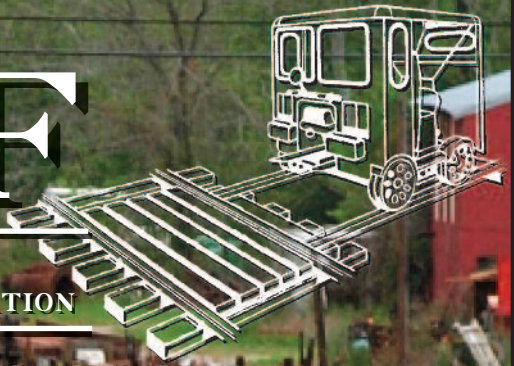


# THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA  
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION

JULY / AUGUST 2008 VOLUME 22 - No. 4



**RIDING WITH JOE**

**BETTER A CAR**

**TURNTABLES**

**RECREATIONAL RR**

**COALITION**

**HUNGARIAN**

**SPEEDERS**



# THE SETOFF

VOLUME 22 - No. 4

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

Joel Williams, Membership  
Box 802  
Lock Haven, PA 17745

Wayne Parsons, SETOFF Editor  
13380 Golden Valley Lane  
Granada Hills, CA 91344  
setoff@ix.netcom.com

Debra Springer, SETOFF Proofreader

The SETOFF is printed by  
Greg Kightlinger, GEK Printing

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

Materials received by the 15th of even numbered months will appear on the 1st of the next odd numbered month subject to editing for space. Please include your e-mail address and phone number. Electronic submissions are preferred. Text files must be in MS Word format with .doc or .txt extensions. Photo files must be high resolution with .jpg extensions. Printed photos are welcome. Please include the original negative when possible. Negatives will be scanned and returned. All other materials are archived, not returned. We cannot reprint copyrighted material without written authorization or proper attribution. Letters to the Editor must be signed and include an e-mail address or phone number for authentication. All such letters will be printed as discussed in the NARCOA policy book.

For more information about NARCOA, the safe legal operation of motorcars, and NARCOA affiliates located in Canada, the United States, and Mexico, please see our official website at:

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

© Copyright 2008 - NARCOA. All rights reserved. Reproduction, by any means, in whole or part, by any party, is strictly prohibited.

**ON THE COVER:** The Heart of Georgia participants motor through Abbeville, GA on April 12, 2008. Photo by Ghislain Gerard taken from the US 129 overpass.

## PRESIDENTS MESSAGE

WARREN RICCITELLI

Today is day five of our five day trip through northern New Hampshire. I am sitting here in a cabin in the early morning waiting for life to begin, and one more day on the rails before heading home. It has been a great week seeing old friends, and meeting what will be new ones, but yesterday was a little special.

On Saturday, May 31, the Hobo Railroad celebrated the 20th Annual Trackcar Meet, and the longest running motorcar meet in the country. Over seventy motorcar cars showed up for a great trip from Lincoln to Weirs Beach, NH, and return. It's a run that I have done more than fourteen times with this group. In addition, I have done it several times with the Boy Scouts, and on several other special occasions. The Hobo Railroad has also hosted a few NERCA summer runs, and the famous NERCA Snowflake run in November each year. Last year the railroad had their 25th anniversary in business, and invited the town to a giant celebration and barbeque. I was invited to display a motorcar for the event.

The owners of this railroad have been cited as running on of the best tourist operations in the United States. Serving the New Hampshire tourist area they have set the standard for cleanliness while hosting a great operation that always supports their communities, and in return has the communities' support.

For this twentieth Trackcar Meet, owner Ben Clark spoke at the safety meeting. He has always been interesting

to listen to, and this year was no exception. I was waiting for the words I have only heard him use in the railroad industry. The word I have heard from him year after year. It is the word that that exemplifies what all of us in our hobby should be; I knew it was coming. In all the excursions I have been to, and what I have seen in the actions of most members, it is the one word that we should all be. Then it came out of his lips, "We have the chance today to be an AMBASSADOR".

The next time you are on the tracks, or getting gas with your motor car on the trailer, or eating dinner in a railroad t-shirt, the next time you can wave, or toot at that boy on the side of the tracks, you can be that AMBASSADOR.

Let's be safe out there.  
Warren

### CALL FOR CALENDAR PHOTOS

The deadline for photos for the 2009 calendar is October 15, 2008. In general, photographs taken in the last year are desired. Electronic submissions are preferred. Send photos on CD to The SETOFF Editor by mail. Please mark the envelope "2009 calendar." Photo files must be high resolution with .jpg extensions. Please include caption information and photographer credit for each photograph. Please support the 2009 calendar by sending in your shots.

## IN THIS ISSUE

President's Message.....	2	Eastern WA Gateway RR.....	11
NARCOA Officials .....	3	Creature Comforts .....	11
From The Editor.....	3	Operations Update .....	12
Directors' Messages.....	4	Riding with Joe .....	12
Pinsley FL Railroads .....	6	Better Turntable for A Cars ....	13
Sierra Railroad .....	7	Motorcar Flex .....	13
A-OK Railroad.....	7	Differential Axle Bolt .....	15
Palouse & Coulee City RR .....	8	Recreational RR Coalition.....	16
Carolina Coastal RR .....	8	Hungarian Speeders .....	18
Mud Daubers .....	9	Excursion Announcements ....	20
Appalachian Rail .....	9	For Sale & Wanted Items .....	26
Santa Maria Valley RR .....	10	Spotlight On An Affiliate: (Club RailCar Quebec) .....	Back Cover
Texas State RR.....	11		

# NARCOA OFFICIALS

President: Warren Riccitelli  
Vice-President: Bobby Moreman  
Secretary: Joel Williams  
Treasurer: Tom Norman

Area 1 Director  
(ME, NH, VT, NY, MA, CT, RI)  
Warren Riccitelli (401) 231-5640  
39 Jackson Drive  
North Providence, RI 02911  
warren.riccitelli@verizon.net

Area 2 Director  
(NJ, PA, DE, MD)  
Joel Williams (570) 786-1335  
joel.williams@earthlink.net

Area 3 Director  
(IN, Lower MI, OH)  
Bruce Carpenter (419) 738-5384  
bnsf89@bright.net

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

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

Area 6 Director  
(MN, WI, IL, Upper MI)  
Hank Brown

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

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

Area 9 Director  
(AR, CO, KS, LA, MO, OK, TX)  
Mark Springer (316) 721-4804  
lospinos@cox.net

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

Area 11 Director  
(CA, NV, UT, AZ, NM, HI)  
Pat Coleman (925) 979-1030  
patcoleman@astound.net

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

Director-at-Large (non-voting)  
Dave Verzi (216) 941-5273  
WM340@aol.com

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

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

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

Judiciary Chair  
Al Elliott (732) 536-7460  
4 Woodview Drive  
Manalapan, NJ 07726  
hajelliott@optonline.net

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

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

The SETOFF Editor  
Wayne Parsons (818) 368-5942  
13380 Golden Valley lane  
Granada Hills, CA 91344-1118  
setoff@ix.netcom.com

NARCOA Webmaster  
Keith Mackey (352) 347-0770  
webmaster@narcoa.org

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

Committee Chairs  
Operations ..... Hank Brown  
Rules ..... Jim McKeel  
Judiciary ..... Al Elliott  
Safety ..... Bob Knight  
Affiliates ..... Dave Verzi  
Custom-Built Motorcars ..... Tom Falicon  
Communications ..... Bernie Leadon  
Data and Computer ..... Pat Coleman  
FRA ..... Ron Zammit  
Legal Forms ..... Mark Springer



NARCOA Licensed Radio Call Sign  
WPHT745 - 151.625 MHz

# FROM THE EDITOR

NARCOA has lost one of its' best ambassadors. Hank Brown, Area 6 Director and Excursion Coordinator extraordinaire, died June 16, 2008 following a three-year battle with cancer. News of his death arrived after this edition of The SETOFF had gone to the printer. Hanks' last Directors report is on page 4, and last Operations Committee Update is on page 12. The next edition will have an appropriate article about Hank and his outstanding contributions to our hobby.

The Presidents Message on page two urges us all to be ambassadors for our hobby. Hank Brown was NARCOA's ambassador of the first rank. He was an ambassador to the many railroads he opened up for us. He was an ambassador reaching out to the many people who wanted to get involved. Hank passed on his contacts, and made introductions, enabling many excursions by EC's on railroads he first opened up. He was an ambassador to each of us always responding to e-mails, and willing to help with any need.

The only expression I ever remember seeing on his face was a big smile. He was sincerely happy to see each of us, and genuinely happy doing the hobby he loved. He is greatly missed. If you have a story about Hank, or a photo, please send it in for inclusion in the next edition.



Changing gears here... Thank you to everyone who has written articles, or sent in photos, since I took over as editor. There are ten run reports, four technical articles, two feature articles, the first in a new series called "Riding with Joe," and an affiliate spotlight in this edition!

The SETOFF is not possible without your participation with run reports, technical pieces, feature articles, and photos. Please keep them coming.

Thank you!  
Wayne Parsons - *Editor*

What are the names in the little boxes? They're stations or control points as listed on a timetable or train schedule for a railroad in North America. Which railroad is disclosed on the first page of the excursion announcements.

**FALLS**

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

Hello everyone,

Whew..... how about those gas prices? Prices are rising so fast that I'm finding it's hard for me to pass a gas station and not fill up even when my gas gauge reads half full. This month, I've seen long, dual axle trailers being pressed into service to haul two or three motorcars to the same event. Travel costs are split in half or in thirds when motorcar buddies get together and combine their ride to the event..... great idea guys!

I'm sure you have noticed that you received a printed Roster with your last issue of the Set-off. Even though I have been the number one proponent of a printed Roster for the past four years, I wasn't really kept in the loop or asked to provide input as far as design layout and size for this newly issued Roster. I'm not particularly happy with it and I wish we could have thought it through a bit more before we committed the time and money to printing it. If you like the look of the new printed Roster, I'm glad that some of you are happy. If you don't, I'm really sorry about it. In the future, I'll see if I can somehow get included in its creation process and get a printed Roster that is more to our liking.

Lately I've found that for safety's sake, it should be every motorcar operator's job to observe the tracks ahead of their car. For instance, just because the car ahead of you has passed through a flangeway filled crossing successfully, that doesn't mean that your car will. The car ahead could have kicked a rock in your way or possibly just have been heavier than yours. I've also seen branches, trees and rocks that were big enough to disable a car fall between two cars that have become spaced apart. I realize that when you find your vehicle has fallen behind, the logical thing to do is speed up to try to catch the group. As your vehicle speed raises all your senses should be even more focused on the track ahead in order to give you plenty of time to brake in the event of a stopped motorcar, a track defect, a fouled rail, or an item that may have been placed on the tread by vandals. Another issue that has come to light over the past few years is that fact that if you are in a vehicle that is

being towed, you need to be paying the same amount of attention as if you were operating your car under its own power. When being towed make sure your car helps with braking and before the towing starts, work out communication signals with your tow car. Finally, if you feel that you are being towed uncomfortably or unsafely fast, you have every right to ask your tow vehicle to slow down. By employing the above safety tips we can help assure a happy and safe motorcaring summer.

Now each one of you get out there and enjoy a nice motorcar excursion this summer!

We'll talk again, next issue,  
Tom Falicon, Area Four Director

### CALL FOR SETOFF ARTICLES

Thank you to everyone who provided materials for this issue of The SETOFF. If you know any of the writers or photographers, please take a moment to say something to them. The deadline for the Sept./October edition is August 13, 2008. Please send items to [setoff@ix.netcom.com](mailto:setoff@ix.netcom.com). Articles should be in Word or Text format files with a .doc or .txt extension. Please do not paste photos into word documents. Send photos as attachments to e-mail in .jpg format.

## AREA SIX MN, WI, IL, UPPER MI HANK BROWN

After getting a real tune-up on OZZIE, my MT-19 with over 30,000 miles, I wanted to join the First Iowa Division boys on the Colorado. However, the recent surge in gas prices and health issues has kept me home. We had a nice motor home rented, and were looking forward to running over Le Veta Pass. However, that will have to wait until August. For now I plan to see the gang at East Troy, and on Bob Knight's excursion on July 5th on the Illinois Railway. Bob has a little surprise for the members in Illinois. I haven't received the Certificate of Permission on it yet, but I hear it will be lots of fun running around in circles. Big Circles!

The Union Pacific has announced that it can no longer receive ballast from

the Pink Lady Mine in Rock Springs. Apparently, the DNR has stopped all mining due to the small amount of ballast left in the mine. That means that they might try to abandon the line from Lodi to Reedsburg. This is one of the most scenic lines in Southern Wisconsin and a real treasure if we can get an excursion going. So, that is our goal for now. Have a safe summer.

Hank Brown, Area 6

## AREA SEVEN ND, SD, NE, IA CARL SCHNEIDER

I just finished reading my latest e-mail issue of The Setoff and am impressed with the new look. Congratulations to Wayne Parsons on a great start to his publishing debut. It's now up to all of us to provide material to keep those pages full and interesting. I've been very lax in the past at sending in articles, but even I can change. Let's all help Wayne fill The Setoff with ride reports and pictures for all to enjoy. Thanks to Charlie for all the work she did in previous years putting The Setoff together.

I have been informed of the passing of Felipa Brooks, veteran motor car passenger and wife of Lynton Brooks, of International Falls, Minnesota on May 4, 2008 following a lengthy fight with cancer and other health issues. While Minnesota doesn't fall under Area 7 jurisdiction, we were privileged to have Lynton and Felipa on several First Iowa Division excursions. They became good friends, and were well-known by many Area 7 members. Felipa will be missed, and we wish to offer Lynton our deepest sympathy and hope to see him on the rails again soon.

Since we're full speed into our ride season and you have checked out your cars thoroughly, have you remembered to check your trailer? Nothing can put a damper on a rail trip more than having your trailer develop a 'hotbox' either driving to, or from, an excursion. Be sure your wheel bearings are well lubricated before you head off on your next rail adventure, so you aren't caught dead on a siding along the road. This is one of those things that many simply forget to

**WHITES FERRY**

do at the beginning of the year, and it could result in serious damage.

Happy putt-putting down the rails, and keep those wheels shining!



## AREA TEN WA, OR, ID, MT, AK, WY JIM SPICER

Greetings from the Far Corner. This month I have a few rants, raves, and observations.

Spring finely arrived with a vengeance, from too cold to too hot in too short a time span. My wife, Pat, got a serious muscle spasm in her back, so here it is June and our motorcar wheels are forming rust. From all reports the Central Washington excursion was a huge success. For the first time in five years we were again allowed on their track. The railroad loved us, the town loved us, and all attending had a great time. We were invited back and this will become a yearly event.

EC's were complaining about operators not keeping good distance between cars. Let's watch that. At rest stops, some cars did not bunch up. This makes a long walk thru loose ballast. As a common courtesy please bunch up and avoid the long gaps. There is no need to have a hundred feet between cars at stops. At night, bunch the cars close enough that lift handles cannot be removed from cars. With the high price of aluminum, thieves will steal anything not secured.

Be advised; do not let any one that is uninsured and without a rules exam card, operate your motor car. They can push a non-running car but cannot operate it even one foot. If you want someone to run your car have them take the test and obtain insurance, they can then enter the mentor program and be legal. Your

spouse is covered under your insurance. They must pass the rules exam and then may enter the mentor program at no charge. This applies only to your spouse, no other relatives.

Raves; In area 10 we have had EC's with serious health problems and others have jumped in and taken care of business. I am proud of all of you, operators, EC's, and everyone. We are one big helpful family. People are offering to help without being asked, and working together as a team. See you on the rails.



## NARCOA FORUM MODERATOR RICH STIVERS

One of my miscellaneous tasks for NARCOA is creating the Insured List from Tom Norman's insured database. You can still access this list by clicking on the headlight of the motorcar drawing on the Excursion page of the NARCOA website. I have recently added color coding so the people on the list who need mentoring and/or rulebook certification can be easily identified.

All NARCOA members are invited and encouraged to participate in the NARCOA Forum Yahoo email list. Awhile back the Forum was opened up to additional topics -

- \*Motorcar restoration
- \*Motorcar mechanics
- \*Excursion announcements
- \*For Sale ads
- \*Want Ads
- \*General railroad questions

The original topics are still welcome:  
Setoff and Website  
Releases and Agreements

Event Coordinator Issues  
Insurance  
Rule Book and Code of Conduct  
General member conduct  
Accidents and Safety  
Affiliate rules  
Judicial Committee, points, etc  
NARCOA's public image

The NARCOA Forum provides a friendly and professional environment for announcements and discussion of issues. If you would like to join, go to this URL: <http://groups.yahoo.com/subscribe/NARCOAforum>

## NARCOA SAFETY COMMITTEE CHAIRMAN BOB KNIGHT

Wow, NARCOA is really setting a fast pace in the mentoring program this year. Your Safety Committee thought you were doing a super job last year with 110 mentored members for the year, with 46 operators mentored by June 1st. For 2008 we have just sent out the 52nd "M", eight ahead of last year! Please check the NARCOA website for the most current mentoring form; we would appreciate it if you would use it this season.

Our Setoff editor, Wayne, sent in a Safety thought for this issue. He pointed out that when we are all set-on, and are "fine turning" our motorcars for the excursion, there is usually some extra time to walk around the car in front and behind you, and make some observations. His suggestion is to check out the tow bar and hitch compatibility in case there is a breakdown. Meet your fellow operators, and have just a good friendly conversation, as you might need their help later on the run. Consider too the size of the motorcar ahead and behind, as this might be a factor if you need to tow or be towed. Even with the best of planning, an A car and M-9 combination does happen! You might also check on what the brake light of the car in front looks like, and show the operator behind your brake light. Other ideas include checking extra tools, parts, and fuel, if there is a breakdown.

Please make it your primary focus to make every move, and decision on a run, with the thought of SAFETY FIRST!

Safety Committee Chairman  
Bob Knight

### 2008 NARCOA ANNUAL MEETING

SEPTEMBER 25-27, 2008

SHERATON GATEWAY SUITES  
6501 NORTH MANNHEIM ROAD  
ROSEMONT, IL 60018

**THIS MEETING IS OPEN TO ALL PAID NARCOA MEMBERS.**

Any member wishing to address the board, or add items to the agenda, must contact Warren Riccitelli at (401) 232-0992 or [warren.riccitelli@verizon.net](mailto:warren.riccitelli@verizon.net).

To secure a reservation at the NARCOA rate, contact Carl Anderson at 847-882-5329 or [ca636@aol.com](mailto:ca636@aol.com).

**LA GRANGE**

# SERO DOES PINSLY FL RAILROADS

## NEW MILEAGE ON THE FLORIDA MIDLAND

BY CHARLIE PULTS

The Southeastern Railcar Operators (SERO) held their annual motorcar meet, March 28 to 30, 2008, on the Pinsly Florida Railroads. Pinsly operates three railroads in Florida: the Florida Midland, the Florida Central, and the Florida Northern.

Friday, March 28, dawned warm and clear in south-central Florida, indicating this first time motorcar excursion on the Florida Midland (FMID) would prove to be a treat. Set on began about 8:15 AM in downtown Lake Wales for the 18 motorcars and six hy-rails. Following our safety meeting, our trip took us south to Frost Proof and return, about 30 miles roundtrip. This was a great trip through the orange groves and lake region of central southern Florida. The orange trees are in bloom this time of year, and the fragrance was marvelous.

Upon our return to Lake Wales, we swapped places with the FMID train that was on its way to Frost Proof. Once the train cleared downtown, there was time for a lunch break and a visit to the historical museum in the old railroad station. Following lunch, we headed for West Lake Wales, about five miles distant. This is where FMID interchanges with CSX. When we got back to Lake Wales we once again swapped places with the train. Once the train was in the clear we headed back to town, and everyone loaded up and headed to Winter Garden, about 60 miles to the north.



Photo by Keith Mackey

**Operators eating a pancake breakfast during set-on in Winter Garden, FL.**

Saturday morning, March 29, was slightly overcast and a bit cooler than Friday. The Winter Garden railroad museum prepared a pancakes, bacon, and

eggs breakfast for us. What a great way to start the day. The Florida Central (FCEN) track ends alongside the museum. With gracious assistance from the Winter Garden police department, we set on using the track near the museum and two nearby crossings.

Following our safety meeting we were off to Tavares, about 30 miles to the north. On the way, we made a stop at the railroad's headquarters in Plymouth for a potty break. Tavares was the scene of the antique wooden boat and car show this year. There were lots of antique boats on display and in the water. There was a collection of "woodies", late 1940's automobiles with wooden trim and side



Photo by Dick Forde

**FNOR has some rare "street running" on NE Osceolla Avenue in Ocala, FL.**

panels. Also on display was a group of 1960's built Amphibicars, complete with propellers. It was quite a sight to see them drive off the street into the lake and just keep going!

Following lunch and a chance to look at the displays, we headed back to Winter Garden and set off. Everyone loaded up and headed for Ocala, Sunday's destination.

Sunday, March 30, dawned overcast and cool. The weatherman was predicting a chance of rain by late afternoon. Fortunately, we were off the rails before any hint of rain. The Florida Northern (FNOR) in Ocala is an interesting bit of track. The railroad still runs down the middle of the street for about eight blocks in downtown Ocala. We also crossed the CSX north-south mainline on the diamond in Ocala.

Following our safety meeting we

headed south to Candler, the southern terminus for the FNOR. The cars were turned, and we headed back for downtown, about 15 miles. After a brief pause for a couple of cars to set off, because they needed to get on the road early, we headed for the diamond and the northern end of the line. The CSX dispatcher gave us a green signal and we were off to Lowell, about 14 miles distant.

At Lowell, we turned the cars and headed back to downtown Ocala. We got back to the diamond in time to see the Tropicana juice train headed north. After the juice train cleared the diamond, the dispatcher gave us another green signal, and we were on our way. Once we got

back downtown, everyone loaded their cars and headed for home.

It was a great three days on the railroad, and we hope everyone had a great time. There were no problems and only a couple of minor breakdowns. I am proud to say we mentored two new operators during the course of this meet. Having watched their operation and the careful observation by their mentors, we have two new, careful, and safe motorcar operators. Congratulations.

Our thanks go to Keith and Renda Mackey for serving as Excursion Coordinator and hosts with Kathy and me, for this three-day event.

Our special thanks go to the Pinsly Florida Railroads, Steve Chambers who signs our certificates of permission allowing us to make these trips, and to Bill Dusenbury and Mike Martin, our railroad escorts for the three days.

**TAGUES EDDY**

**CARNEY**

# SPRINTIME ON THE SIERRA SOUTHWEST RAILCAR

BY PAT COLEMAN, EC



Photo by Pat Coleman

## Stop at Cooperstown where the Keebler Elves stock the General Store.

Oakdale, CA – April 19 - Sierra Railroad. The town of Oakdale, known as the gateway to Yosemite National Park, is a light industrial and farming community located about 120 miles east of San Francisco on Hwy 120. The Sierra Railroad runs from Oakdale to Tuolumne with lumber and propane hauled by the freight division. The Sierra Dinner Train provides the tourist side of the operation.

Sierra Railroad Vice President Robert Pinoli met us at 6:30 am Saturday and introduced Ben Battles, who would be our railroad escort for the day. Robert and Ben oversaw the set-on process, and then they walked the line of 25 cars before the safety meeting doing their own inspection of the cars. This was an education for Ben as he had never seen a speeder group before. Robert and Ben found one car with cotter pins not correctly installed, and helped the operator make the necessary repairs. During the 15 minute safety meeting, Robert discussed the crossings, track conditions, and his expectations of our operation. Ben and I checked radio frequencies, and then we loaded up to head for Jamestown and the Railtown 1897 State Park.

Along the way, we made a brief pit stop at Cooperstown. Thanks to Tom Phair for towing the Dome Liner portapotty, making the roughly 3 hour journey more enjoyable for all. During the stop at Cooperstown, we learned a bit about Ben Battles. He is 19 years old and is taking Railroad Science classes at Sacramento City College. Ben was quite the comic. My wife Kathy, seeing nothing around in sight except hills with beautiful California Oak trees, asked Ben, "where is Cooperstown?" With a straight face Ben told her that the General Store was about 20 yards off to her left, and that the

Keebler Elves keep the shelves stocked with a wide variety of cookies. From that point on, Ben and his stories were the hit of the train.

Ben told how, as an 8-9 year old boy in Santa Barbara County, he would ride his bicycle along the tracks trying to pace the train. As he became older, and stronger, he would keep up with the train. The engineer took notice of the kid on the bike and started throwing him a bottle of water. Then one day the train stopped, and the engineer invited Ben into the cab. With Ben's big smile he must have lit the entire cab. That friendship grew, and the engineer subsequently mentored Ben about trains and operations. Since then Ben has been hooked on trains, and now on speeders. Thank you, Ben, for making the run even more enjoyable.

We arrived at Railtown about 11:05am, and were cleared by the Railtown dispatcher to: proceed up to the bypass track, move on up to Reservoir Road to turn our cars, and then tie-up on the by-pass track. In Jamestown, we enjoyed a burger and sodas prior to a brief tour of downtown. Ben called the Railtown Dispatcher, was informed that the Steam Train was headed back in, and we could leave about 1:30pm for the return trip to Oakdale. On the way back, we stopped at Warnerville for another pit stop. Then we high-balled into Oakdale, where we had a successful set-off. Southwest Railcar thanks Robert Pinoli, and Ben Battles, of the Sierra Railroad, for hosting us.

Thanks also to Brent Gordon for serving as Safety Officer and Inspector, to Paul and Diane Waegle for doing the set-on paperwork, and to all the operators for your cooperation and professional operation.

**MEHOOPANY**

# A-OK RAILROAD

OK RAILWAY MUSEUM  
BY DRAKE RICE, EC

McAlester, OK – April 12 - Arkansas-Oklahoma Railway. The Oklahoma Railway Museum, an affiliate member of NARCOA, hosted a trip on the "A-OK Railway" on Saturday, April 12. It was a cool clear morning as sixteen motorcars arrived for the 7:30a.m set-on. Railroad owner and General Manager, Dave Donoley, welcomed the group and reviewed track issues for the run 46 miles east to Red Oak, OK.

Originally, we had hoped to go on to Wister, OK, 18 miles beyond Red Oak. However, empty coal cars had arrived, and were being loaded causing the main to be blocked. Never the less, the trip was a good one allowing plenty of time to stop in Wilburton, headquarters for the railroad, where we could inspect equipment being repaired. There was a lot of wildlife to see along the route, which roughly parallels US Hwy 270, and the weather was great!



Photo by Leland Stewart

## Wilburton, OK in the A-OK Yard

At Red Oak, the units were turned, and a lunch-break was taken at the local diner which had a buffet set up. After lunch, units were started and headed back to McAlester. With setoff complete, we cleared the tracks in McAlester by 4:30 p.m., and returned the track warrant to the dispatcher. It was a good trip for all who made it. Special thanks to Guy Lynn and Jim Murray for the inspection of cars and Jeff Cooney, for assisting with set-on and setoff operations.

General Manager David Donoley has invited us back for another run in the future. He will try to have the line open to Howe, OK where the A-OK interchanges with the KCS.

**MESHOPPEN**

# SPRING RUN IN SNOW

## PACIFIC RAILCAR OPERATORS

BY STEVE TAULBEE, EC

Colfax, WA – April 18 & 19 - Palouse & Coulee City Railroad. Weather forecasts calling for snow, cold, and windy conditions didn't keep 26 cars from a spring run on the Palouse River and Coulee City, Hooper and Pleasant Valley subdivisions. Pacific Railcar Operators sponsored this event in the rolling hills of Palouse country known for its' rich grain production. These lines were originally built by the Union Pacific, and are now owned by the State of Washington, and managed by Watco.



Photo by Steve Taulbee

### Rest stop at Palouse & Coulee City Railroad wye at Winona, WA

The temperature was 28 on Saturday morning when the 8:00 the safety meeting began. Introductions were made—Steve Taulbee and Jim Morefield (ECs), Steve Gadd (EC being mentored), and Rick Sweeny or railroad host. At 8:30 the group departed for Thornton, WA (PV sub) via the Wye at Winona.

Our first stretch was up Crest Hill, a 3% (compensated) grade that climbs for a little over 2 miles. Once we were over the top, we were in Palouse country. As we passed the Whitman Country Fairgrounds we saw draft horses and old equipment—it was the weekend for the annual plowing and planting bee (the acreage seeded will be harvested in the fall during the annual threshing bee). We proceeded on to Winona where we took our first break.

Since the weather was cold and windy at Winona, a call was made to McGregor Fertilizer Plant in Thornton to get the shop warmed up to give us a sheltered place to eat lunch. After the break we took the east leg of the Wye at Winona and headed for Thornton, a distance of 29.9 miles. The tracks crossed the Palouse River out of Winona, and we traveled along the river for several miles. Wheat ranches dotted the landscape,

sharing the space with cattle operations.

We arrived at Thornton, turned the cars, and took an enjoyable lunch break in the McGregor shop. A lot of visiting was done as people warmed up and got ready for the return journey. We then retraced our route and went back to Colfax. Upon arrival the cars were turned and tied down by 5:30 pm.

On Saturday the temperature was 30 and we woke up to a dusting of fresh snow. The safety meeting was held at 8:00, with track conditions (including the

possibility of slick track) being the main topic of discussion. We departed at 8:20 am with our destination being Hooper Junction (Hooper Sub). We retraced our route of the previous day until we arrived at Winona (25 miles from Colfax). A few flakes of snow were encountered on this cold morning, and the wind continued to blow.

We took our first break at Winona, and when it was complete, we took the West leg of the Wye toward Hooper. This track again ran through grain and cattle ranches until it reached the scabland. The scablands are unique geological erosion features in eastern Washington state that, in many ways, resemble the desert Southwest. Here the land is more desolate, and fewer houses are seen. We arrived at Hooper Junction at 11:30, turned the cars on the Hooper Wye, and parked in front of the Hooper Store for our lunch break.

We enjoyed lunch in the old Hooper Store, a company store now being restored along with the rest of the company town of Hooper. Alex McGregor, local resident and third year speeder operator, shared the history of Hooper and the McGregor Land and Cattle Company. Alex is a 3rd generation McGregor who carries on the family traditions in the field

of agribusiness. He told us about his great grandpa who came to the area to raise sheep, and how farming has changed over the years

When lunch was over, we headed back to Colfax. The weather was still cool when we stopped for a break in Winona. After the break it was onward to Colfax. As we approached the Whitman County Fairgrounds, the snow began to fall and continued all the way into Colfax, as we arrived at 4:00

Everybody worked together to set off all the cars by 5:30 pm. This was a good spring run with a grand total of 213 miles. Several cars developed problems, but were fixed during breaks, and every car made it back to Colfax under its own power. We had eight new operators mentored on this run. Our thanks to the PCC for letting us ride on their fine railroad, and to Rick Sweeny for his excellent help as our railroad host.

## CAROLINA COASTAL RAILWAY

RAILCAR OPERATORS OF THE CAROLINAS

BY RICK TUFTS AND JIM MASSFELLER

Reports from both Rick and Jim about this event are combined here. - Editor

Belhaven, NC – Saturday, April 19th was the first ever NARCOA Excursion on the Carolina Coastal Railroad, (CLNA) which serves the agricultural industry in Eastern North Carolina's Beaufort County. Railcar Operators of the Carolinas (RO-C) member, Tom Stallings, organized this first ever ride on the line. The event coincided with the Norfolk Southern Historical Railroad Society annual meeting being held in Belhaven. Tom was mentored as an EC on



Photo by Rick Tufts

Set-on at the old Belhaven NS station.

**MYOBEACH**



this event by RO-C Secretary, Carey Boney. Tom Stallings and Earl Barber were assistant coordinators handling operational details including arranging the set-on site. Set on was at the end of the track next to the old station, now used by the Belhaven Chamber of Commerce, on East Main Street.

This set-on was picture perfect so to speak. With the backdrop of the old NS freight depot and a very old trailer truck ramp used to unload farm equipment, it had a nice stub track that lead to the street for easy loading and unloading. In this area the freshly mown grass was thick and dark green. Members who came in motor-coaches had a very nice area to set



*Photo by Rick Tufts*

**CLNA GP-10 locomotive.**

up, relax, and enjoy the perfect coast line sunsets. The local Boy Scout troop was having a fish and bar-b-que dinner at the fire department next door. Many of us filled up on some good ole down home cooking!

The safety meeting started Saturday promptly at 7:30AM followed by an 8:00AM departure. A short distance up the line, the group paused for a photo opportunity with the CLNA locomotive. We were right off the river, and the terrain was flat! There were a lot of small trestles over tidal waters, and a bunch of interesting farms growing wheat. Our ride took us through ocean like spans of green where you couldn't see from one end of the field to another. We headed up the line for 17 miles passing through Pantego, Bishops Crossing, Terra Ceia, and Acre before arriving at Pinetown, NC. Our potty / food stop was at the Acre Station Meat Farm. As we gathered our treats, the store manger followed us out to our cars more excited than anyone. He looked over each car asking many questions, and thanking us for stopping in.

At Pinetown we turned our cars, and returned to the station in Belhaven. It was a good day for railroading, and the weather was perfect for a ride through the beautiful coastal Carolina countryside.

The most important thing is that the General Manager Virgil Holman of the CLNA was with us for our safety briefing. He was impressed with our inspection process, operating procedures, such as flagging, and our general emphasis on safety. He sort of got "caught up" in things, and although it was not part of the plan, he and his wife Marie drove ahead of the speeders and flagged all of the crossings for us. The motorcars proceeded through each crossing smoothly, without bunching up. At the same time Holman was able to observe each operator's actions. He was pleased with what he saw: our professionalism and dedication to safety. Safety is job one for both RO-C and NARCOA, but more importantly for the railway itself.

Thanks go to Doug Golden, President / CEO of the Coastal Carolina Railroad, for allowing our group to operate on his railway; to Virgil Holman, GM, for flagging; to Paul Thronhill, Dispatcher, for being our pilot on the lead car. Thank you to the excursion coordinator and his assistants mentioned above, to Carey Boney for doing the paperwork, and to Linda Tufts for collecting rider dues, and ensuring everyone was where they needed to be. This was a short run by some standards. However, the pleasant set-on site was conducive to easy socializing as old friends gathered to visit, tell stories, and watch the perfect sunsets.

# MUD DAUBERS

BY KEN KANNE

If you live in "mud dauber" country, beware of the little buggers plugging the nozzle on your fire extinguisher, or two cycle engine water hopper overflow hose, with their mud nests. Mud daubers are the three types of wasp bees that build mud nests.

A spritz of WD40 in the hole once, or twice, a year will keep them away. Mud daubers hate WD40.

I started using that trick after the little mud masons plugged up a bunch of the air horns in my collection. The horns (all 70+ of them) are stored in a workshop that is easy for the daubers to get into, and getting the nests out is a royal pain in the behind. After having them chew through masking tape to get in the air intake ports to build their little dauber dens, I recalled that the two or three horns I had sprayed with WD40, while chasing the threads in the base, were nest-free. Therefore, I spritzed the rest of them with WD40, and haven't had a problem with mud daubers since. You just have to renew the spray occasionally.

*Ken Kanne originally posted this tip to the Speeders List. - Editor*



*Photo by John Gonder*

Lined up ready to go at Greenbank Station on the Wilmington & Western.

# APPALACHIAN RAIL EXCURSIONS

BY JOHN GONDER

Wilmington, DE – April 26 - Wilmington & Western Railroad. This historic line is 10 miles long running from Greenbank Station in Wilmington, through the Red Clay Valley, to Hockessin, DE, near the Pennsylvania border. There hasn't been a NARCOA meet here in some

time. In 2003 Tropical Storm Henri destroyed six historic bridges reducing the line from ten miles to just two. The four year rebuilding effort took until June 2007 for trains to again reach Hockessin.

*continued on next page*

**BLACK WALNUT**

## APPALACHIAN RAIL EXCURSIONS

Today, twenty four motorcars and three railroad cars operated at the meet.

The RR provided us with pilots both front and rear so turning the group would be easy. They also provided flaggers that ran ahead of us to get us over some bad crossings. We ran two round trips, and also went east to visit the RR's interchange and engine facilities at Marshallton. The weather held off and gave us a great day. Thanks to Clay Foster and his crew for a wonderful run. We relocated 35 miles to Strasburg, PA to spend the night at the Red Caboose Motel. This is a motel consisting of old cabooses and passenger cars made into rooms. It sits up against the right of way at Strasburg so our morning trip was only about a half mile to the RR.



*Photo by John Gonder*

**Dean Grote from Hanover, PA operated this Thomas the Tank Speeder at Strasburg, PA.**

Strasburg, PA – April 27 – Strasburg Railroad. This line is sometimes called the "Road to Paradise." The weather was gray and damp, but it didn't discourage anyone. Twenty seven cars were in attendance with Jim Rice from the RR acting as our pilot for the trip. The ride from East Strasburg to Paradise, PA is 4.5 miles each way. We were able to do this twice before setting off so the RR could resume its' regular passenger train schedule at 11.00AM. This RR is in the heart of the Pennsylvania Dutch country with spectacular scenery and many Amish farms along the track. We were also treated to the sights of Strasburg's famous equipment. They were running their Baldwin 0-6-0 this day, and it gave us a great show. Most of the riders stayed after the run to enjoy the Pennsylvania Railroad Museum, located across the street from the RR, and the many shops that the RR has to offer.

**SKINNERS EDDY**

## SANTA MARIA VALLEY RR MOTORCAR OPERATORS WEST BY BILL SCHERTLE, EC



*Photo by Jamie Foster*

**Built by Fairmont in 1932, and based on the A-6, this car was used mainly for mail service on the 18 mile line. In strawberry harvest season No. 9 often pulled one or two trailers. Friends of the SMVRR ride along with the MOW group.**

Santa Maria, CA – April 5 – The Santa Maria Valley Railroad (SMVRR), located on the Central Coast of California above Santa Barbara, was once again host to Motorcar Operators West. The star of the show was Santa Maria Valley Railroad Railbus #9, visiting from the Pacific Southwest Railway Museum in Campo, CA. Once sold for scrap, the recently painted Railbus was back on its home rails for the first time since 1962 with museum President Jim Lundquist as pilot. A total of 32 cars participated on this bright and sunny day.

The safety meeting was held from the observation platform of the private car La Condesa. Railroad President Rob Himoto, Mayor Larry Lavagnino, and Councilman Bob Orach welcomed us. Also introduced were Dave Jenings, VP and Merrill Haberman, Engineer who operated the signals and flagged the crossings for us, and Leah Figaro, Office Manager, and Controller, who is very supportive of MOW and the motorcar excursions held in Santa Maria. Safety issues included awareness of street running, slowing for switches and the diamond, possible gravel in the flange ways, and extra care at high-speed traffic crossings.

We departed towards Guadalupe at 9:00am. The Ford Model "B" engine in the Railbus roared to life after a bit of coaxing and it soon filled up with about 9 riders. It led the lineup out of town with four blocks of street running, lots of cameras, and many smiling faces. This was a once in a lifetime event! We crossed

Broadway, then the diamond, and several other busy streets before heading out into the beautiful fields of almost-ripe strawberries and broccoli. A few miles later we came to the interchange with the Union Pacific at Guadalupe where we turned for the return trip.

The Santa Maria style barbecue lunch, prepared by the track gang of the SMVRR, was once again a highlight of the excursion. Rob Himoto opened up the engine house and his stable of locomotives for all to enjoy. The Friends of the SMVRR held a silent auction fundraiser with the private car La Condesa open for lunch and tours.

Our afternoon safety meeting recognized those who came from out of state to join us, and the four newly mentored operators on this excursion. We departed on our second trip around 2:00 pm with Railbus #9 once again in the lead. The ocean breeze picked up as we motored towards Guadalupe and the UP interchange.

While turning there, we were greeted by an Amtrak Surfliner #798 from San Luis Obispo whose engineer hailed us with several loud blasts of his train horn. The return trip was uneventful with an early set off at 4:30 pm. Those spending the night in Santa Maria were courteous in allowing those leaving for home to set off first. It was another great day on this "Gem of the Central Coast". For more pictures please see [www.smvrr.com](http://www.smvrr.com).

**ROCKY FORREST**

# TEXAS STATE RAILROAD

BY LEON SAPP AND  
JOHN VON BRIESEN

Reports from both Leon and John about this event are combined here. - Editor

Rusk, TX - May 3, 2008 - Nine motorcars, and one Hy-Rail, ran over the Historic Texas State Railroad from Rusk to Palestine, TX, and return. Owned by the State of Texas, the railroad dates back to 1881. Presently operated by American Heritage Railways, it is a 'Must See' for any railfans traveling through the area. This historic railroad runs through the scenic piney woods, and hardwood creek bottoms of East Texas, where rolling hills, nature, and wildlife bound.

With John von Briesen as the Excursion Coordinator, the group departed at 8:00 a.m. for the 50 mile round trip. We preceded the tourist train, powered by the 2-8-0 oil fired steam locomotive #300, out of Rusk. Only one stop was made on the way to Palestine; to rescue a small puppy apparently abandoned, and badly in need of a friend. Appropriately named "Fairmont" by the group, he now resides with John Barnette, one of the run participants.

Following our arrival at Palestine, the Alco diesel powered tourist train departed for Rusk at 11:00 am. The group enjoyed a long layover at the Texas State Railroad Palestine Depot, where we enjoyed a gourmet box lunch on the beautiful picnic grounds, and toured the railroad exhibits. On display was the famous Texas & Pacific Railroad 2-10-4 steam locomotive that pulled the Freedom Train for America's bicentennial in 1976.

We turned our cars on the wye, and waited for the steam train to arrive. Once #300 was run through the wye, and coupled up to the other end on the train, the group parked their motorcar line-up beside the depot for the inspection, and enjoyment of the many visitors to the railroad. When the Alco powered train returned, we departed to Rusk for a 4:00pm setoff.

The return trip was equally enjoyable by all, including Fairmont, who took to the rails and his new family quickly, and quite comfortably.

# NEW MILEAGE IN EASTERN WASHINGTON

PACIFIC RAILCAR OPERATORS  
BY STEVE TAULBEE



Photo by Susan Taulbee

## Sunday rest stop on the EWGRR between Wilbur and Almira, WA.

Wilbur, WA - May 19, 2008 - Twenty nine cars made Pacific Railcar Operators' two day inaugural run on the Eastern Washington Gateway Railroad (EWGRR). The state of Washington is buying the line to preserve this rail corridor formerly known as the Palouse River and Coulee City. The CW branch located west of Spokane runs from Cheney to Coulee City, WA, a distance of 109 miles, through an agriculture area of dry land grain fields, scabland, and center-pivot irrigated fields.

The event EC's were Bill Taylor and Steve Taulbee, with Dave Phillips and Greg Laughbom, of U. S. Rail Partners, Ltd., our railroad hosts.

Saturday we ran east to Cheney with stops at Davenport and Reardon. At Reardon, Gene Hawk showed us around Inland Empire Railway Historical Society. This was our lunch stop where we spent a delightful time looking at a collection of dilapidated motorcars of all shapes and sizes.

Several railroad officials watched our turnaround at Cheney, and complemented our group on our safety and efficiency. Under cloudy skies we returned to the set-on point at Wilbur having covered 142.5 miles this day.

On Sunday we headed west for Coulee City 34 miles away, where we enjoyed a leisurely lunch. We arrived back in Wilbur at 3:30pm for setoff.

Thanks go to Dave Phillips, of U. S. Rail Partners, for his excellent help, and for all of the information that he shared with us. Our group operated safely, and worked well together. We were invited back. It was a good inaugural weekend.

## CREATURE COMFORTS

BY MRS. DIANA NORTH

New Freedom, PA - May 25, 2008 - If you are a hothouse flower like me, in need of creature comforts, I recommend the Northern Central Railroad excursion. The coordinator, affectionately called "Mr. Dean" (Grote) by our son Jack, arranges this run at different times throughout the year. Today was the first time for me, and daughter Megan, to make this approximately 30 mile round trip. A SPECTACULAR DAY! Blue skies and warm. Lots of curious exercise enthusiasts watched as "we" unloaded the railcars. Now for the creature comforts: at set-on you can enjoy breakfast at the New Freedom Café, and use the all-important "girls room."

The first stop is Hanover Junction Train Station Museum that commemorates Lincoln's journey to Gettysburg in November 1863. I tried to get my kids to stand where Lincoln stood for a picture. They ended up standing in the grass, off the porch, due to the carpenter bees flying around. The creature comfort for me, a coffee drinker, was another clean restroom.

Leaving Hanover Junction, we motored along waving to the many people enjoying the parallel bike / hike trail. Megan uses her royal wave for the kids along the way. She loves waving to people. Many people here have seen the railcars before. Others have not, and you should see the surprise on their faces as

**SUGAR RUN**

they utter “Whoa – Look at that!”

Next stop is lunch at Serenity Station in Seven Valleys, PA. Here you can order a sandwich, eat under an umbrella, and in the girls’ bathroom – yes...potpourri! This stop includes the important “hovering time” where people lift the lid to the engine, tinker, and discuss mechanics. Can’t say I did that. For me an engine is an engine, unless it doesn’t work – then it becomes a headache.

The ride to the turnaround at York is truly beautiful with farms, trees, fragrant wild flowers, waterways, and bridges. At Serenity Station many of us enjoy another creature comfort: ice cream. I really enjoyed the day with my family. Megan and Jack did a terrific job riding, stopping and socializing. Next time, I plan on toting my bike on top of our A4. I’ll bicycle back from York to New Freedom, smiling and waving to the railcars along the way. With all the “hovering,” I’ll probably beat the group back. So thank goodness for the creature comforts: restaurants, bathrooms, ice cream, and a beautiful sunny day.

## OPERATIONS UPDATE BY HANK BROWN 10 SECOND RULE

Last issue I mentioned that I thought that more space should be used at higher speeds, because the 10 to 12 second rule was not adequate. Actually I believe that the rule is fine, and have no problem with it. I have a problem with the members that don’t abide by it. At every excursion I see members holding back, and then racing up just to see what their cars can do. Others have no clue what 10 to 12 seconds spacing is. Here’s a tip. As the car in front of you passes an object, start counting slowly. When your car gets to the same object, you should be on the number 10 or higher!

### EXCURSION COORDINATORS

When the BOD decided to test the Excursion Coordinators they were not prepared to add to the list. Since that time we have had a number of ECs that have been mentored, and have passed the test. I am currently evaluating the issue of including them as new ECs, but must wait for the Board to act on the new listings. If you have passed the test and been mentored, please be patient. The notification will come soon.

# RIDING WITH JOE

## BY JIM MCKEEL



Photo by Editor

Joe Speeder was cruising along on an exceptional excursion one beautiful summer afternoon, and was really enjoying the sunshine and excellent weather. He rounded a long gradual curve in the railroad and noticed he was approaching a road crossing that was equipped with flashing lights and gates. The lights were flashing and the gates were down. Joe Speeder looked both ways down the road and only saw one car approaching the crossing from his left. It looked like that car might get to the crossing about the same time he would, but it appeared to be slowing down for the flashing lights and gate across the traffic lane. He looked once again at the crossing apparatus to make sure that it was still activated. It was, so Joe Speeder blew a standard grade crossing warning with his horn and rolled on across the road.

As he crossed the road he suddenly heard screeching tires to his left and then saw the car making a quick stop at the crossing. He also noticed that the car was on the wrong side of the road and wondered why that guy was driving on the left side of the highway. Crazy drivers, he thought. He sighed contentedly, and cruised on down the track, quite happy that the gates and lights at that crossing had worked just like they should have. It was sure nice having that crossing apparatus working for him when he went across that road. Joe Speeder just couldn’t believe how great this trip had been with everything coming together nicely for an excellent trip.

Did Joe Speeder violate any NARCOA rules in the above scenario? What

should Joe Speeder have done differently?

Yes, Joe Speeder did violate several sections of rule #5 in Section II of the NARCOA Book of Rules. Joe should have slowed down and been prepared to stop at the road crossing until it was totally clear that the car on the highway was going to stop and that there was no other traffic approaching. With the crossing apparatus still activated, Joe could have then proceeded carefully across the highway after making sure that the driver of the car was aware of his presence on the tracks. Why all this caution? Because, the car had started to go around the gates!

Rule #5 in Section II of the NARCOA Book of Rules states as follows: “5. GRADE CROSSINGS. Motorcars do not have the right-of-way at grade crossings. Motorcars must be prepared to stop short of all grade crossings and proceed only when safe to do so. Be prepared to stop for vehicles and pedestrians that may run around crossing gates or flaggers. Check flange ways for obstructions and make sure that you have room on the other side of the crossing before proceeding. Automatic grade crossing signals will not ordinarily be activated. When they are activated, however, the protection may be limited because waiting traffic expecting trains may not see motorcars and may ignore warning signals. No motorcar may enter a grade crossing until it is safe to do so. Horns shall not be used as a substitute for the crossing rules above.”

**HOMETS FERRY**

# A BETTER TURNTABLE FOR A CARS BASED ON THE BEAVER CAR DESIGN

BY JIM SPICER

How would you like to lift your A car with one finger, just push a button? Then on a nice level crossing, turn it with one finger, maybe two, if you have weak fingers. My first encounter with the better turntable was on a large Beaver car. It had a large plate that held the car securely while being lifted, and provided good support when the car is up, and being turned. How did it work? It used a simple parallelogram arrangement.

When adapted for Fairmont A cars they work very well. The bottom plate is large enough to make the car stable. A problem with Fairmont gang cars is the transmission is exactly in the wrong place. It is the lowest part of the car; it is just where you need some room to make your turntable (TT) retract into the up position.

Before we go farther, here are the terms used for the various parts of a Turntable, TT. Starting at the bottom, the large round plate the cars turns on is the "Wheel". Next is the part the wheel attaches to, the "Carriage". The four moveable uprights are the "Legs". The pieces the legs attach to at the top are the "Uppers". If we wish to

communicate it helps to all be on the same page.

The Beaver car TT does not use a center bearing. It uses a simple bolt to act as a pivot point with four small wheels around the edge for car support. The better TT has a double roller bearing in center of the wheel, and four small cam rollers around the edge of carriage

synchronesh transmission, the bearing can be hidden just behind the transmission. On a Fairmont model E, the bearing won't fit there. The bell housing on the Pinto synchronesh transmission combination is smaller and longer than the combination on the A-4-D. By careful placement, it will fit just ahead of transmission. The A-4-D TT retracts to the rear; the E retracts to the front. To complicate the problem even more is the brake shaft. It crosses behind the transmission filling up part of the gap. Since all of our motorcars have only one brake system we must not do anything to compromise the integrity of the brake system. In other words, you must work around the brake system where it is. There will never be a simple one size TT that fits all A cars.



Photo by Pat Spicer

The author using two fingers to turn his A car named "Duke."

to help it maintain balance. At the bearing, the assembly is 4" thick. NARCOA has a 2 1/2" clearance rule. The problem is where to put the bearing assembly when the TT is up. On our A-4-D, which has the 134 cid "tractor" engine and non

OK, you have found the balance point (see the last edition of The SETOFF), and have three inches clearance under the transmission. There are two methods of figuring placement of the TT and its various components. You can use the mock up method spending a lot of time under your

## MOTORCAR FLEX AND ITS IMPORTANCE

BY JIM SPICER

To compensate for irregularities in track; frame flex allows wheels to follow the rail contour to prevent derailling. Riding in un-sprung M or A cars, you can feel the car flexing when crossing low joints. Fairmont M9, M19, and A-6 cars have spring suspensions reducing, but not eliminating, the need for frame flex. Flex is most important in M14, S2, and the longer wheel base A 3, A 4, and A 5's, that do not have any suspension

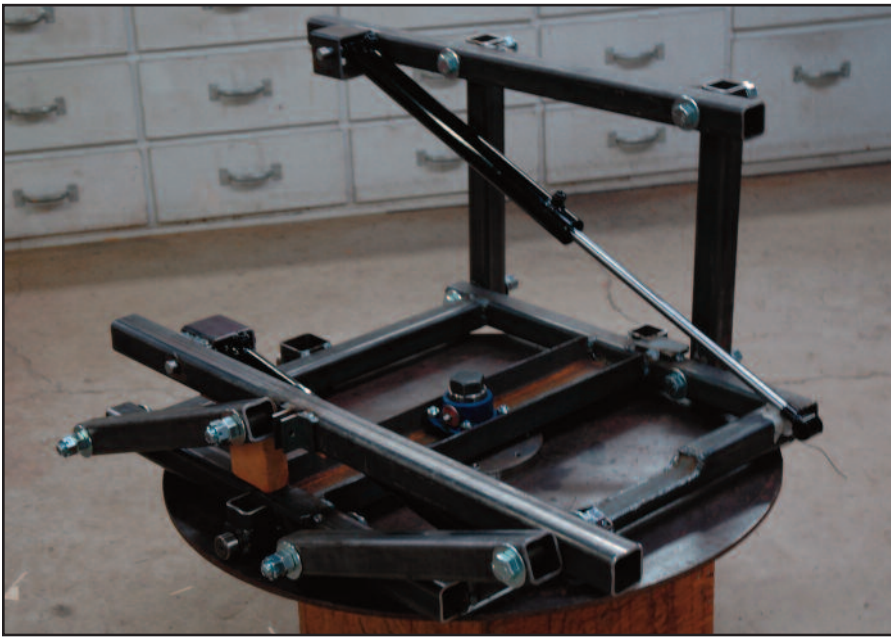
We have had instances of "improvements" to cars resulting in the car losing part or all of its flex. In one case during a rebuild the triangle pieces Fairmont bolted at most frame joints in A cars were welded. The result was the car continually derailed at low joints. After the car was sold, the new owner started grinding off the welds, curing the derailling problem.

Before modifying any car, testing should be done to determine the original flex. Put a jack under one end of the axle

and lift until the wheel on the opposite end of the axle starts to lift. Measure and record the distance between the lifted wheel and the floor. Repeat for each wheel on the car. After modification, do the same test to be assured you did not compromise the flex.

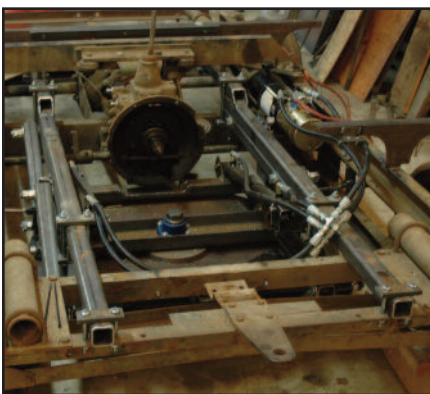
The need for care is especially important when installing a turntable. If a rigid four point mount is used, it can greatly stiffen the car. One solution might be to use Belleville Disc Springs under the bolt heads to allow flex movement, yet still hold the turntable firmly in place. These conical springs, which look like a bent flat washer, will hold large loads in small spaces. The springs, available from McMaster-Carr, will return to their specified height repeatedly after constant intermittent and cyclic loading.

Modifications to a motorcar should not compromise the integrity of the structure or add rigidity. Before starting a major project, seek professional engineering advice.



*Above: A6 turntable lifting assembly. Photos by Jim Spicer*

**Below: The A6 does not have a proper frame member to mount a turntable assembly. The top square tube is a subframe that the lifting assembly is clamped to with straps and bolts. Note how the hydraulic lines route from the pump to the front of the car and then to the other side.**



With the engine and clutch removed, the subframe is assembled then strapped (not welded) to the car chassis.

**Below right: Here's how the extended turntable in the car up position looks. This photo is of an A-4-E car with the same basic design as the A-6 above.**



car with suitable pieces of wood, clamps, and bolts, or you can use the drafting method. If you make an accurate drawing of the underside profile of the car, including the axles, brake shaft, and bottom of engine/transmission, you can figure where to make the center bearing retract, to give the required clearance. After you have the profile, it is a simple matter to design the TT, including both up and down positions. It also saves a lot of time under your car. If the floor in your car is bad, now is a good time to replace it. With the floor out, you can work from the top rather than the bottom, much easier.

If you just can't get the bearing to retract, or you don't want to use a center bearing, you can use the center bolt with four perimeter wheel method. The center bearing or bolt must do two things: provide a pivot point when turning the car, and hold up the hundred pound wheel when retracted. The least desirable method is the two plates with grease between them. It is an acceptable method, but does make the car harder to turn. On gravel it is also susceptible to turning the wheel rather than the car, causing the car to shift off center.

Leg pivots: A seamless steel tube welded into the legs near the ends and both upper and lower pivot points is required. For pivots, a good grade bolt, well greased, with a secure fastener works well. When cycled the pivots make less than a half turn, figuring you lift the car fifty times a year that is less than twenty five revolutions per year. After seven years, mine shows no wear. If you study the pictures you can get a pretty good idea how to construct a better TT.

This system used a 12V hydraulic power pack with a solenoid valve for double acting cylinders. The car is lifted and carriage retracted with two 2 X 16" double acting cylinders. Set up the solenoid valve so the solenoid is used when

lifting the car. If the solenoid fails the car will be down, not up. There are several suppliers of power packs and cylinders. I have had good luck with Surplus Center, Lincoln, NE.

[www.surpluscenter.com](http://www.surpluscenter.com)

## HELPFUL HINTS

**Turning:** You should use caution when turning. The car is heavy and if turning fast it has a lot of momentum. If something hangs, up you stand a good chance of the wheel moving off center of track. If not at a paved crossing it can be difficult to re-center. I usually ask helpful bystanders to please not help me turn.

**Setting on at ninety degree grade crossings,** the wheel is located in the center, but is not necessarily in middle of car. You will soon learn where to place the car in relation to track so when you turn the car it will be over the rails.

**Angle crossings:** They are always a problem to get centered up. If you lift your car, and then turn ninety degrees to the track, then you can easily center up your car.

## DOs AND DON'Ts

Never trust a jack or turntable. Never get under a car without using jack stands or proper blocking. Hydraulic systems do fail. Don't spend the rest of your life under your motorcar.

If welding, always use proper fire safety precautions. Use good engineering practices. An improper weld can compromise an existing structure element.

Never, ever, do anything to compromise your car's brake system. Motorcars only have one means of stopping. If you modify it and it fails, you are in big trouble.

This article is to provoke thought only. I am not a professional engineer or a certified welder. I am a retired farmer and subscribe to the build it "hell for stout" method. In today's litigation world, a person needs to be careful about giving advice. I am happy to answer nontechnical questions. For technical questions, I would suggest a professional engineer.

The best way to contact me is by e-mail [JimArea10@aol.com](mailto:JimArea10@aol.com). Use Turntable as subject. We are gone a lot in the summer; be patient, I will answer.

**PRESSWOOD**

# DIFFERENTIAL AXLE CENTER BOLT

## LOSING THIS ONE BOLT DISABLES YOUR CAR

BY BOB SNYDER

In 2005 Donna and I were having a grand old time riding the rails in Oregon and Washington. As we were sailing down the tracks admiring the scenery alongside the Columbia River, and trying to make Astoria before sundown, our car developed a rather loud "thump" that also shook the car! I thought "It must be a twig or something caught in one of the wheel spokes." We were in the middle of the "pack" traveling along at about 20 mph. I was hesitant to slow the group down by stopping for a problem I was sure "will cure itself momentarily." I mean, after all I had just lubricated every grease zerk, changed the oil, checked the belts, brakes, and everything else on the inspection form before loading up my MT-14 at home.

Anyhow, I kept looking out the

us!" With some help from the fellow speeder freaks gathered around, we set-off into the "Boat Yards" parking lot.

I got a ride back to the set-on point for our trailer, and returned to Astoria to load the motorcar. The next morning we met the group at breakfast, said our good-byes, and left for home missing the last part of the trip.

When I took the front axle off I could see that the axle sleeve, under which the "differential" split bushing halves are located, was way off to one side. After carefully inspecting each axle shaft end, the split bushing, and the axle sleeve, I decided that about the only thing hurt was my pride! The center bolt, having lost the nut, was the first to hit the car body making the original warning sounds. Because I did not stop to look at

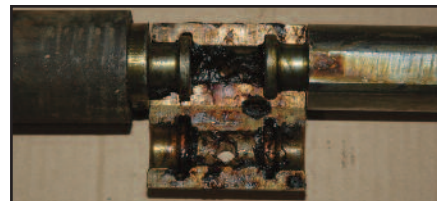


*Photos by Editor*

**The spare MT-14 parts laid out above show the distance on either side of center that an axle sleeve has to slide. Before the split bushing was totally exposed, the sleeve was probably stopped by the thrust collar and bearing assembly thus saving Bob and Donna Snyder from derailment. Such favorable dimensions do not exist on a MT-19 where the sleeve definitely has enough room to slide on the long axle. Below: note the flat channel on the axle halves used to distribute grease.**

doors, and lifting the engine cover without finding anything out of the ordinary. Suddenly I noticed that every time the "clunk" occurred, I could see a slight wobble in the front axle. After discussing it with Donna, I said let's "wait and see what happens. If the noise or vibration gets worse, we'll stop. Otherwise we'll try and get to Astoria."

When the group stopped at the outskirts of Astoria, for a "potty break," I got down on hands & knees to take a look. "Oh my!" I said. The axle was not only "bent" it had a stripe where it had been smacking the frame. More importantly, the center retainer bolt was MISSING! I got out my trusty 4 foot long pry bar and tried to "bump" the axle sleeve back into place, but it wouldn't move. I told Donna "This is as far as we go! We must set-off here and now to prevent more damage or worse. The front axle could finish coming apart if we keep going, and de-rail



the first sound of trouble, the bolt finally fell on the tracks. At that point the axle sleeve started sliding to one side creating the possibility for total separation of the axle halves.

I drilled a hole in the end of the new center bolt, and used a castle nut and safety wire arrangement. Check the wire frequently, weeds can pull it off. Alternately you could use a nylon locking nut as Fairmont did, which they called an elastic stop nut 5/16" x 18. Now you know why that teeny-tiny bolt, and safety wire, needs inspection each day before you start up the engine!

**IRVING**

# RECREATIONAL RAILROAD COALITION

## UPDATE ON CALIFORNIA RAIL PRESERVATION EFFORTS

BY LARRY BOWLER, RRC PRESIDENT

In 2004, four California rail enthusiasts came up with a new idea for preserving old branch lines. Ric Masten, Tod Hill, Steve Paoletti, and Larry Bowler conceived the idea of forming a tax exempt, non-profit social organization that would lease unused or soon to be abandoned track. Their organization would take over the maintenance of a branch line relieving the railroad owner

trespassers, garbage dumping, and encroachment by adjacent property owners.

Greg Carney responded positively to the concept advising that he would pass the idea by the company attorney. To help present their case to the company attorney, Ric and Larry secured the pro-bono services of a civil attorney to draft a lease. At the same time they began the process of creating a 501(c)(7) corporation. Tod Hill and Steve Paoletti agreed to become the Treasurer and Secretary. Larry Bowler would serve as President. Although it took until 2005 to work out the lease with the railroad, the effort to preserve the 100 year old ST&E branch line had reached a tipping point.

ing the use of antique speeders, and teaching how the vintage equipment and tools of the old "Gandy Dancers" worked.

One of the first activities on the Linden Branch was changing out bent rails which had been "hooked" by farmer's agricultural equipment. Work crews from local prisons were a valuable initial resource. On January 1, 2005, twenty speeders participated in the first motorcar event sponsored by Pacific Railcar Operators. Currently the volunteer RRC crews are doing a Linden Branch work party run every two months.

Building a base of volunteer members and workers was slow in the beginning. The Speeders List and the three California speeder club bulletin boards were the primary outlets for announcing early RRC projects and activities to rail enthusiasts. Eventually an E-mail list was assembled, and it has become the primary method of communicating announcements with those who are interested in the rail preservation work of RRC. Speeder ownership is not required. In the development of a recreational railroad enterprise like RRC, communications is absolutely necessary. Without the internet and e-mail, the growth of RRC might have been very different.

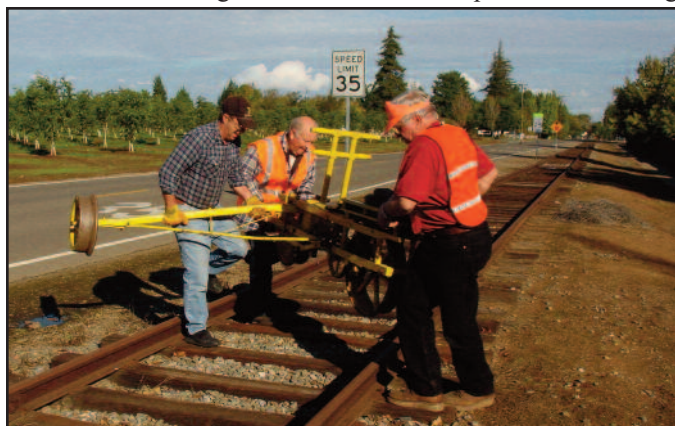


Photo by Carol Balestreri

**The ST&E Linden Branch provides a straight and level place to operate velocipedes. Owner Al McCracken gets help turning from Larry Shaw and Dave Balestreri.**

of the expense. The railroad owner, relieved of expenses, would be more likely to leave the rail in place keeping open the option of some kind of future use for the right of way. In return the lease would provide for control of access to the rail by speeder enthusiasts.

Living in the central California valley, Ric Masten knew that, just a few miles from his home, there was a railroad branch 10 miles in length running from Stockton to Linden, CA. This rail, owned by the Stockton Terminal & Eastern Railroad (ST&E), had not been used in nearly 20 years. The branch was a perfect test case for their non-profit social organization concept. Ric Masten knew the Vice-President of the ST&E, Greg Carney through a service club, so Ric and Larry Bowler made an appointment with Greg Carney to sell their idea. Would the ST&E consider leasing the tracks to this new organization for \$1.00 per year? The very presence of the speeders would effectively return rail traffic to the corridor, and minimize the problems of vandalism, theft, unlawful

of public relations, the social club was named Recreational Railroad Coalition, Inc (RRC). It is not another speeder club rather it is a hybrid railroad holding company. There is no paid membership. The tracks of the Linden Branch were cleaned, repaired, and opened up to the speeder clubs in California. Renting the tracks to them is the primary source of income to the RRC. Funds are used to purchase weed control chemicals and equipment necessary to maintain the rails. Local media were furnished news releases announcing that the Linden Branch was now dedicated to recreation and education. An early emphasis on educational goals helped gain the local political support necessary for the success of the project. RRC began demonstrat-

For purposes



Photo by Editor

**RRC added this turning pad to facilitate Amador Central speeder operations.**

In 2005, it was learned that the historic Amador Central Railroad in the foothills of the Sierra's was shutting down operations. Grant Vogel, a resident of Amador County, and a dedicated rail enthusiast, called Larry Bowler and sug-





*Photo by Robert Piacentini*  
**RRCHS work crew recovering rail from along the right of way for use in rebuilding the wye in Ione, CA.**

gested that RRC inquire into the possibility of adding this mountain railroad to its holdings. Larry Bowler made contact with Sierra Pacific Industries, owner of the railroad, suggesting that RRC assume managing control of this picturesque ten mile railroad. The outcome of that meeting resulted in the creation of another lease and the subsequent granting of ac-

900 feet of track would provide a teaching project for those interested in learning the tools, techniques, and thought processes used at the turn of the century in the building of America's railroad system. One leg of the wye was still in operation. The west leg had been removed over 50 years ago, and possibly converted to scrap iron for the war effort.



*Photo by Larry Bowler*  
**RRCHS work crew spraying the Amadore Central right of way using "007" built by Grant Vogel.**

cess and maintenance of way responsibilities to RRC.

Running from Ione to Martel, CA, the line has 100 curves, crosses a trestle over State Highway 88, and climbs over 1100 feet in elevation through the open rangeland of Amador County. The first NARCOA motorcar event held on the railroad was by Motorcar Operators West in 2005. The second was during the Ione RailFair in 2006. The social club now holds the leases to two separate railroads, one a flat-land corridor through the orchards of San Joaquin County, and the other a mountain railroad through Amador County.

In 2006 it was suggested that the historic wye at Ione be reconstructed to allow for easier turning for the speeder excursions. In addition, rebuilding the

Using donated equipment and volunteer Gandy Dancers, the reconstruction work was begun under Railroad Superintendent Dave Balestrieri's and Roadmaster Grant Vogel's leadership. Currently the volunteer work crews are doing a run every month in conjunction with this work.

About the time the wye reconstruction started, a companion non-profit entity known as the RRC Historical Society (RRCHS) was created. RRCHS is a 501(c)(3) corporation with all the tax advantages of a non-profit. It is able to attract donors who benefit from tax deductions created by their donations.

Ties were donated from a railroad-upgrading project in Sacramento. Recently Tom MacLaughlin, of the real estate management company MacLaughlin & Company, donated the rail from a no longer used loading spur in Rancho Cordova, CA. For the wye project, this is a major donation of track with a value of over \$15,000. Thanks to

the new non-profit RRCHS entity, the generous donor received a nice tax benefit and got his property cleared of unused rails.

Other rails were found stockpiled along the Amador Central right of way. An antique "Gandy" tie remover/insertor was used to pull the rails out of the weeds to trackside. Work crews, using their speeders and tow trailers, moved everything to Ione. These volunteers, from all over the central California region, are learning the ways of railroad construction. Not everyone owns or operates a speeder, but everyone has an appreciation for the work, the camaraderie, and a sense of protecting a valuable historical railroad corridor.

The original idea of RRC to form a non-profit social organization to preserve historic rails has been a success on both the ST&E Linden Branch and Amador Central Railroad. The efforts of the original leaders to organize, incorporate, and coordinate the ongoing activities have taken time and focus. The success of their efforts is demonstrated by the growing number of volunteers willing to join in with their support, sweat equity, and donations.

Finally, on April 4, 2008 RRC announced that the extension of the lease with Sierra Pacific Industries, owner of the Amador Central railroad, has been signed. The volunteer work reconstructing the steam-era turning wye continues. Thanks to the educational efforts of RRCHS, the techniques, tools, and expertise of a bygone era of railroad building continue to be taught. Thanks to the RRC, two central California rail lines are preserved and available to the speeder hobby.

If you are interested in more details on how to organize a similar effort in your area, please contact Larry Bowler at [rrepres@yahoo.com](mailto:rrepres@yahoo.com)



*Photo by Robert Piacentini*  
**Greg Ockander, Joe Nemmer, and John Atkinson installing the first switch.**



Photos by Csaba Toth

Mátramindszent station, in the Mátra mountains area 65 miles northeast of Budapest, on the closed part of line No.82.

# HUNGARIAN SPEEDERS

BY CSABA TOTH

First of all, a few words about our machines: the MÁV PVG speeders. Most of the Hungarian railcars were built in the 1960's. They were almost all the same type with only some minor changes invented during the production. The main specifications from the company were the railcar had to be light, with a simple design where all parts were the same or similar between vehicles, reliable and tough enough to carry 3-5 men with light tools and equipment, economic and easy to operate, and easy to maintain.

The result was the light PVG (PVG stands for Pályamesteri VágányGépkocsi – Inspectors railcar). It has a steel tube frame, pressed steel wheels, a Pannonia motorcycle engine, and wooden seats. The track gauge is 1435mm, equivalent

to the US standard gauge. The 250cc, one cylinder, two stroke 16BHP engines were the same as those used in the Pannonia motorcycle. The only modification was with the first gear. It was replaced with a reverse gear, so the railcar started from second gear. With the car stopped, the reverse gear could be engaged by using a small security switch that prevents putting the engine into reverse while running ahead. The electrical system was 6V, with one headlight and one backlight. The engine could be started with a kick starter. Total weight of the car was around 350kgs (772 lbs), maximum speed was restricted to 30km/h (18.6 mph). Soon after the first cars were

put into service several design problems came to light. The first major problem was the wheels: the weight and the maximum speed of the railcar wore out the pressed steel wheels very quickly. Heavier molded steel wheels were imple-



Original Pannonia type 250 cc T-5 engine.



Passers-by inspect the cars at Ajka city station, 95 miles southwest of Budapest, during a rest stop. The locomotive is an electric switcher MÁV class V46.

mented, and they lasted a very long time. The frame was also modified to give it more strength, and a small windscreen was added to give the crews some protection from wind and weather.

At the moment documentation is unavailable on how many MÁV PVG speeders were built. Estimates are that around 250-300 machines were used on the main MÁV network, and around ten machines on small industrial rail lines.

In Hungary “narrow gauge” is 760mm (29.92 inches). A few railcars of this gauge were built with some of the same design elements as the MÁV PVG speeders. The engine was the same Pan-





**Above:** The two oldest railcars in Hungary - the open car was “narrowed” down from a standard gauge PVG inspector’s railcar - the covered car is all original. **Right:** Home-built speeders at Kecskemét Narrow Gauge Railway, 55 miles southeast of Budapest. The silver car is Czech made.

nia, and the frame was steel tube. Used on the narrow gauge commuter lines and forestry railways, almost all of these “narrow” machines still exist in nostalgic service.

In the late 1970’s, when Csepel works (manufacturer of Pannonia motorcycles) closed, there were no more parts available for the original engines. They were replaced by more powerful East German MZ motorcycle engines with a more reliable ignitions, and 12V electric systems. In addition, some minor changes to the frame, applied by local shops (canopy, comfortable seats), and the second generation of molded steel wheels were invented. The new wheels were the same size, but with less steel used, they weighed less. Some accidents happened with the railcars leading to the speed being restricted to 30km/h. However, the MZ engines were powerful enough for 50-55km/h, and the old brake design was too small for this. Damaged speeders were cannibalized for spare parts, and often converted to pull trailers to carry parts and tools.

By modernizing the rail lines maintenance stock, MÁV built bigger and more comfortable vehicles to carry the crew and equipment, so the speeders were scrapped, or displayed at railway stations and maintenance yards. They were officially taken out of service in 1997.

To own a speeder in Hungary is not so easy. With many of them scrapped, the remaining motorcars are mostly on display. Almost every speeder owner

bought their machines at a scrap yard, or final sales of rail maintenance stations. To rebuild them is easy. The Pannonia motorcycles are still popular here as historic motorcycles, so new parts for the engine, such as bearings and the electrical system, are all available. The only

The narrow gauge speeder owners are allowed to run their vehicles on narrow gauge lines, because the majority of these rails are privately owned. There are many narrow gauge speeder operators in the country, and most of them have home-built speeders. The common concept is a quad or scooter engine (50-100ccm), steel frame, molded steel wheels, springs, and wooden seats for 2-4 people. These machines are of ex-



problem can be the frame and wheels. The wheels are molded steel, and no replacements or new items are available. If there is a problem with a wheel, it must be replaced with a scrap yard wheel that is less worn, or a “new old stock” wheel purchased at a maintenance station auction.

Another big problem is where to use our speeders. Officially it is not allowed to put your speeder onto MÁV tracks and run, even if the line is not in use or closed. To get permission from the local rail inspector is not so easy. Therefore, we have very few runs in a year, about 5-6 times, when we are allowed to use our vehicles on MÁV’s tracks. It may change in the future; at least we hope we can cooperate with MÁV crew. At this time there are only eight active standard gauge speeder owners in the country, we all own ex-MÁV PVG’s. Our favorite line is number 6, in the middle of the country, near Lake Balaton. A part of this line was closed in 1978, and there is no rail traffic since then. Most of the tracks were stolen, only an 8km length part remains. We regularly go there to run our speeders and clean the tracks.

tremely light construction, with only 80-100kgs (175-220 lbs) weight. Minimum safety requirements are brakes (disc brakes preferred), brake lights, headlights, horn, and hooks on both sides of the vehicle to permit towing in case of breakdown. A speeder without these minimum requirements is not welcomed on the tracks. Operators have permission to use a part of a narrow gauge network at Lake Balaton where they run their machines almost every week, and do track and equipment maintenance in return.

Information about MÁV, Hungarian State Railways, is available in English at: [http://en.wikipedia.org/wiki/Hungarian\\_State\\_Railways](http://en.wikipedia.org/wiki/Hungarian_State_Railways)

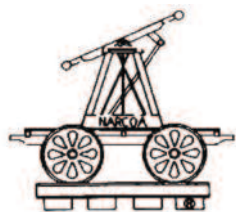
Here are some links to Hungarian speeder pages:

<http://matiz.terep.hu/hajtany> - my gallery of speeders, restorations, and runs.

<http://hajtany.znet.hu> - movies, and photos of speeder runs.

<http://foma.freeweb.hu/drezina/index.htm> - photos on a closed line near Pécs city.

<http://www.sin-ter.hu/topic.php?id=2072> – photos of narrow gauge speeders.

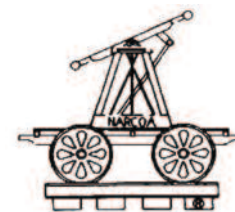


# NARCOA EXCURSIONS

AS OF JUNE 6, 2008

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

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



## June 1, 2008 - CA Sierra Railroad

Sierra RR Oakdale to Jamestown (California) and return. Run held in conjunction with Steve Paluso's Saturday May 31st PRO Woolgrowers run to Los Banos on the California Northern. Cost \$140.- per car. Please send your check made out to Motorcar Operators West, include current NARCOA numbers and a LSASE envelope before May 21st to: Chris Ogilvie 6676 Colton Blvd. Oakland CA 94611 (510) 339-1071 home (415) 896-2644 office [cwogilvie@sbcglobal.net](mailto:cwogilvie@sbcglobal.net) 20 car minimum. All NARCOA licenced and insured operators are welcome! NARCOA and MOW rules will apply.

## June 6/8, 2008 - WI East Troy Electric RR

Dave Hawley is pleased to sponsor a 3-day run over the East Troy Electric Railroad on June 6-7-8, 2008. Participants will travel approximately 13 round-trip miles between East Troy, WI. and Mukwonago, WI. several times during this event. We will have a Friday and Saturday night run and we will be giving public rides on both Saturday and Sunday. Total mileage will be at least 78. There are no fees for those attending, however all operators must be museum members at a cost of \$35 for a single annual membership. There is a 20 car limit. This is a non-NARCOA insured activity, with insurance provided by the East Troy Trolley Museum and all NARCOA rules will apply. For trip details contact Dave Hawley Tel: (630) 854-8052 or email: [DHAWLEY1214@aol.com](mailto:DHAWLEY1214@aol.com)

## June 7, 2008 - PA Lycoming Valley Railroad

Central Pennsylvania Excursions is pleased to sponsor a 1 day run on the Lycoming Valley Railroad - Ride the 80 miles RT of the Lycoming Valley Railroad from Williamsport to Muncy and Avis. Former Reading and New York Central Railroads. Proof of NARCOA insurance required, all NARCOA rules will be enforced. Registration fee - \$55.00. Note: 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](mailto:firefighter5@jlink.net)

## June 8, 2008 - PA Union County Industrial RR

CPE is pleased to sponsor a 1 day run on the Union County Industrial Railroad NOTE - THE TRACK FROM LEWISBURG TO MIFFLINBURG HAS BEEN LISTED FOR ABANDONMENT AND MAY BE TORN UP BY JUNE. THIS MAY BE THE CHANCE TO RIDE ON THIS 10 MILES OF TRACK. Union County Industrial Railroad from New Columbia to Winfield, Mifflinburg and back (25 miles). Proof of NARCOA insurance required, all NARCOA rules will be enforced. Registration fee - \$30.00. Note: All CPE rides are rain or shine. No cancellations due to weather. Hard soled shoes required, no sneakers or sandals. Children must be closely supervised at all times. Send check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: (570) 538-9050 or email [firefighter5@jlink.net](mailto:firefighter5@jlink.net)

## June 7 - 18, 2008 - AK Alaska Railroad

Motorcar Operators West is pleased to announce the Alaska Railroad Excursion for June 7, 2008 through June 18, 2008. The excursion will take motorcar operators and guests from Anchorage to Seward to Denali National Park to Fairbanks and return. Cost of the excursion is \$5500 which includes railroad, lodging, bus shuttle, fuel, and affiliated fees. This is a NARCOA insured excursion, and all NARCOA rules will apply. For trip details please contact Dan Berg, 2017 Mule Creek Rd, Las Vegas, NV 89134 (702) 341-8617 or email: [dabajb@anv.net](mailto:dabajb@anv.net)

## June 12 - 18, 2008 - MT Big Sky Adventure Full - Waiting List

Pacific Railcar Operators is pleased to announce its Big Sky Adventure II June 10-16, 2008. Participants will run over 5 different branches of three unique railroads in Montana's Big Sky Country. They are Montana Rail Link, Butte, Anaconda & Pacific (Rarus), and Central Montana Rail Inc.

Certified Excursion Coordinator Bill Taylor, 917 Parkview Way, Missoula, MT 59803. For more information call (406) 721-2351 or email [wtaylor@bresnan.net](mailto:wtaylor@bresnan.net)

## June 13 - 17, 2008 - CO First Iowa Division June Tour - Colorado

The following rides are set up as two separate tour packages so you can choose either package or both. The Colorado tour cost is \$475 with \$100 tax deductible. Cost of the Idaho/Washington tour is \$585. A complete information packet will be sent to those signing up. Contact Dave Pratt (515-674-3803) or Carl Schneider (515-967-5181) or e-mail [motorcarl@mchsi.com](mailto:motorcarl@mchsi.com) for further information. June 13 - San Luis & Rio Grande Railroad - Alamosa to Monte Vista, Colorado & San Luis Central Railroad - Monte Vista to Center and return - 66 miles. June 14 - San Luis & Rio Grande Railroad - Alamosa - LaVeta, Colorado We will ride from Alamosa east over LaVeta Pass at 9242'. - 152 miles. June 15 - Denver & Rio Grande Scenic Railroad - South Fork - Creede, - 44 miles. June 16 - 17 - Leadville & Southern Railroad - Leadville to Climax, Colorado We will set on the evening of June 16th for a night run up the mountain on this scenic line which goes up to 11,300 feet at Climax and then return to Leadville - 23 miles. June 17th for a daytime run back up the mountain to Climax and returning to Leadville -23 miles.

## June 14, 2008 - MI Minnesota Southern RR

The First Iowa Division is hosting a ride on the Minnesota Southern at Luverne, Minnesota. Set on will be at 6:30am and we will travel east through Magnolia, Adrian, and Rushmore with a turn around at Agate Junction with the Union Pacific near Worthington - 90 miles. Cost of this ride is \$30. Contact Carl Schneider at 515-967-5181 or e-mail [motorcarl@mchsi.com](mailto:motorcarl@mchsi.com) for more information including available motels in the area. This is a Narcoa-insured ride and all Narcoa rules apply.

## June 14/15, 2008 - IN Hoosier Valley RR Museum

The HVRM will be giving public train rides during the North Judson, Indiana Mint Festival Days. Operators who participate with the festival will be asked to give rides to the general public for Sat. and or Sun. Set on: 7:00 to 9:00am (CENTRAL TIME). Exact schedule for rides will be sent as time approaches. Operators will have a private late afternoon run to LaCrosse or Malden on Sat. and a possible LaCrosse run on Sun. morning if schedule permits. NO CHARGE. All cars have the option of being stored in the engine house on Friday & Sat night. All NARCOA rules and regulations apply, Limit of 20 cars. A-cars welcome and are accepted for private runs. HVRM insurance will cover public rides. NARCOA insurance covers private runs. Camping on grounds is permitted and Friday arrivals welcome. For registration and all extra information "hotels and restaurants" Contact Jon Schmidt, 17591 w15b Rd. Culver, IN 46511 (574-842-2948) or email: [irishpaddy44@hotmail.com](mailto:irishpaddy44@hotmail.com) Please send Rule Book and Insurance number when registering. Museum site. [hvrn.railfan.net](http://hvrn.railfan.net) for more info and directions.

## June 15, 2008 - NC Great Smoky Mountains RR

Tom Falicon would like to announce a NARCOA insured excursion on the Great Smoky Mountains RR in North Carolina. Set -on will be in Andrews, NC and we will make two runs over the Red Marble Gap Grade with one run going as far as Bryson City if time and train movements permit. On our first trip over the mountain, two cycle cars will be able to try their luck at mastering the 5+% grade if they like! Total round trip miles will be a min-

**The answer to the railroad quiz is:** the Lehigh Valley Railroad, Buffalo Division, that once served the Eastern Pennsylvania anthracite coal district. Not all south to north points are listed for this track that runs from near Scranton to Sayre, PA. Due to space, the Editor choose 18 interesting names out of the 30 control points listed.

Source: Time Table No. 9, October 27, 1968, p4.

imum of 60 miles and a max of around 90 miles. Cost of this trip is: \$85.00. For a sign-up form and more info, contact: EC, Tom Falicon, 1227 Sawmill Creek Rd., Bryson City, NC 28713, 828-488-8063, rail-dawg@gte.net

#### **June 21, 2008 - GA Blue Ridge Scenic RR**

Blue Ridge, GA to Ellijay, GA – Approx 30 miles round trip. Supper stop in Ellijay. NARCOA rules apply. Set on Blue Ridge at Fire Station, South of Depot, at 4 PM, Safety Briefing at 5 PM. Do not set on until permission is given by EC. Price: \$5.00 per car active Blue Ridge Scenic Railroad Volunteers. All others \$10.00 per car. Coordinators: Carl Hymen (706-455-0492, Scottie Wershing (828) 644-5204, Ron Long (706) 632-9736. Email: aherron@tds.net

#### **June 21 - 22, 2008-WV-Waiting List West VA Central RR**

A.R.E.) Appalachian Rail Excursions is pleased to announce a motorcar run on the West Virginia Central in Elkins West Virginia for June 21-22, 2008. On Saturday we will start at Elkins West Virginia at the former Western Maryland Depot and travel south to Spruce. At Spruce we will switch to Cass Scenic Railroad's Spruce connector. This is approximately 120 round trip miles. The cars will remain on the tracks at the Western Maryland Depot with a security guard watching them. On Sunday we will travel north to Belington and onto Tygart. Sunday's run is 60 round trip miles with a possibility of 20 additional miles. THIS IS NO-MENTORED RUN. ONLY EXPERIENCED OPERATORS. NO HIGH RAILS. All NARCOA rules apply. Hard soled shoes are required by the railroad at all times. There is a 40 car limit for this run. Box lunches will be available on Saturday for an extra fee. Set on is at the Western Maryland Depot. For more info and registration: EC - Paul S. Rujak Phone:304-670-4099, 786 Hudson Hill Road E-mail: psrujak@weir.net Weirton, WV 26062-5584 No e-mail or phone registrations accepted! Cost is \$135

#### **June 20 - 30, 2008 - ID/WA First Iowa Division June Tour - Idaho/Washington**

June 20 - 22 - Bountiful Grain & Craig Mountain Railroad - Lewiston, Idaho We will start this trip with a night run beginning at Lapwai which is east of Lewiston - 26 miles. Day 2 will also begin at Lapwai to Kamiah and return 104 mile. The third day Craigmont to Culatesac and return - 40 miles round trip. We may be able to make this run twice if time permits. June 23 - Washington & Idaho Railroad - Pullman, Washington. Pullman to Marshall, WA. The cars will be turned and return to Palouse where we will ride east through Potlatch to Harvard and then return to Pullman - 212 miles round trip. June 24 - 25 - Wallowa Union Railroad - Joseph, Oregon There will be a night run of 30 miles round trip followed by a daylight run of 128 miles. June 26 & 27 - Travel & Rest Days. June 28 - St. Maries Railroad - St. Maries to Clarkia, Idaho - 152 miles. June 29 - Pend Oreille Railroad - Cusick, Washington to Dover, Idaho - 84 miles round trip. June 30 - Pend Oreille Railroad - Cusick to Metaline Falls - 84 miles round trip. Tour is NARCOA insured and all NARCOA rules will apply. Cost of the Idaho/Washington tour is \$585. A complete information packet will be sent to those signing up. Contact Dave Pratt (515-674-3803) or Carl Schneider (515-967-5181) or e-mail motorcarl@mchsi.com for further information.

#### **June 23 - 27, 2008 - AB/SK Great Western Rwy**

North Central Railcars, Ltd. is pleased to announce a 5-day motor car excursion on the Great Western Railway in the rolling hills of southern Saskatchewan. The trip will run between Assiniboia and Ogema (the former Red Coat Road and Rail), Assiniboia and Coronach, SK (ex-CP Fife Lake Sub) and between Assiniboia and Consul, SK. The trip will cover approximately 600 rail miles. The excursion fee of \$325 (CDN) or \$350 (USD) covers the railroad fee and miscellaneous excursion costs. Participants will need to make their own lodging arrangements in Assiniboia (June 22, 23 & 24) and Shaunavon, SK (June 25 & 26). Registration materials and complete trip details, itinerary, and maps will be sent upon receipt of the excursion fee. This is a NARCOA insured excursion and NARCOA rules apply. There is a 25 car limit. To register, send a check for \$325 (CDN) or \$350.00 (USD) (payable to North Central Railcars) to Michael P. Ford, 7712 Carpenter Court, Plainfield, IN 46168-8035. Contact Mike at (317) 839-9320 or via e-mail (mford@indy.rr.com).

#### **June 26 - 29, 2008 - OR Oregon Pacific RR**

The Oregon Pacific Railroad (OPRR) is pleased to host and welcome speeder operators to the fifth, semi-annual speeder and steam event in Portland Oregon. The OPRR is inviting experienced speeder operators to run

in conjunction with the SP&S 700 for the "Steaming Through History" weekend fund raiser for the Pacific Railroad Preservation Association offering rides to the public on speeders and the steam train. The Railroad will be hosting this non-NARCOA event free to speeder operators for four days, Thursday June 26th through Sunday June 29th. You are more than welcome to operate from one to all four days. Insurance will be provided by the OPRR for the duration of the event. We are limited to 12 speeders due to the storage length of the station siding, so please reserve your space today. This event will require either speeders have turntables or the capability of operating in reverse \*SAFELY\* and comfortably as we will not be able to use crossings or the passenger loading area to manually turn cars. Safety inspection will be required before being allowed to operate. Contact Kevin Novak by e-mail at up2615@comcast.net or by phone at (503) 969-6447 Tues-Sat 1800-2200, Sun-Mon 1000-2200 PST, or by snail mail at 1672 SW 29th Ct. Gresham, OR 97080

#### **June 26 - July 10, 2008 - BC/OR/ID Pacific Northwest Tour**

Verdant Valleys, Massive Mountains and New Rail - MOW is pleased to sponsor a TWELVE day tour including nine railroads in the Pacific Northwest: Kelowna Pacific Railway (Vernon, BC) June 27 – 29, Okanagan Valley Railway (Vernon, BC) June 28, Kootenay Valley Railway (Nelson, BC) July 1 - 4, and Canadian Pacific Railway July 2 - 3, Idaho Northern RR and Wallowa Union RR (La Grande, OR) July 6 & 8, Idaho Northern RR (Fruitland, ID) July 9-10 and Modoc Northern RR (Lakeview, OR) July 12. Participants will travel approximately 1060 miles on 9 railroads and approximately 990 road miles starting in southern British Columbia. MOW membership not required. All participants must have 2008 NARCOA Insurance and current license number. Estimated trip fee of \$1600.00 per car. Participants are responsible for their own meals and lodging. There is a 25-car limit. This is a NARCOA insured excursion, and all NARCOA rules will apply. For registration information and trip details contact Margaret Hope (604) 320-7613 mail to: mhope@lionsgate.ca

#### **July 4, 2008 - CO San Luis & Rio Grande RR (LaVeta Pass)**

July 4th BBQ run. The Rocky Mountain Division invites you to: Set-on at LaVeta, CO and travel over the pass to Blanca, Co a distance of 42 miles. BBQ and meet with SLRG passenger train at Fir. Return to LaVeta the same day. NARCOA rules and insurance will be in effect. Speeder limit will be 25 Cost: \$125.00 per speeder. Sweeps, wheel chocks, spark arrestors will be required. Jon Keeling will be EC. Contact Philip Walters, PO Box 57, Mancos, CO 81328 (970) 533-7177 or pwalters@frontier.net

#### **July 4 - 6, 2008 - WV Petersburg WV Railshow - Full**

Appalachian Rail Excursions LLC is pleased to announce that we will again take part in the annual Rail Show at Petersburg WV July 4-6, 2008. Needed are ten participants to give rides to the public during the show. All proceeds to go to WV Operation Lifesaver Kids Rail Camp. All cars and operators must be NARCOA Compliant. Participants must be available to set-on on Friday July 4 and be able to stay until approx 4PM on Sunday July 6. Standard size cars only. For more info Contact John Gonder at UP3706@msn.com

#### **July 5 - 6, 2008 - CO Creede Branch, Denver & Rio Grande Railway Historic Foundation**

Days of '92. The Rocky Mountain Division invites you to: Set-on at South Fork, CO, travel to Creede, CO - , 23 miles, then return to South Fork. The run will be the same on both days NARCOA rules and insurance will be in effect. This will coincide with the Creede Colorado "Days of '92" mining events and celebration. Speeder limit will be 25 Cost: \$125.00 per speeder for one day, \$200 for both days payable to Rocky Mountain Division. Spark arrestors will be required. Jerry Geiger will be EC. Contact Philip Walters, PO Box 57, Mancos, CO 81328 (970) 533-7177 or pwalters@frontier.net More details at [http://www.rockymountaindivision.com/san\\_luis\\_summer.htm](http://www.rockymountaindivision.com/san_luis_summer.htm)

#### **July 11 & 13, 2008 - NY Delaware & Ulster / Catskill Mountain RR's**

Join us on our annual trek in the Catskill Mountains. This year we will be offering a special section of motorcars of us 'one lungers'. If you have two lungs, you are still welcome. July 11 – We start on the D&U with this expanded all day trip 'up the mountain' and back down. Our trip will work around the operating railroad and travel to Roxbury. An evening run to Highmount is scheduled. July 12 – We pack up and travel about 10 miles to Phoenicia and the Catskill Mountain Railroad. This non-profit group is continuing the expansion of their track and we might journey all the way

to Kingston. At the end of the day, we'll pack up and head back to Arkville. July 13 – Back on the Delaware & Ulster, we will travel to Roxbury and all the way back to up the Highmount. All NARCOA rules apply. No "A" cars allowed. Fees \$35 for Friday, \$45 for Saturday and \$40 for Sunday. For more information, contact Warren Riccitelli @ (401) 232-0992 or warren.riccitelli@verizon.net.

#### **July 11 & 13, 2008 - ID Washington and Idaho Railroad**

Pacific Railcar Operators is pleased to announce the WI&M / P&L branch excursion on Friday, July 11 and Sunday, July 13, 2008 on the Washington and Idaho Railroad. The set on point will be at the depot in Potlatch, Idaho. On Friday, we will travel from Potlatch to Palouse on the former WI&M railroad and then from Palouse on the former Palouse and Lewiston branch of the Northern Pacific Railroad to Marshall and return, a total of 138 miles. Sunday's trip will again travel from Potlatch to Palouse and then we will turn our cars and go to the end of the track near Moscow, Idaho and return for a total of 74 miles. On Saturday, operators will have the opportunity to participate in the Potlatch Depot Days benefit at no additional charge. Railroad fees for the two days are \$125 and no refunds will be issued after July 7th, 2008. Make checks payable to Pacific Railcar Operators and mail them to Meet Coordinator Steve Taulbee, 2206 Burrell Ave. Lewiston, ID 83501. NARCOA insurance, NARCOA Rules certification, PRO Membership, spark arrestors and mechanically sound motorcars with all the specified NARCOA equipment is required. Packets with itinerary, motels, camping spots and maps will be mailed after payment is received. THERE IS A 30 CAR LIMIT FOR THIS EXCURSION For more information, contact Meet Co-Coordinator Steve Taulbee, (208) 743-5430, taulbee1@cableone.net or Jim Morefield, (208) 743-0802, jmorefield@cableone.net.

#### **July 12, 2008 - ID PRO "Potlatch Depot Days" Benefit**

Pacific Railcar Operators is pleased to announce its fifth annual "Potlatch Depot Days" Benefit Saturday July 12, 2008 on the Washington & Idaho Railroad (former WI&M) at Potlatch, ID. This will be held in association with a PRO excursion over the remainder of the W&I (former NP P&L) on Friday and Sunday, July 11th and 13th. That excursion is listed separately. Saturday participants will be asked to give rides to Potlatch Depot Days participants over eight miles of track. Profits go to the Washington, Idaho & Montana Ry Historical Society and its continuing efforts to restore the Potlatch depot. There will be no charge for participating in Saturday's event, but please notify the coordinator if you are attending. Information letters will be sent with lodging and set on information on receipt of your notification. All NARCOA rules and guidelines are in effect. Operators must have NARCOA insurance and operator's certificates. Spark arrestors are required. For more information call Excursion Coordinator Bill Taylor at (406) 721-2351 or email wtaylor@bresnan.net Mail notification to 917 Parkview Way, Missoula, MT 59803.

#### **July 19, 2008 - IA Appanoose County Railroad**

Centerville, Iowa - The First Iowa Division announces a ride on the Appanoose County Railroad. Set on will be at 6:30am just south of the water tower in the southeast part of town with an 8:00am departure. We will travel 35 miles north to Albia on parts of the ex-Rock Island Golden State Route, ex-Burlington, and the ex-Wabash line to Des Moines. This line also crosses the IC&E Kansas City - Quad Cities mainline. Cost of the ride is \$35. Motels are the Super 8 (800-800-8000) and Motel 60 (800-437-7271). Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. Contact Carl Schneider at 515-967-5181 or e-mail motorcarl@mchsi.com for more information. This is a Narco-insured ride and all Narco rules apply.

#### **July 19-20, 2008 - CO Leadville, Colorado & Southern RR**

The Rocky Mountain Division would like to invite you to the Leadville, Colorado & Southern RR. This excursion starts in Leadville, CO and continues up above tree line at 11,000ft, near Freemont Pass and the worlds largest Molybdenum mine at Climax. This can be a demanding climate to be in. Please be aware of "Mountain sickness". This can effect folks who are coming from "Down Below". Weather changes can happen very quickly here also. Please be prepared. NARCOA Insurance is required by all motorcars. All NARCOA Insurance is required by all motorcars. All NARCOA rules will apply. Forest Service approved spark arrestors REQUIRED. Cost: \$70 per motorcar. Lodging and food are on your own. Contact: Gus Mocilac gus\_mary@comcast.net

#### **July 19, 2008 - NY New York Susquehanna & Western Railway, Utica Branch**

The Volunteer Railroaders Association is pleased to sponsor a 1-day run over the NYS&W Utica Branch July 19, 2008. Participants will travel approximately 84 round-trip miles between Sherburne, NY and Utica, NY. We will be stopping at convenient locations for bathroom breaks and a portable bathroom may be available. We will also stop at a convenient location for lunch on your own. Operators and riders under 18 are not permitted by the railroad. The trip fee is \$80.00 per car which includes the railroad's per car fee. There is a 40 car limit. This is a NARCOA insured excursion, and all NARCOA rules will apply. This is a non-mentoring run. ECs for the trip are KC Smith and Chris Vitz. 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.vratrips.org>

#### **July 19, 2008 - IN Whitewater Valley Railroad**

Great Lakes Railcars is pleased to announce a trip on the Whitewater Valley Railroad. Set on is at Connersville, IN, south of the WVRR shop. Participants will travel approximately 60 round trip miles between Connersville and Metamora Indiana along the remains of the Whitewater Canal. Set on begins at 7:30, with an 8:30 safety meeting and departure at 8:45. Cost is \$55 dollars per car. This is a NARCOA insured event and all NARCOA rules apply. Please contact Andy Sargent if you are interested in attending. E-mail to andysargent4010@hotmail.com or call 812-591-3345

#### **July 20, 2008 - IN Indiana Transportation Museum**

Great lakes railcars is pleased to announce a trip on the Indiana Transportation Museum. Set on is at Noblesville, IN at the Indiana Ductile Foundry on 8th street. Participants will travel approximately 65 round trip miles. We will attempt to reach the Indiana State Fairgrounds in Indianapolis and later head north to Tipton, IN for Lunch. Set on begins at 8:00 with an 8:45 safety meeting and departure at 9:00. Cost is \$35 per car. This is a NARCOA insured event and all NARCOA rules apply. Please contact Andy Sargent if you are interested in attending. E-mail to andysargent4010@hotmail.com or call 812-591-3345.

#### **July 20, 2008 - NY Cooperstown & Charlotte Valley RR**

The Volunteer Railroaders Association is pleased to sponsor a 1-day run over the Cooperstown & Charlotte Valley Railroad July 20, 2008. Participants will travel approximately 30 round-trip miles between Cooperstown Junction, NY and Cooperstown, NY. Lunch will be on your own in downtown Cooperstown, NY. Ample time will be provided for a lunch break and a visit to the Baseball Hall of Fame. We will be stopping at convenient locations for bathroom breaks. Operators and riders under 18 are welcomed by the railroad. The trip fee is \$30.00 per car which includes the railroad's per car fee. There is a 20 car limit. Mentoring will be permitted on this run via pre-arrangement. ECs for the trip are KC Smith and Chris Vitz. 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.vratrips.org>

#### **July 26, 2008 - IA Iowa River Railroad**

Eldora, Iowa - The First Iowa Division will host a ride on this ex-M&StL line which runs from Marshalltown to Steamboat Rock, Iowa and north past the ethanol plant towards Ackley. Mileage could be about 70 miles round trip depending on how far we can ride. We plan on possibly riding the line twice if time permits. Cost of this ride is \$45 per car. This trip is in conjunction with the Pine Lake Festival. The set on time will be at 7:00am with an 9:00am departure. The set on location is about 2 blocks north of the Hwy 175 crossing. Motels in Eldora are booked full at this time due to the Pine Lake Festival. Dave Pratt is the excursion coordinator for this ride. Contact Carl Schneider at 515-967-5181 motorcarl@mchsi.com for more information.

#### **July 26 - 27, 2008 - NY Upper Hudson Railroad**

Nestled in the lower Adirondicks in upstate New York, NERCA will again ride the Upper Hudson Railroad which we last rode about eight years ago. Located north of Albany, this ride follows the scenic head waters of the Hudson River. Our seton will be in North Creek on Saturday and Corinth on Sunday. Saturday the Upper Hudson Railroad's beautiful museum and gift shop will be opened for us. Total RT mileage is 94 miles with two-

thirds of it be ridden each day. Excursion fee is \$150 and included the indescribable buffet at the 1000 Acres Dude Ranch on Saturday. For more information, contact Warren Riccitelli @ (401) 232-0992 or warren.riccitelli@verizon.net.

#### **July 26 - 27, 2008 - PA North Shore & Shamokin Valley Railroads**

Central PA Weekend - CPE is pleased to sponsor a 2 day run on the North Shore and Shamokin Valley Railroads- Saturday, July 26th, Northumberland to Berwick and back - 86 miles. Sunday, July 27th The Shamokin Valley Railroad from Sunbury to Mt. Carmel Junction and back -50 miles. Saturday night dinner and tour at the Central PA Chapter NRHS White Deer Train Station. \$10 of the registration fee donated to the chapter. Sunday tour of the Lower Anthracite model railroad while in Shamokin. Proof of NARCOA insurance required, all NARCOA rules will be enforced. Registration fee - \$70.00. Note: No cancellations due to weather. Hard soled shoes required, no sneakers or sandals. Children must be closely supervised at all times. Send check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: (570) 538-9050 or email firefighter5@jlink.net

#### **July 28 - 31, 2008 - ON Algoma Central Ry**

Great Lakes Railcars is pleased to sponsor a 4-day motorcar excursion over the line of the Algoma Central Railway (ACR) on July 28 through July 31, 2008. All NARCOA members are welcome to participate. The excursion will cover the entire ACR line from Sault Ste. Marie to Hearst, Ontario. This 585 mile roundtrip will start from the ACR Steelton Yard in Sault Ste. Marie and overnight in Wawa and Hearst during the four day trip. The excursion fee of US\$1350 includes all railroad fees, overnight accommodations (3 nights) in Wawa and Hearst, bus transportation between Hawk Junction and hotel in Wawa, box lunch for 3 days (Tues., Wed., Thurs) and motorcar fuel. Complete Registration Package with all details will be sent upon receipt of the excursion fee. This is a NARCOA insured excursion and all NARCOA, Great Lakes Railcar and Railroad rules will apply. To register, send a check for \$1350 (Payable to Great Lakes Railcars) to: Fred D. Lonnes, Excursion Coordinator, P. O. Box 92, Western Springs, IL 60558-0092, email: algoma.2008@flash.net

#### **August 02, 2008 - WV South Branch Valley Railroad**

A.R.E. would like to invite you to ride the SBV over a 102 mile RT route through the scenic Potomac River Valley of West Virginia from Petersburg to Greensprings and return. We will ride through the famous "TROUGH" to see Bald Eagles. and a beautiful river gorge. We will meet the Potomac Eagle Scenic Train and stop a Romney for a break at the Wapacomo Station then on to Greensprings to turn and return to Petersburg. All NARCOA rules apply. A.R.E. requires over the ankle hard soled shoes(work boots) at all times while on RR property. 40 car limit. Trip Fee is \$65.00 for more info contact: John Gonder, Appalachian Rail Excursions LLC, 415 Levine Lane, Ruff's Dale, PA 15679 1512, 724-696-4544 6-8Pm only up3706@msn.com

#### **August 03, 2008 - WV Western Maryland Scenic RR**

Join us in August 2008 as we again ride this scenic mountain railroad. Set on at the engine house in Rideley, WV and up the mountain to Frostburg. As we await the arrival of the steam powered passenger train, we expect to turn the speeders on the turntable, and then return. Approximate round trip mileage will be 34 miles. This will be a Northern Central Railcar Assoc. excursion. All NARCOA rules will be enforced. All cars will be inspected. There is a 40 car limit. Price for this excursion is \$40 per car. An application can be downloaded from our web site: <http://wilmington-nrhs.com/nra/> Contact: Gary Shrey, 54 Adams Road, New Freedom, Pennsylvania 17349 Phone: 717-227-9628 E-Mail: GShrey@aol.com

#### **August 9 - 10, 2008 - NJ - Mystery Ride**

Plans are early, but we are working on two committed excursions in the beautiful hills of New Jersey. Stay tuned for more details.. For more information, contact Warren Riccitelli @ (401) 232-0992 or warren.riccitelli@verizon.net. Listed CEC is Warren Riccitelli. For more information contact Warren Riccitelli (401) 232-0992 or warren.riccitelli@verison.net or Al Elliott at ((732) 536-7460

#### **August 16 - 17, 2008 - NY Finger Lakes Railway**

Saturday Aug. 16th - late morning we will head for Cayuga Lake and BBQ then on Auburn and back for a rest in Geneva before our 'night run' to the Army Base. Sunday Aug. 17th , Geneva to Victor on the new track that the

Finger Lakes started operating last year from the Ontario Central to Victor, NY. Included will be a box lunch from the BBQ caterer. For more information, contact Warren Riccitelli @ (401) 232-0992 or warren.riccitelli@verizon.net.

#### **August 16 - 17, 2008 - CO Leadville, Colorado & Southern RR**

The Rocky Mountain Division invites you to the Leadville, Colorado & Southern RR. This excursion starts in Leadville, CO and continues up above tree line at 11,000ft, near Freemont Pass. Please be aware of "Mountain sickness" and the weather changes can happen very quickly here also. Please be prepared. NARCOA Insurance is required by all motorcars. All NARCOA Insurance is required by all motorcars. All NARCOA rules will apply. Forest Service approved spark arrestors REQUIRED. Cost: \$70 per motorcar. Lodging and food are on your own. Contact: Gus Mocolac us\_mary@comcast.net

#### **August 18 - 24, 2008 - CO/NM SOLD OUT Cumbres & Toltec RR & Durango & Silverton RR**

Smitty, Patrick Smith, An Individual Affiliate & EC, is pleased to sponsor a 7 day 36" NARROW GAUGE TOUR motorcar excursion on the C&TS and D&SNG Narrow Gauge Railroads. Participants will travel approximately 325 miles on these two magnificent historic steam railroads between Chama, NM and Antonito, CO and between Silverton, CO and Rockwood, Chama, NM on Monday, August 18, 2008 and ending at Silverton, CO on. Experienced and alert operators, and excellent motorcar mechanical condition please. Lodging and meals are on your own. This is a NO SMOKING event. You must be over 18 years of age. No pets. This is a NARCOA insured excursion/event. NO mentoring. Trip fee of \$675.00 per car. There is a 20 motorcar limit. No refunds. Cut off/last day for sign up is Tuesday, July 8, 2008. Send one check for \$675.00 made out to Smitty, along with your motorcar make, model, names of those attending with you and or operating your motorcar, Insurance and Operator Certification card numbers. For complete trip details, lodging list, motorcar restrictions, etc. contact: Smitty, 20799 Sumpter Stage Hwy., Baker City, OR. 97814-7753 Phone # 541-524-9428 e-mail smitty@oregonrail.net I prefer to do all correspondence with e-mail. Any or all of this information subject to change at anytime.

#### **August 30, 2008 - MO - Ft. Leonard Wood Army Base RR**

Ft. Leonard Wood, Missouri The First Iowa Division has set up a ride on the Army base at Ft. Leonard Wood, Missouri. Set on will be at 10:30 am with a 12:00 noon departure. We will make two trips on this 20-mile scenic line through the Ozarks to the connection with the BNSF at Bundy Junction. Due to security issues, everyone will need a picture ID, vehicle registration, proof of insurance, and be prepared for a vehicle inspection. Cost of this ride is \$30. For details and motel information contact Carl Schneider at 515-967-5181 or e-mail motorcarl@mchsi.com for more information. This is a Narcoa-insured ride and all Narcoa rules apply.

#### **August 31, 2008 - MO Colt Railway**

Columbia to Centralia, Missouri on an ex-Wabash track. Set on beginning at 6:30 am and have a scheduled 8:00 am departure for the first run. We will run this line two times during the day. Each run is approximately 44 miles round trip so we will have a total for the day of about 88 miles. Cost of this ride is \$40 per car. Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. For details and motel information contact Carl Schneider at 515-967-5181 or e-mail motorcarl@mchsi.com for more information.

#### **September 12 -14, 2008 - MI FULL - waiting list only Great Lakes Central RR**

Clare, MI and run south to Ithaca and return on Friday, then northwest to Traverse City on Saturday, with return to Clare on Sunday. The entire trip will cover approximately 275 miles. The excursion fee of \$375 covers the railroad fee, overnight accommodations for 1 night in Traverse City (Sat., Sept. 13, 2008), ground transportation in Traverse City, and other miscellaneous excursion costs. Participants will need to make their own lodging arrangements in Clare for the nights of September 11 and 12, 2008 and should do so as soon as possible. Registration materials, complete details, itinerary, and maps will be sent upon receipt of the excursion fee. This is a NARCOA insured excursion and NARCOA rules apply. There is a 25 car limit. To register, send a check for \$375.00 (Payable to Great Lakes Railcars) to Michael P. Ford, 7712 Carpenter Court, Plainfield, IN 46168-8035. For questions or further information, contact Mike at (317)

839-9320 or via e-mail (mford@indy.rr.com).

### **September 13, 2008 - CA - Sierra RR**

Saturday, September 13 - the Sierra run from Oakdale to Jamestown and return. The cost of the run is \$140 per car. Please send your check payable to PRO to Steve Paluso, 2878 Rosario Court, San Jose, CA, 95132 with a SASE. If you have any questions, you can email Steve Paluso at sbpaluso@aol.com or call (408) 956-8070 between 1:00 pm - 7:30 pm. Please no phone calls after 7:30.

### **September 13 -14, 2008 - WA Pend Oreille Valley Authority Railroad**

Oreille Valley Authority Railroad September 13-14, 2008 in conjunction with Newport, Washington's "Pend Oreille County Heritage Days." Saturday morning the excursion begins on POVA's Newport-Dover section (58 miles round trip). We will return around noon. Saturday afternoon participants are asked to help give rides to residents participating in the Heritage Days event at the Newport Depot. Sunday the excursion will continue on POVA's Newport-Metaline Falls section (124 miles round trip). The cost of the excursion is \$125. Preference will be given to those who participate in the Heritage Days activity. Limit 30 cars. Total track mileage will be approximately 162 miles. All NARCOA rules and guidelines are in effect. Spark arrestors are required. Make checks payable to PRO, but mail them to Co-excursion Coordinator Bill Taylor, 917 Parkview Way, Missoula, MT 59803. Information packets with set on and lodging specifics will be mailed upon payment of the excursion fee. No reservations accepted without payment. Fees are non-refundable after September 1st. For more information call (406) 721-2351 or email wtaylor@bresnan.net or Co-Excursion Coordinator Bob Shanklin at bobvi@conceptcable.com

### **September 19, 2008 - CO Creede Branch, Denver & Rio Grande Railway Historic Foundation**

Set-on at South Fork, CO, travel to Creede, CO, a distance of 23 miles and return to South Fork the same day. Speeder limit will be 25 Cost: \$125.00. NARCOA rules and insurance will be in effect. Spark arrestors will be required. Jon Keeling will be EC. Contact Philip Walters, PO Box 57, Mancos, CO 81328 (970) 533-7177 or pwalters@frontier.net

### **September 19/21, 2008 - NC Great Smoky Mountains RR**

This is our GSMR RAILFEST 2008 RUN where we give rides and display our cars during the three day festival and then ride our motorcars in the late afternoon/ early evening covering the entire GSMR line in segments over the three day period. Set-on will be in Bryson City, North Carolina. Total round trip miles for all days combined will be at least 100 miles. Cost for this three day event is: \$50.00. For a sign-up form or more info contact: E.C. Tom Falicon, 1227 Sawmill Creek Rd., Bryson City, NC 28713, Ph: 828-488-8063 or email; Raildawg@gte.net

### **September 19 - 21, 2008 - SD Black Hills Central RR**

Fall 2008 Black Hills Central RR motorcar ride. Cost: \$45.00 per motorcar, 15 motorcar limit. Set on will be at 3:45 pm Friday, with a 6pm departure evening run to Keystone, SD. Keystone is approximately ten miles from Hill City. Saturday we will make two runs to Keystone during the day and Sunday we will have a morning run to Keystone followed by setoff. Total track mileage for this excursion will be approximately 80 miles. NARCOA Insurance is required by all motorcars. All NARCOA rules will be applied. Checks should be made out to "Rocky Mountain Division". Contact: Lynn French email- flf450@aol.com Mail- 38688 Indian Head Lane, Crawford, CO 81415 (970) 921-7700  
www.rockymountaindivision.com/black\_hills\_2008.htm

### **September 20, 2008 - IA - Appanoose County Railroad**

Centerville, Iowa - Set on will be at 6:30am, 8:00am departure. We will travel 35 miles north to Albia and return. Cost of the ride is \$35. Contact Carl Schneider at 515-967-5181 or e-mail motorcar@mchsi.com for more information including motel information. This is a Narcoa-insured ride and all Narcoa rules apply.

### **September 20, 2008 - CO San Luis Rio Grande & San Luis Central**

Alamosa to Center, CO - Set-on at Alamosa, CO on the SLRG, travel to Sugar Junction at Monte Vista where we switch onto the SLC and travel to Center, CO then we return to Alamosa the same day. The distance from Alamosa to Center is approx. 28 miles. Speeder limit will be 25 Cost: \$85.00. NARCOA rules and insurance will be in effect. Jon Keeling will be EC. Contact Philip Walters, PO Box 57, Mancos, CO 81328 (970) 533-

7177 or pwalters@frontier.net

### **September 20 - 21, 2008 - NY New York Susquehanna & Western Railway, Syracuse Branch**

Two day run over the NYS&W Syracuse Branch September 20 and 21, 2008, 160 round-trip miles between Chenango Bridge, NY and Syracuse, NY. Saturday we will be running roundtrip from Cortland, NY to Syracuse, NY where lunch will be on your own at Sunday we will run roundtrip from Cortland, NY to Chenango Bridge, NY, lunch will be deli sandwiches for an additional \$9.00 per person. Operators and riders under 18 are not permitted by the railroad. The trip fee is \$120.00 per car which includes the railroad's per car fee. There is a 40 car limit. This is a NARCOA insured excursion, and all NARCOA rules will apply. This is a non-mentoring run. ECs for the trip are KC Smith and Chris Vitz. 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.vratrips.org>

### **September 21, 2008 - CO San Luis & Rio Grande RR (LaVeta Pass)**

Set-on at LaVeta, CO and travel over the pass to Blanca, CO a distance of 42 miles. Return to LaVeta the same day. NARCOA rules and insurance will be in effect. Speeder limit will be 25 Cost: \$125.00 per speeder. Sweeps, wheel chocks, spark arrestors will be required. Jon Keeling will be EC. Contact Philip Walters, PO Box 57, Mancos, CO 81328 (970) 533-7177 or pwalters@frontier.net

### **October 04 - 05, 2008 - CO Leadville, Colorado & Southern RR**

This excursion starts in Leadville, CO and continues up above tree line at 11,000ft, near Freemont Pass and the worlds largest Molybdenum mine at Climax. Please be aware of "Mountain sickness" and weather changes can happen very quickly here also. Please be prepared. NARCOA Insurance is required by all motorcars. All NARCOA Insurance is required by all motorcars. All NARCOA rules will apply. Forest Service approved spark arrestors REQUIRED. Cost: \$70 per motorcar. Lodging and food are on your own. Contact: Gus Mocilac gus\_mary@comcast.net

### **October 11, 2008 - PA/NY Wellsboro & Corning Railroad**

Note: Railroad is under new management and this trip is not confirmed - Ride the 70 miles RT of the Wellsboro & Corning Railroad from Wellsboro, PA to Gang Mills, NY and back. Former New York Central. Proof of NARCOA insurance required, all NARCOA rules will be enforced. Registration fee - \$55.00. Note: All CPE rides are rain or shine. No cancellations due to weather. Hard soled shoes required, no sneakers or sandals. Children must be closely supervised at all times. Send check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: (570) 538-9050 or email firefighter5@jlink.net

### **October 18 - 19, 2008 - NJ New York Susquehanna & Western Railway, Southern Division**

NYS&W Southern Division October 18 - 19, 2007. On Saturday the participants will travel approximately 100 round-trip miles between Riverdale, NJ and Warwick, NY. On Sunday we will run approximately 60 round-trip miles between Riverdale, NJ and North Bergen, NJ. Operators and riders under 18 are not permitted by the railroad. Trip fee of \$120.00 per car includes railroad costs. Lunches will be deli sandwiches on both days for an additional \$9.00 per person, per day. ECs for the trip are KC Smith and Chris Vitz. There is a 40 car limit. This is a NARCOA insured excursion, and all NARCOA rules will apply. This is a non-mentoring run. 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.vratrips.org>

### **October 18 - 19, 2008 - GA Georgia Southwestern RR**

Saturday: Shellman, GA to Eldorado (Bainbridge), GA - 114 RT Miles. Sunday: Shellman to Dawson to Shellman to Eufaula, AL - 93 RT Miles - We will run from Shellman east to Dawson, turn and continue West back thru Dawson all the way to Eufaula, AL. Requirements: You must be a member of NARCOA, have NARCOA Insurance, and have passed the Rules Test. All cars will be inspected. All NARCOA rules will apply. No refunds after September 18, 2008. All operators and passengers must wear a Safety Vest/Shirt while on railroad property. A mobile VHF radio capable of receiving railroad frequencies is strongly encouraged. Please make your check for \$150.00 payable to: Atlanta Railcar Transportation



LLC c/o Bobby Moreman - EC, 3520 Cold Springs Lane, Chamblee, Georgia 30341. Full refunds before September 18, 2008. There is a strict limit of 35 motors and a waiting list will be established. [moreman@mind-spring.com](mailto:moreman@mind-spring.com) More info at <http://salebranch.nfshost.com/motorcar/>

#### **October 24 - 26, 2008 - UT Heber Valley Railroad**

There is a 35 car limit for this run; cost per car is \$85. There will be four round trip runs from Heber City to Vivian Park and back. Set on will be Friday afternoon at 5:00 pm. There will be a Friday sunset run. Saturday, there will be two runs, the first a sunrise run and the second a noon run. There is a picnic ground available at Vivian Park and gourmet Box lunches are available from the Railroad. Total track miles for the four runs will be approx. 128 miles. Spark Arrestors will be required. NARCOA Insurance is required by all motorcars. All NARCOA rules will be applied. Checks should be made out to "Rocky Mountain Division". Contact: Lynn French [flf450@aol.com](mailto:flf450@aol.com), or 38688 Indian Head Lane, Crawford, CO 81415 (970) 921-7700 [http://www.rockymountaindivision.com/heber\\_2008.htm](http://www.rockymountaindivision.com/heber_2008.htm)

#### **October 25, 2008 - IA Iowa River Railroad**

Eldora, Iowa - Marshalltown to Steamboat Rock, about 70 miles round trip. We plan on possibly riding the line twice if time permits. Cost of this ride is \$45 per car. The set on time will be at 7:00am with an 8:00am departure.. Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. Contact Carl Schneider at 515-967-5181 or e-mail [motorcarl@mchsi.com](mailto:motorcarl@mchsi.com) for more information including motel information. This is a Narcoa-insured ride and all Narcoa rules apply.

#### **November 1 - 2, 2008 - GA - Chattooga & Chickamauga RR**

Saturday: Central of Georgia Line. A portion of your trip will be through a part of the Chickamauga National Battlefield - Approximately 90 miles RT. Sunday: The TAG Line. Kensington to Chattanooga and return - Approximately 42 miles RT. You must be a member of NARCOA, have NARCOA Insurance, and have passed the Rules Test. NARCOA approved Hi-Rail Vehicles OK. No refunds after October 1, 2008. All operators and passengers must wear a Safety Vest or Safety Shirt while on railroad property. A mobile VHF radio is strongly encouraged. The cost for both days is \$150.00. This year I am not able to divide up the days as in the past. There is a limit of 35 motorcars for this fall color adventure on rails. Please make your check payable to: Atlanta Railcar Transportation LLC c/o Bobby Moreman - EC, 3520 Cold Springs Lane, Chamblee, Georgia 30341. No refunds after October 1, 2008. [moreman@mind-spring.com](mailto:moreman@mind-spring.com) More info at <http://salebranch.nfshost.com/motorcar/>

#### **November 16, 2008 - NC Great Smoky Mountains RR**

Tom Falicon announces a NARCOA insured excursion on The Great Smoky Mountains Railroad in North Carolina. This is our annual FALL OPEN HOUSE RUN where Tom hosts an open house with great food and plenty to see at his Bryson City shop/RR the day before the run, (November 15th). Set-on will be at the Nantahala Outdoor Center, North Carolina with a run westbound to Andrews where we'll turn and run eastbound all the way to Bryson City. Total round trip miles will be 68 miles. Cost is: \$85.00. For a sign-up form or more info, contact: E.C. Tom Falicon, 1227 Sawmill creek Rd., Bryson City, NC 28713, Ph; 828-488-8063 or email; [Raildawg@gte.net](mailto:Raildawg@gte.net)

#### **December 06, 2008 - 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. As part of the fee for this ride, please bring a new, unwrapped toy with you for either a boy or a girl. The Toys for Tots folks will be on hand to collect the toys. We hope to have good press coverage for this event. The public will be invited to bring a toy also and to see your motorcars. There will also be prizes for the best Christmas theme decorated motorcars. Proof of NARCOA insurance required, all NARCOA rules will be enforced. Registration fee - \$55.00. Note: 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](mailto:firefighter5@jlink.net)

#### **December 31, 2008 & January 01, 2009 - NC Great Smoky Mountains RR**

"SUN or ICE Run" NARCOA insured run on the Great Smoky Mountains RR in Bryson City, North Carolina.. Set-on will be in Bryson City, NC and total round trip miles for the two day event will be around 104 miles.

Your sign-up fee also includes complimentary entrance for two to our now famous New Years Eve dinner extravaganza! Cost for this event is \$150.00. For a sign-up form and more info contact: EC, Tom Falicon, 1227 Sawmill Creek Rd., Bryson City, NC 28713, 828-488-8063, [raildawg@gte.net](mailto:raildawg@gte.net)

#### **First & Third weekends of each month - NC Red Springs & Northern Railroad Excursions**

Held On A Monthly or Bi-Monthly Basis 2008 season - Railcar Operators of the Carolinas (ROC) invites you to ride 12.5 miles on the Red Springs & Northern Railroad in Red Springs, Located near Fayetteville, NC and 17 miles west of Lumberton /US 95 on Hwy 211. NARCOA rules are in effect. Trips are mainly on Saturday starting in Red Springs and going north to Parkton, NC and return. Cost is \$20/day or ROC membership of \$50/year. Contact person: Carey Boney - EC, 1605 Powers Road, Wallace, NC 28466. Tel: 910.285.7489 or [careyboney@embarqmail.com](mailto:careyboney@embarqmail.com)

#### **February 1, 2008 - January 31, 2009 - PA Northern Central RR**

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, 2008 through January 31, 2009. Call Dean Grote - EC at 717-637-7647 for details.

#### **2008 season - Continuous, as needed - NY Middletown & New Jersey Railway**

The Volunteer Railroaders Association (VRA) invites you to ride the remaining 7 miles on the Middletown & New Jersey Railway between Johnson, NY and Middletown, NY. Trips are held on an as needed basis to maintain a presence on the line, for fun, and motorcar testing. The line is passable but overgrown and has been out of service several years. We must contact the railroad 2 business days in advance of any planned trip day. There is no fee, but a small donation would be greatly appreciated. This is a NARCOA insured excursion, and all NARCOA rules will apply. Contact person: Christopher Vitz - EC, VRA Headquarters 80 Royal Avenue, Hawthorne, NJ 07506 or via the Volunteer Railroaders Association email address; [volunteerra@yahoo.com](mailto:volunteerra@yahoo.com) or call 973-238-0555.

---

## FOR SALE

**Fairmont MT19A3** Inspection (CA) Frame up restoration complete mid 2007. Motorola spectra radio, factory turntable, NARCOA ready. Rhino coated trailer with wench. \$15k invested - make offer. [FredDormanbuckie@caltel.com](mailto:FredDormanbuckie@caltel.com)

**1982 Fairmont S-2** in great original condition (IA). Good wheels, tow bar, radio hookup, 4 Fairmont style seats. Central Iowa close to I-80 and I-35. Wayne Rimathe Slater, 515-228-3019.

**One heavy duty tie trailer.** Good wheels and axles, hitches both ends (WA). \$500 or best offer. [benamodeo@yahoo.com](mailto:benamodeo@yahoo.com) or 509-946-1540.

Two complete wheel and axle sets with bearings (WA). Wheels good, bearings turn freely. \$150 each, \$250 pair, or best offer. [benamodeo@yahoo.com](mailto:benamodeo@yahoo.com) or 509-946-1540

**Signal Maintainers Cart (TX).** Consist of 5 pieces - Powered by small dirt bike motor and wheel - New Motor has never had gas or oil - Padded seat is a tool box - frame separates in middle - \$1000 or best offer - FOB Georgetown, TX. [turnercb3@aol.com](mailto:turnercb3@aol.com) Charles Turner 512-750-8115.

**Pair of Fairmont A-8's (NC)** - One car is Aliquippa & Southern Rwy and the other car is the Clinchfield RR. 6 cyl Ford, 4-wheel drive, Disk brakes, one has a factory TT. There is about a car and a half here between the two of them. \$11,500.00 for the pair. **Standard Gauge Cart (NC).** one axle slightly bent at hub. Axles have bolt on wheels on one side, differential type wheels/hubs on the other side. \$375.00 MT-14 Narrow Gauge Axle Set - \$350 plus shipping. **Fairmont A-4** - Former CN car, Ford industrial 4 cyl engine, Everything needs to be gone through, but this is a good, solid car for rebuilding. Sold: as is. \$3,500. **Kalamazoo Gang Car** - Ex military, condition of body: rough, condition of engine: unknown, rebuild or have a spare parts car. \$750. Tom Falicon phone 828-488-8063 after 6pm or email [raildawg@gte.net](mailto:raildawg@gte.net).

**Fairmont A3-C gang car (CO).** Ex C&S, complete except for fuel tank. Included is an extra set of four 5/16" thick Fairmont wheels, copies of var-

ious Fairmont A3-C flyers, and an A3-C manual. \$2,200 obo. Information and photos available upon request. Contact Doug Summer @ 719-545-9752 or drgw478@msn.com.

**S2 – Ex Rock Island (IA).** Engine gone through and runs nicely, evaporator has no leaks. New wheels, brakes good, new leather belt, new seats, includes crank, windshield and roof. \$5000 Contact: Bryan Shupe, (641) 425-9191

**MT19 CN car (MI),** Onan, foot clutch, new seats, and double roller chain, restored 2 yrs ago, NARCOA ready. \$6500 Eric J. Keough 906 360 9960 Fairmont M-19 NARCOA ready (PA). New wiring, brakes, lights, wheels well within tolerance, some spare parts, and 2 tool boxes. Asking \$3,000. Can deliver within 150 miles of Pittsburgh. George Church 724-837-8409 PM trainnut@fullservicenet.com

**MT-14 rail sweep (AZ)** \$25, #50 axle sprocket good condition \$50, **MT-19 gauge bracket** \$15, **popper generator**, as is \$50, **Left rail sweep bracket** for M-19 \$25, **M-19 control panel** with belt tag \$70, **MT-19 stubby lift handles** \$15, **MT-14 deck lid frame/hinge** and prop \$25. **Old style 6" 12 V light** includes a spare lens \$25, set of **old style deck latches** \$65. Many other items, please see NARCOA web page. Dave Myers at 928-380-7056 or dave@redspeeder.com Buyer pays shipping on all items.

**Beaver Cars sliding windows (CA)** for the doors of the 2-man and the 8-man Beaver Cars. Should also fit rear window of the 2-man beaver car. 15" x 22" in clear or smoked glass. Preliminary price is \$100 each but may change with the size of the order. Questions e-mail Terry Devine at tjdevine@digitalpath.net.

**CR7A Car Serial # 250695 ex CPR (NH).** Strong, dependable RO-C engine, 12 volt alternator, amber strobe, wipers, air horns, good glass. Ducted and forced engine heat. Many other features. Hunter Heater included but not installed. Fully NARCOA compliant. \$3,800. Located in southern New Hampshire. Dick Forde, (603) 883-1171 Dick-Forde@aol.com

**Fairmont MT-19-A-3 (CA)** So. Pacific alum cab car. CCKB w/ new starter, new fuel pump, rebuilt alternator. Good wheels & brakes. Needs lights to be NARCOA ready. No turntable. Home built trailer included. \$6000. Wayne Parsons 818-368-5942 wparsons@ix.netcom.com

**F - M 40B parts (FL).** 1 front axle and rear axle unused, some surface rust, \$250, 2 used pistons \$25, one pr. unused aluminum bearing housings for the drive wheel shaft, \$60, one timer for a Sheffield model 54 or 84 car \$40 Jay Boggs email: boggsrr@bellsouth.net

**Fairmont 1952 M9-G and Trailer (KS)** Spring suspension, 1 cylinder, 2 cycle engine. Restored with windshield wiper motors, side/rear curtains, wheels, brakes, seats, large muffler, trailer with electric winch & battery. Many other features including intercom & radio. \$7000. Wichita, KS. William Kinney, wkinney@cox.net, 316-744-3565.

**1 MT-19, 2-MT-14's with fiberglass cabs (AB).** Ex CN cars, basically complete, need some glass, new fuel tanks etc. \$1500 each or \$3500 for all 3. Ex-CN HD push car has steel toolboxes and steel frame. Ideal for service work or Porta-Potty, 10,000lb rating, \$600. All items FOB Edmonton, Alberta, Canada Contact bobcantin@cruzinternet.com

**Fairmont MT-19, original Tomah cab (CA).** Original Milwaukee Road property tag still in place. Outstanding runner, engine and transmission in excellent shape. Original MR decals, lights, Hunter heater, doors modified with latches – no Velcro. \$8,000. Contact Ron Zammit, 805-489-5724, or rzammit@gmail.com

**1946 M19 Fairmont Open Car and ROD engine (MI).** \$3000. Engine is very strong, 12 volt with regulator to step down to 6 volts for the coil. Wheels, brake lights, and headlight all good. Includes original older pointed nose cab. camelot35@hotmail.com or 231-796-5495

**Original Manual for Waukesha ICK engine (TN),** \$45, plus shipping. **Reproduction - Waukesha engine ICK Parts List,** 36 pages, \$20, plus shipping. **General Instructions for the Waukesha Engine,** reproduc-

tion. Lots of pages 1/2 inch thick! \$25 plus shipping. Paul Goldzung, 931 583-9105 or pprockytop@aol.com

**Fairmont Axle Belt Pulley (AZ) (2)** New Original Fairmont M21581K Axle Pulley fits M9, M15, etc. \$200.00 plus shipping. Contact Dudley Newman, Phone: (602) 952-0035 or rr.man@cox.net

**Push/drive on turntable (GA)** M19/MT19 or other small cars turntable home made \$200.00 OBO Stanley Wilson 770-401-9358 boilerplant2001@yahoo.com

**Hy-rail:** 0307 Fairmont with manual, in good condition (ON) \$1,500.

**R250 Raftna hydraulic.** Fits 1/2 to 1 ton single wheel truck. Good condition \$2,000. **Raftna hydraulic from 97 Dodge Dakota** \$2,000. **19.5 rims,** 8 bolt off Hy-rail trucks \$50 each. **Ford Bronco offset 16.5 rims** \$50 each. All prices in U.S. funds. Call evenings Tony Andrusovich (905) 692-5949 All items located Binbrook (near Hamilton, Ont.), Canada

**Fairmont original parts (OH):** Old style control panel for M19. \$50. Old style M19 control panel with belt tag (F5513) and control levers \$75. M19 exhaust outlet - have several \$35 ea. S2 or M14 large tool box. Has a couple holes drilled in it. \$17. Dave Verzi 216.941.5273 or WM340@aol.com .

**FREE (CA) - Decals For Copper Canyon Trip** - For those who were able to enjoy the Copper Canyon Trips with Hank Brown, Keith Mackey or Al McCracken, Al has some peel-off decals available. "El Trenecita que puida Ferrocarril Mexicano Copper Canyon Speeder Tour." Send Al a SASE and a short note, and he will gladly mail you one. Al McCracken, 2916 Taper Ave., Santa Clara, CA 95051

---

## WANTED

**Plans, pictures information** and any parts available to construct a 3 ft gauge pump car. Jim Garner JGrman@aol.com 904-264-5564

**MT19 with full cab** and doors, good condition desired. Turntable would be nice. Curt Gard Email curtgard@aol.com phone 515-674-3060

**Set of MT-14 Lift Handles.** Also a Turntable for MT-14. Contact: Robert Small robmsmall@comcast.net

**Cast aluminum plate for turntable.** Please contact Bob Baker at rbwtoy@msn.com.

**S2 Fairmont car Drive Belt** - Looking for a F3531 belt that is 101 1/2" long and 4" wide. John Cole 818-368-4482, jcole17@socal.rr.com

**Aluminum Front and Roof for an MT19** - new or used. Ryan Handel, Bellingham, Washington slwhistler2004@yahoo.com

**Shift lever panel and Throttle panel for an MT19A.** Herb Chapman at 509-326-3705 hgchapman@nwadv.com.

**One 18-20" wheel.** I am looking for one wheel that is 18 to 20"; It can be less than 1/8" thickness left. Thanks Tim Fox Email fox0385@yahoo.com

**Two seat Beaver car** - want frame and running gear only - do not need body James Long jrlong@tds.net

---

## SUPPLIERS

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

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

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

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

**Brown Railroad Equipment** / Dan Brown, www.brownrr.com. 4 Amer-sham 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, rstuff@hawaiihost.us 1146 W. 27th St. Independence, MO 64052-3222. Library of rail motorcar manuals, performance sheets, parts lists, maintenance instructions.

**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 re-building. For a detailed list of parts available, see website.

**L&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.

**J.E.R. / Newman Machinery**, mofwman@cox.net Arcola, Illinois 61910 phone (602) 549-0950 or (602) 952-0050. Fax: (602) 952-6026 Wide variety of new and used parts and materials for several lines of motorcars. Some motorcars for sale.

**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 COMPANY STORE



**Wheel Inspection Tools** -The wheel profile is necessary to determine if the wheel is flat. Often the wheel is very thin in the flange area and the profile will show that. It will show any wear that the wheel has between the flange and the flat section of the wheel. Use two profiles and a tape measure to determine the car's track gauge. The caliper is necessary to determine whether there is enough thickness in the flange area to give a safe ride. NARCOA rules say that you must have at least 1/8" throughout the wheel (including the tread) to have a safe wheel. However, this does not guarantee that you will not "hunt" on the rails if you have a wheel that is flat or has no profile.

One wheel profile for \$6 plus \$4.25 s/h. One caliper for \$10 plus \$5.65 s/h.  
Two profiles for \$12 plus 4.25 s/h. One profile and one caliper for \$20 includes s/h.

Two profiles and one caliper for \$26 includes s/h.  
Make your check payable to NARCOA, and mail to Hank Brown, 622 Oak Street, Cottage Grove WI 53527 Tel: (608) 839-4939 trainguyz@charter.net

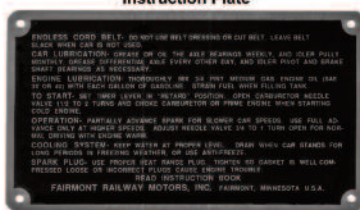
*Please note: each item is shipped from the person in charge of that particular product. Profits from Company Store sales go to NARCOA.*



Number Plate



Car Class Plate



Instruction Plate



Membership Plate



Engine Plate



Timer Plate



Patent Plate



**NARCOA Lanterns** - NARCOA has received another order of Trainman's lanterns produced by Star Headlight and Lantern. They are model 292 featuring a bright halogen lamp along with a conventional bulb. A standard 6 volt lantern battery is required (not included). The body is orange plastic with the NARCOA name, motorcar logo, and "Safety First" imprinted. The lamps are effective for night signaling, and make great presentation items for our railroad hosts. Cost is \$29.00 each plus \$5.00 shipping for the first lantern and \$1.50 s/h for each additional lantern per order. Shipping is free on case lot orders of 12 lanterns. Make your check payable to NARCOA, and mail to Dave Verzi, NARCOA Lantern, 3922 Rocky River Dr. Cleveland, OH. 44111 phone 216.941.5273, WM340@aol.com

**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



**CLUB RAILCAR QUEBEC**  
 A CLUB AFFILIATE  
 IN CANADA  
 BY LOUIS-FRANÇOIS  
 GARCEAU

Club RailCar Québec, founded in 2007 and with twenty-two members currently, is a NARCOA affiliate that operates mostly in the Province of Québec, Canada. We are in the organizing stage for small events in our first year of running speeders. Using the experience we are gaining, we hope to prepare for bigger rides next season. Our difficulty is we do not have a member who is a certified excursion coordinator. This is hin-



*Photo by Louis-François Garceau*

**Front row:** Gaétan Bolduc, Bernard Babin, unknown, Tony Synnett. **Second row:** Bertrand Bergeron, Jérôme Langlois-Lavoie, Yvan-Martin Lévesque, unknown, Jean-François Dumont, Michael Lussier, Jean-Pierre Veilleux, Samuel Thibodeau and Jean-Pierre Ouellet. **On top of the car:** André-Pierre Savard and Jean-François Turcotte.

dering planning and making contacting railroads difficult.

In 2006 two events were held in our area, one on the Québec Central Railway and one on the Lanaudière Railway. The Québec Central Railway serves an area known as the Eastern Townships in the area south of the St. Lawrence River.

government to improve 16 km (10 miles) of track. Any motorcar run there will probably have to wait until the repairs are complete.

We also organize other activities such as "G" scale layouts in arenas and other halls in Québec province. Since 2006 we have done eleven activities involving showing movies of speeder rides, displaying our speeders, and getting information about NARCOA out to the general public.

Once we solve the certified excursion coordinator problem, one of our first runs could be in October along the St. Lawrence River between Québec City and Charlevoix, PQ. The Casino in Charlevoix is interested in helping us. On arrival in Québec City, we hope to visit the Joffre CN Yard, and the super Round House with the only turn table of



*Photo by Jean-François Dumont*

**Above:** Near Notre-Dame-des-Pins, mille 18,15 on the Chaudière Subdivision of QCR. **Below:** The Chemin de fer Lanaudière locomotive moves out of the engine house to create a photo opportunity for railfans. Bell-Gaz is a propane company.

*Photo by Louis-François Garceau*



Abandoned by the CPR in 1994, a local resident bought the line and operated it until 2006 when we were there. Unfortunately, the local operator has gone out of business ending rail traffic. The fate of this QCR track is uncertain. The Lanaudière Railway carries hazardous propane. In February it received a \$433,000 subsidy from the



its' size now in service in Canada.

If you're in Québec province, or the upper New England states, and interested in joining us, please contact me at [traq@sympatico.ca](mailto:traq@sympatico.ca)

Louis-François Garceau  
 Secretary for Club RailCar Québec