Industrial Railroad

Dec 13 - Annual Toys for Tots on the North Shore Railroad. Northumberland to Berwick and return. \$55. Dec 14 - Union County Industrial Railroad - New Columbia to Winfield and return. \$35. Checks to Central PA Excursions, PO Box, 145, White Deer, PA 17887 - [Larry Maynard](#) (570) 337-3979 .

Excursions Held On A Regular Basis

Please see the NARCOA Website.

NARCOA and the ADA continued from page 7:

In determining whether a private entity qualifies as a private club under title II [of the Civil Rights Act], courts have considered such factors as the degree of member control of club operations, the selectivity of the membership selection process, whether substantial membership fees are charged, whether the entity is operated on a nonprofit basis, the extent to which the facilities are open to the public, the degree of public funding. ... Id. at 688-89."

In addition, although it should be clear that no NARCOA operator has an "employee" relationship with any railroad on which we operate, I provide the following, which states that even in such situations, private clubs are exempt: 42 U.S.C. Section 12111, Definitions: (5) (B) "*The term 'employer' does not include: (ii) a bona fide private membership club (other than a labor organization) that is exempt from taxation under section 501(c) of title 26.*"

2) The section of the ADA which addresses the exemption of railroad track is 42 U.S.C. , Section 12181, subchapter III, Public Accommodations and Services Operated by Private Entities: "*(2) Commercial facilities- Such term shall not include railroad locomotives, railroad freight cars, railroad cabooses, railroad cars described in section 12162 of this title or covered under this subchapter, railroad rights-of-way, or facilities that are covered or expressly exempted from coverage under the Fair Housing Act of 1968 (42 U.S.C. 3601 et seq.).*"

Bernie

SUPPLIERS

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

Atlantic Rail Cars / Warren Riccitelli, warren.riccitelli@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) 288-6698. The entire remaining Fairmont factory inventory of motorcar parts was bought by Brown when Fairmont stopped making motorcars in the early 1990's. Web site has NOS inventory look up by part number. Over 200 cars for sale. Se habla espanol.

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 motorcar 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 www.fredericksburgshops.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.

Model T coils for 2-cycle cars Improved design Model T ignition coils for all Fairmont 2-cycle motorcar applications. These coils are built inside of a sealed plastic weatherproof case with the proper wiring clips to match the timer clips. These are top quality USA made and will work on either 6 or 12-volt applications. No ballast resistor is required. \$110.00 each. Please add \$10.00 for shipping via priority mail. Randy Rundle, Fifth Avenue Antique Auto Part, 415 Court Street, Clay Center, KS 67432. ph. 785-632-3450. 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.

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