

# THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA  
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION

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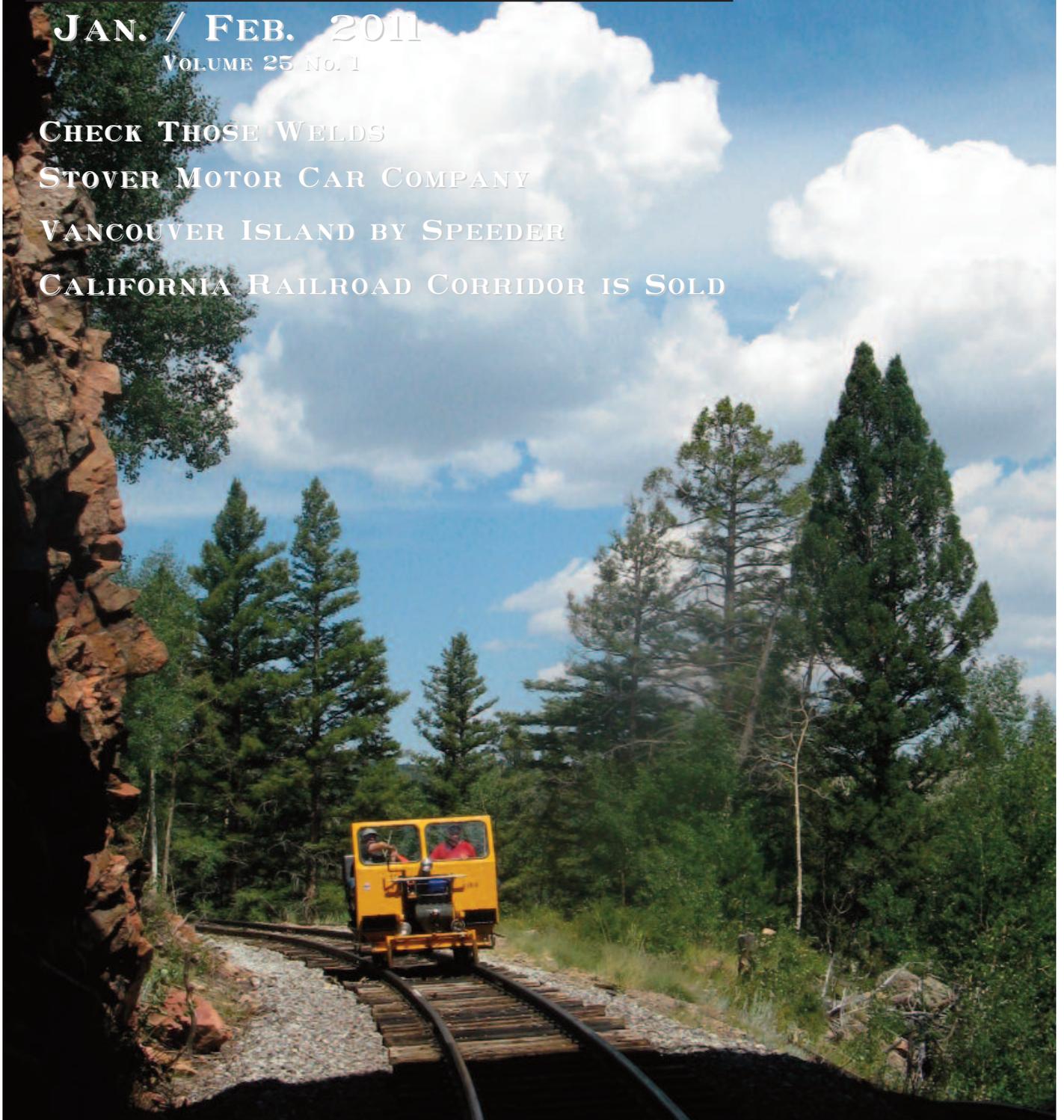
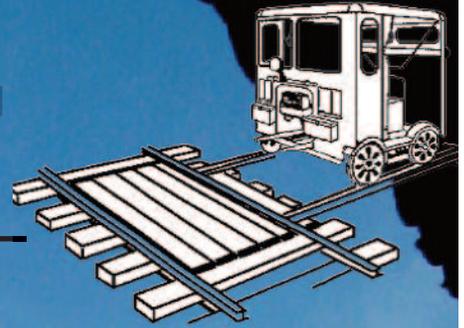
VOLUME 25 No. 1

CHECK THOSE WELDS

STOVER MOTOR CAR COMPANY

VANCOUVER ISLAND BY SPEEDER

CALIFORNIA RAILROAD CORRIDOR IS SOLD



# THE SETOFF

VOLUME 25 - No 1

The SETOFF is the official publication of the North American Railcar Operators Association (NARCOA) and is published bimonthly to promote safe legal operation of railroad motorcars, and to encourage fellowship and exchange of information among motorcar enthusiasts. Membership in NARCOA will increase to \$36 per year beginning Jan. 1, 2011, and will include a subscription to *The SETOFF*. Please send a check made out to NARCOA to:

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All subscriptions, address and email changes must go to the Secretary.

All materials for publication must go to the SETOFF Editor.

Materials received by the 15th of even numbered months will appear on the 1st of the next odd numbered month subject to editing and available space. Please include your e-mail address and phone number. Electronic submissions are preferred. Text files must have either .doc or .txt extensions. Photo files must be high resolution with .jpg extensions. All materials are archived and not returned. We cannot reprint copyrighted material without written authorization or proper attribution.

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

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

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

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ON THE COVER: ENTERING THE EAST END OF ROCK TUNNEL ON THE CUMBRES AND TOLTEC SCENIC, AUGUST 12TH, 2009. PHOTO BY MARK MILBOURNE

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# PRESIDENT'S MESSAGE

WARREN FROESE

No matter what responsibilities we carry, they all eventually become routine and we run the risk of treating something significant with indifference. As I write this the end of the year and Christmas are big realities and in light of these circumstances I am reminded of what really matters, versus what becomes the burning issue of the day.

I am very thankful for all the people who day in and day out make motorcars a part of their world. Our little organization accomplishes some pretty great things because of many people like you. I am thankful for your area directors, for the officers of Narcoa, members of various committees and many excursions coordinators. Many people look after details that allow us the rail opportunities we have. People choose to look after administrative details with their down time, versus using that time for other items which make up the lists we all carry with us. Take the opportunities you have to express your appreciation to the people around you who make our hobby tick. Take the opportunities presented to you to further our hobby in any way possible. Much of what we do on the rails relates to relationships with the industry – where are the places you have contact that can be professionally developed?

Many have used the new database to renew their memberships and update their personal information. Please take a moment to go on line to [www.narcoa.org](http://www.narcoa.org) and under the Membership tab take a look around, renew your membership and update your information. Our membership and communications teams have done a great job of getting us to this place. Let's take advantage of it!

As winter moves on we are closer to the beginning of the excursion season. Take the time now to investigate your options for the coming year. Make plans to be sure your motorcar is in good condition and ready to run. I hope you have some significant days on the rail this coming year.

Elections in the even numbered areas will occur this year. Are you planning to get involved? I encourage you to talk to your area members and encourage those members who have potential to contribute to consider running in the coming elections.

Lastly lets all remember that we are ambassadors for Narcoa. Take all the chances you get to provide information to people around you – invite them to join Narcoa.

Warren Froese

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### FROM THE EDITOR BRIAN DAVIS

Welcome to the first issue of 2011! As you may have noticed it is slightly smaller than normal, perhaps reflecting the general decline in our hobby during the winter months. This is normal as this is the time of the year when more of our time is devoted to being with our families over the holidays. I'd like to echo Warren's suggestion that we could become more involved by submitting an article or some photographs of their vision of the hobby.

Thank you for helping to support our hobby.

We'll see you on the rails!

Brian Davis

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

By the time you read this Christmas will be over and the New Year will have started a brand new season of speeder excursions. We at Appalachian Rail Excursions are working to regain our ride with the B&P as well as some other new trips. I know that other affiliates in area 2 will also be working on their excursions, both new and the old standby's .

By now those of you in area 2 as well as the rest of the Northeast know that I am taking over the insurance program for our area. Dick Wilhelm will continue to issue insurance certificates for your excursions through January. After that I will handle those duties. We will be sending out new C.O.P's etc. to the coordinators prior to that date. Don't forget that the fee for an insurance certificate has gone up. All this will be explained with the new forms. The address for you to send the C.O.P's etc. to will be:

Narcoa Insurance  
c/o John Gonder  
415 Levine Lane  
Ruffs Dale, Pa 15679-1512  
724-696-4544

In the last year our number of incidents or accidents has gone up. We all need to be just a little more careful so we can bring these numbers back down. The future of our hobby depends on our insurance program.

I hope that all of you that have computer access have looked over the new renewal process available

on line. This is a result of long hard hours spent by your Narcoa Communication Committee. These folks have really come through on this. It is a safe and secure site so don't be afraid to use it. Those without computer access can still renew or join by mail. Don't forget to update your "profile" while visiting the site.

Ok enough for now so get out there and shovel that snow!

Brrrrrrrrrrrrrr.

John Gonder

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

I hope you all had a great holiday season and once again, I'd like to wish you a Happy New Year!

As I write this in mid December, we are snowbound due to prolonged single digit temps, bone chilling gusts of wind and an inordinate amount of snow that has all come together to spank us pretty hard. Right now it is a half mile trudge down the hill and through the snow drifts to get to a vehicle, but the beautiful scenery, a warm fire and few good books make our predicament more than bearable.

By now most of you have seen that I have been elected to the office of NARCOA Vice President for 2011. Over the past few years the Board has realized that the post of being our NARCOA President is a two man job. Lately our V.P. has worked along side the President to create a partnership that spreads the heavy workload between two people. I believe in this policy and have seen it work over the past few years so I was happy to volunteer my help to our President Warren Froese. I

will work hard as V.P. this year to help Warren in any way I can.

With the way that time keeps speeding up, I'm sure all of you have been experiencing the frustration of having so many things to do and never enough time to do them in. Life keeps piling things on all of us at a rate that we have never known before and our days have become a juggling act of picking the most important jobs to complete and unfortunately letting a few go undone or partially done. I've been caught up on this crazy treadmill for sometime now and my arms have become a bit tired from "juggling". I've been your Area Four Rep. for many years now and it has always been a pleasure to serve you. Lately I've found that my heart isn't totally into the job so I feel it's time to turn it over to an Area Four member that will do a great job for all of us! I will still be the NARCOA Southeastern Insurance Rep., as well as the guy that heads NARCOA's continuous E.C. training/education program. I also will continue to be a link that provides safety info and the latest trends from the railroad industry to help NARCOA work with host railroads on the professional level that our host railroads have come to expect. I will officially be here to serve you as Area Four rep and NARCOA Vice President right up until the Oct 2011 NARCOA Board meeting, and I will "unofficially" be around to help for as long as there is a question that needs answering. Leading Area Four has been a fun adventure for me and now it's time to share that adventure with a new person!

I'll talk with you in the spring,

Tom Falicon

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

Greetings from the far corner. I hope you have all recovered from consuming too much food and too many goodies during the holidays. It may not seem like it now but spring will be here pretty soon. I hope your motorcar and trailer are ready by then. I don't want to bore you with a lot of safety suggestions but please remember, if working under your motorcar or trailer never trust a jack. Always make sure it is securely on blocks or on jack stands. Don't spend the rest of your life under your motorcar.

There are changes in the cold winter wind. By the time you read this I will have celebrated my 74th birthday. When Tom Norman, with Kathryn's help, put the arm lock on me to accept nomination for area ten board seat, I told them, if elected, I would serve for four or six years. It is hard to believe that was five and a half years ago. Pat and I have made six trips to Chicago to hopefully represent your position. It is now time for me to step aside for a younger director. As current director, my term does not expire until the next directors meeting in late September.

Carl Anderson as nominations & elections chairman, strives to have a minimum of two persons nominated for director. Nominations must be received by Carl by March 15. As the current director, Carl asked me to supply him with a minimum of two nominees. This is your chance to put back something into the hobby we all love. If you are interested in serving and want more information contact Carl or

me. I will be happy to fill you in on the duties of a director.

Bill Taylor has very graciously consented to being nominated for the two year term beginning in September. Bill is currently the operations chairman and would make a good director. However, don't let that discourage any one of you from running for area 10 director.

Jim

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

Greetings from the cold North! Wow, as I am writing this article it is a whole 4 degrees (F) and has for sure put a stop to our excursions in Area 6 for 2010! The weather did play a factor just a few weeks ago as EC, Stan Conyer had to cancel the Great Lakes annual Christmas run with Santa on the Indiana Transportation Museum RR. last weekend (Dec 11th). I'm sure it disappointed many motorcar operators who have fun decorating their cars to help celebrate the season.

Members John Becker and Jeff Moraski have reported that Richard Hinds' Eastern Illinois RR was a great success. They stated that the 84 miles from Brocton to Neoga, Illinois was sunny, but quite cool. These two excursions represent only a few of the many railroads that could offer some great rails to travel in our area 6. If any of you feel the urge to become an EC and have some railroad "connections"..... please let me know.

Also, since the last Setoff, we have added two new and mentored members to Area 6. They are Bob Clark from Dresser, WI and Joe

Hernendz from Roscoe Ill. We welcome them to our hobby and look forward to seeing them on the rails.

Bob Knight

**Letter to the Editor**

**RE: Minutes of the 2010 Annual Meeting and elections**

Thank you for publishing the minutes of the 2010 Annual Meeting in the previous Setoff. In the section entitled "Other Business" (page 15) there was a motion to add wording to Article 3 (Board of Directors), Section 1 (Qualifications) to read: "A member becomes Area Director on winning the highest number of votes amongst all candidates in that area." It passed by a vote of 11 to 0. While it is unusual for more than two candidates to run for an area director position, it does happen. If three candidates are running, the winner could be the one who receives 34% of the vote. If four are running he/she could be elected with only 26% of the vote. While the approved addition would make it easier on the Elections Chair by avoiding a run off, I believe that any area director that is elected should receive at least 51% of the area vote. If that means a run off, so be it. I hope that the board will reconsider their decision at the 2011 NARCOA Board Meeting.

Bill Schertle

# MANAGING YOUR NARCOA MEMBERSHIP

MARK HUDSON, SECRETARY

For the benefit of our membership and potential new members, the procedures for renewing your membership, joining NARCOA, or communicating with the membership secretary are explained below.

For the computer savvy wishing to join NARCOA or renew your membership, please go to the NARCOA website, [www.narcoa.org](http://www.narcoa.org), click on “Membership” on the tool bar at the top of the page. This is just above the picture that appears on the home page. Follow the steps as directed for “New Member Application” or “Member Profile & Renewal.” Even if you choose not to renew your membership online, you can print a renewal from here for mailing to the secretary.

If you have a problem accessing the “Membership” information, contact one of the following members for assistance:

Bob Hastings: [bobhastings3@gmail.com](mailto:bobhastings3@gmail.com)

Dan Page: [dan.h.page@gmail.com](mailto:dan.h.page@gmail.com)

Chris Weaver: [cpweaver@gmail.com](mailto:cpweaver@gmail.com)

If you do not own a computer, or you don’t want to renew or apply on-line, please mail your new member application or your renewal information to:

NARCOA

PO Box 321

Dry Ridge, KY, 41035

If you are a current member, a renewal form with all of your information is included in your final issue of the *SETOFF*. Please include this form in the envelope along with your check or money order. Remember, dues are now \$36 per year.

New Members: If you have just joined NARCOA, you will receive a “New Member Packet” in the mail. This packet will be sent to all new members no matter if they joined using the paper application or if they joined electronically.

Address Changes. It is very important that you, as a member, send in any address change you may have as soon as possible. Copies of the *SETOFF* are returned each time an issue is published due to members moving and not communicating their address change. Time and additional cost are involved in an attempt to get the

issue to the member. If your copy of the *SETOFF* is returned more than two (2) times for any reason, your name will be removed from our *SETOFF* mailing list.

When communicating an address change, or questions concerning your membership, you now have choices. One, you can mail it to our mailing address of: NARCOA, PO Box 321, Dry Ridge, KY, 41035. E-mail it to: [membership@narcoa.org](mailto:membership@narcoa.org).

You now have a third choice to update your contact info yourself. Simply create or log on to your personal profile in the member database on the narcoa.org website. Under “Member Profile & Renewal,” you can update and change your contact information. Using this third option will reduce volunteer time in handling your request.

When communicating with the secretary concerning your membership, make sure you do the following:

Write legibly, if not using e-mail. This is important. You may be able to read your own writing, but WE MAY NOT BE ABLE TO.

Please make sure you clearly explain your question or concern. This is important. E-mails and letters are received each week with just a name, or e-mail address, a mailing address, etc. Please explain your request.

If you allow your membership to expire, your name will be removed as an “active” member. For example: If your membership expires with the Jan. – Feb. 2011 issue of the *SETOFF*, before the next issue of the *SETOFF* is printed and mailed, your name will be removed as an active member. In this case you will not receive the next issue.

If you have not renewed and your membership has expired, go ahead and renew using the directions in steps 1 or 2. If your name has been removed as an active member, you may be required to join again as a new member. If this is the case, you may want to communicate with the secretary to better understand how you may once again become an active member.

Checks and money orders sent to the secretary for membership dues are collected over a month’s time. At

the first of the following month, all checks and money orders collected by the secretary are forwarded to the treasurer.

The secretary ***does not*** have an inventory of back issues of the ***SETOFF***. Requests for back issues of the ***SETOFF*** should be mailed to GEK Printing, Attn: Back Issues, 8468 Haskell Hill Road, Wattsburg, PA 16442. Or email to: [gekprinting@verizon.net](mailto:gekprinting@verizon.net)

Please, ***do not*** send the following items to the secretary:

The NARCOA Agreement – This item should be mailed to the Insurance Administrator, Tom Norman, 1047 Terrace View Dr., Alberton, MT 59820.

Payment for your NARCOA Insurance – This item should be included with your insurance payment and mailed to the Insurance Administrator, Tom Norman, as above.

Completed Rule Book Tests – This item should be mailed to the Rule Book Certification Test Administrator, Al McCracken, 2916 Taper Avenue, Santa Clara, CA 95051.

Electronic Copy of the ***SETOFF***: More e-mail messages are sent to the secretary about this issue than any other. The electronic copy of the ***SETOFF*** will no longer be sent to anyone via e-mail. You must access the “Members Only” page on the NARCOA website and download the Setoff PDF yourself. In order to do this you click on “Members Only” on the tool bar. Once the Members Only page appears you will need the latest *user name* and *password*.

The *user name* and *password* to access the electronic copy of the ***SETOFF*** changes with each issue. That means the user name and password change six (6) times each year.

The best way to receive the latest user name and password is to join the Yahoo NARCOA Forum Discussion Group. That address is

<http://finance.groups.yahoo.com/group/NARCOAforum/>

By joining this group, you are not required to participate, but you will receive the user name and password each time it changes.

If you do not want to join the NARCOA Discussion Group, send an e-mail to the secretary at [membership@narcoa.org](mailto:membership@narcoa.org) and your request will be added to the e-mail notification list.

Hopefully this information will allow you the membership to better understand the Secretary position and how your member information and your requests are handled.

Thank you for helping NARCOA provide better service to all.

Mark Hudson

## **NOMINATIONS ARE OPEN FOR EVEN NUMBER SEATS ON THE BOARD OF DIRECTORS**

**CARL ANDERSON**

Area 2- NJ,PA, DE, MD

Area 4 - WV, VA, KY, NC, SC, TN

Area 6 - MN, WI, IL, UPPER MI

Area 8 – Canada & worldwide outside USA

Area 10 – WA, OR, ID, MT, AK, WY

Any member of NARCOA in good standing is eligible to run for the Board seat in their Area. NARCOA's goal is to have at least two people running for each position on the Board.

If you would like to nominate someone in your Area who you think will do a good job for NARCOA, check with them first to be sure they are willing to serve. Then contact me either by e-mail [ca636@aol.com](mailto:ca636@aol.com) or send a note to me at:

Carl Anderson

1330 Rosedale Lane,

Hoffman Estates IL 60169.

so I can follow up with them. I will also be seeking candidates, as well as receiving nominations from members at large. Sets of mailing labels that includes all members in the Area are available to candidates for mailing campaign material.

March 15, 2011 - Nominations close

May 1, 2011- Ballots mailed in May-June  
SETOFF

July 15 2011 - Voting closes, ballots must be post-marked by this date

August 10, 2011 – Election results provided to  
SETOFF Editor for publication

September 1, 2011 – Election results published in  
Sept./Oct. SETOFF issue

# VANCOUVER ISLAND BY SPEEDER 2010

BY BILL SCHERTLE

Eighteen speeders arrived on Vancouver Island in September to begin riding all three railroads on the island, the Alberni Pacific Railway, the Southern Vancouver Island Railway, and the Englewood Railway. Each railroad is unique in its own special way.

The Alberni Pacific now extends all the way to Parksville and the connection with the SVI. Last year we were only able to run about 2/3 of the way because of the heavy brush covering the rails. Since then, volunteers have cleared the brush and the track is open all the way, providing even more stunning views of Cameron Lake and the surrounding mountains. We set on in Port Alberni and ran to Parksville and return, a one way distance of 38 miles. We stopped for lunch at Whisky Creek.

After a travel day to Nanaimo, we set on in the SVI yard for a morning departure north towards Courtenay a distance of about 70 one way miles. This day would find us being chased by the VIA Malahat Dayliner Budd Car that would leave Victoria that morning. We were accompanied by two hyrail trucks, one in front and one behind. Each hyrail had a driver and a signal maintainer who set the lights and gates at each active crossing, one setting and the other de-activating. All the main crossings were thus protected and the lineup moved through smoothly. We arrived in Courtenay well ahead of the Dayliner and enjoyed a hot dog and chile lunch prepared by the folks at the Courtenay

Depot. The return to Nanaimo was more leisurely as the Dayliner left before the motorcars.

The next day found the lineup going south towards Victoria, with a meet arranged at Chemainus for the Dayliner to pass by. After a lunch stop at the quaint town of Cobble Hill, we proceeded south to Victoria where we spent the night. The cars were parked overnight at the old Canadian National roundhouse, a short distance from our hotels.

In the morning we left Victoria following the Dayliner to head back to Nanaimo. We stopped in the interesting town of Duncan for lunch, had an ice cream stop in Chemainus, and continued north to Nanaimo, arriving in time for the now southbound Dayliner to pass by.

A travel day followed as we continued driving north to the very small village of Beaver Cove, near the larger town of Port McNeill to set on the Englewood Railway, the last pure logging railway in North America. Following a drizzly safety meeting we began our journey to the end of track at the Vernon Reload, a distance of about 55 miles. The sun and clouds played games most of the day. The railroad is well maintained and a pleasure to run. Every curve is numbered and by the time we reached the end of track we were at 375.

This was a very successful excursion. Everyone pitched in to make it happen. My thanks to Dave Balestreri who gave valuable assistance as Co-Excursion Coordinator along with his wife Carol who performed numerous clerical tasks. Terry and Jeff Devine shared porta-potti pulling duties. Tom Ferrer handled set-ons and set-offs. Jim Culbertson helped with inspections and John Martin was waiting in the



*Left: The depot at Courtenay, BC. Opposite: Arbutus Canyon Trestle north of Victoria BC taken by Al Kutaj, Roadmaster of the Southern Vancouver Island Railway, Photos by the author.*

wings as the incident responder. Finally, this was the most congenial and non-complaining group of folks I have ever been with on a long excursion. They came from all over – even as far away as Minnesota and Texas. They were friendly and courteous to all the cu-

rious folks who came up during lunch stops to ask questions. They responded to breakdowns with patience and understanding.

All in all, we had a very good time on Vancouver Island.



# RAIL-GATING ON THE GRAVY TRAIN GREAT SMOKEY MOUNTAINS RAILROAD

BY MARK HUDSON

Each time Debbie and I travel to Bryson City for one of Tom Falicon's excursions on the Great Smokey Mountains Railroad, I expect something different for the run. This time was no exception. This time we ate lunch made fresh by Chef Chris Helmer from his "Rail-B-Que." That's right, "Rail-B-Que."

Tom Falicon always plans something to make the excursion on the GSMR special and different. On his New Year's run we operate two days with a New Year's Eve dinner on completion of the first day's operation. We have set on in Dillsboro, NC, and made a round trip to the Nantahala Outdoor Nature Center on day one. On the second day we've trucked our motor cars to Andrews, NC, and made the trip to the Outdoor Nature Center and back. This past June, we set on at Andrews and ran the entire GSMR to Dillsboro on the first day. We stayed the night at a motel next to the tracks and returned to Andrews the following day.

This year, the trip was different and special. First of all, the excursion was in honor of the late Ed Kimball, who loved to operate on the GSMR. Second, we set our cars on the track at the Nature Center. From there we made the trip west up over Red Marble Gap to Andrews. And, third, while at Andrews, we had a fresh lunch prepared by Chris Helmer on his "Rail-B-Que." Chris cooked up pork loin on the grill, macaroni and cheese, baked beans, and potato salad. Ummmm, boy! It



*Above: Group shot at Andrews, NC. below: Chris Helmer and Tom Falicon examining the Rail-B-Que; all photos by Mark Hudson*



was delicious!

The meal was prepared on Chris' home made car. The car was designed and built to hold a huge gas grill, cooler, and loads of work space. Not only was food preparation in the design of the trailer but safety, too. The "Rail-B-Que" was constructed to be towed or pushed,

if needed. A tow bar can be attached to either end of the car. Headlights, tail lights, and brake lights are on both ends of the car. An electrical hook-up can be attached to either end of the car from the motor car, as needed. All-in-all great design and construction.

An added treat to the lunch stop at

Andrews was the surprise birthday party held for Scottie Wershing. Scottie and his wife Dottie met our cars at Andrews assisting with flagging one of the crossings. As the couple joined us for lunch, Mugz Falicon brought out a cake in honor of Scottie's 81<sup>st</sup> birthday – November 14, 2010.

After lunch we headed east to finish the second part of the excursion. We traveled past the Outdoor Center to milepost 74. This allowed us to cross the high bridge over the Little Tennessee River and Fontana Lake. If you've never been on this excursion, this is one of many scenic highlights on the GSMR. This view is totally different from summer to winter. Not just nature's sights, but the difference in the lake is amazing. In the summer the water level is high. In the winter the pool of water is dropped by the TVA and is 40-50 feet lower. The sight is amazingly different.

Upon turning at MP 74, just east of the bridge, we returned to the Outdoor Center to set off, load our cars, and return home.

This is always a fun trip. Thanks to Tom and Mugz Falicon for promoting, organizing, and managing the excursion. They always do something special to make the trip different and inviting. Thanks to Chris Helmer for building his "Rail-B-Que" and then preparing a great lunch. Thanks to the Great Smokey Mountains Railroad for allowing us to once again travel their line.

*Top, middle: Two views of Chris Helmer's "Rail-B-Que", Bottom: hungry motorcar enthusiasts chowing down at Andrews, NC.*



# Stover Motor Car Company

by Leon Sapp

Stover is the second oldest firm known to have built railroad motorcars predated only by Buda. In 1862 Inventor D.C. Stover founded a company called 'The Stover Experimental Works' and began to manufacture various items for the Northern Armies of the Civil War. The business grew substantially by the end of the war and he moved his factory to Freeport Illinois.

Although hotly disputed, Stover claimed to have built the first gasoline powered car to operate on any railroad. However, both Besler and Motter would also claim to have built cars at about the same time. Stover's statement first surfaced in a newspaper interview in 1903 in which he claimed to have constructed an inspection car in 1892 for Harry Wallace, a Superintendent of the Illinois Central Railroad. However, no other reference to the I.C. motorcar has been found to substantiate the claim. What is known is that in 1893 he founded 'The Stover Engine Works' and began building small vertical single cylinder, four cycle gasoline engines of three and five horsepower. The first dependable reference to a Stover motorcar comes from his 200 page 1896 Catalog which lists a great diversity of items including "Railroad Motorcars."

His sales brochure dated August, 1907 entitled "Motoring by Rail" illustrates Model No. 1 and it was certainly one of the most elegant speeders to ever grace the rails



looking more like a fancy carriage than a working class machine. Stover proudly claimed his motorcar was "Built like a Locomotive" and issued a one year warranty (*providing the owner paid transportation costs*) to return it back to his factory in Freeport. Utilizing a pressed steel frame and mounting a wooden body it was capable of

**BUILT LIKE A LOCOMOTIVE**

To stand the wear of severest Railroad Service, with surplus power for emergencies.

Forty Miles per hour—either direction. Write for descriptive booklet to **STOVER MOTOR CAR CO., Freeport, Ill.**

carrying six in cushioned comfort. The engine was a two-cylinder water-cooled horizontal opposed motor using a polished drive plate with two friction cones that could be independently engaged to drive the car in either direction.

The "locomotive" analogy was carried even further in the shifting mechanism which, like the 'Johnson Bar' of a steam engine ratcheted from dead center neutral to either forward or reverse. Two additional small levers controlled fuel and ignition. A foot pedal operated friction brakes on the rear axle only. Final drive was by means of a chain and sprocket. The car was ruggedly built having two inch axles running in Hyatt roller bearings with 20-inch pressed steel wheels. Stover proudly advertised that his car could run 40 mph in either direction. A full canopy top was available complete with all around curtains and celluloid windows. Acetylene head lamps and oil tail lights were also available as extra cost options.

Stover went after the light branch line passenger business with an upgraded version of his inspection car having more elegant coachwork and comfortable interiors. The cars came in both a two-seat, six passenger and a 3-seat, 12-passenger configuration.

Finding a dependable market on branch lines called for larger machines so he built larger cars as well. The St. Joseph Valley Railway Company purchased a 12-passenger Stover car in 1907 and the following year purchased a larger 25-passenger model powered by Stover's new six cylinder engine.

In 1909 the Chicago, Rock Island

& Pacific Railroad purchased their first 25-passenger Stover for use at Atchison, Kansas.

A fleet of eight cars were eventually purchased by the Panama Railroad and served well into the 1930's. They were unique little cars using a six cylinder, 60 h.p. version of their engine. In consideration of the climate they were equipped with an over size radiator mounted on the roof. They were elegant machines with completely enclosed cabs, a necessity in the rain forests of the tropics. They were outfitted with marker lamps, flag stanchions and a compressed air horn

D. C. Stover had planned to spend about \$100,000 in the development of his railroad motorcar designs and took on the project almost as a personal hobby separate from his regular business which continued to thrive. But when Stover died suddenly in 1908 at the age of 69

and his heirs moved quickly to dissolve the railroad motorcar company. However, the remaining partners bought the patent rights and incorporated 'The Stover Motorcar Company' in 1910 with an issuance of \$25,000 in stock. With their product

priced a bit higher than the competition they began their sales brochure with a motto "The remembrance of quality remains long after the price is forgotten." Even so sales of both their inspection and passenger motorcars sputtered and eventually failed.

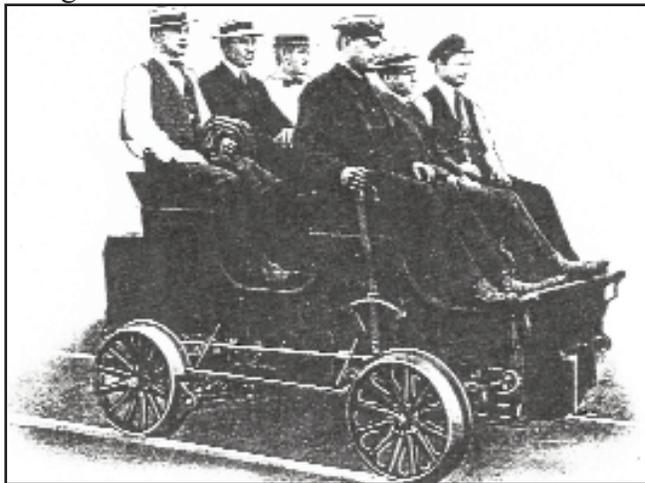
In 1916 the remaining companies that had been founded by Stover joined together to form 'The Stover Manufacturing & Engine



*One of the Panama Railroad Stover Cars*

Co.' The combined companies would claim in several advertisements to manufacture railroad motorcar engines for other builders but no contemporary manufacturer has been found listing a Stover engine

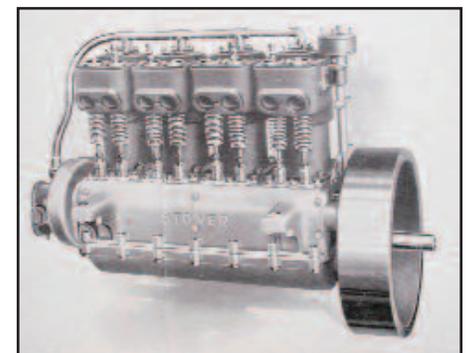
the manufacturing of engines had become Stover's main product. Production peaked in 1919 and the company went through a major reorganization and emerged as 'The Stover Manufacturing and Engine Works.'



as an option. Their engines did find their way into many other non-railroad applications.

The Stover Company licensed some designs to 'Sears, Roebuck and Co.' under the 'Economy' trademark. Engines were also manufactured for 'Cooper', an Australian subsidiary of 'Chicago Flexible Shaft Company.' By 1918 the sale of railroad motorcars appears to have ended for good and

During its corporate history a total of 277,558 Stover engines would be built and sold. In 1921 the official 'Valuation of Patents, Copyrights' listed the company assets at \$489,732. The company was seriously weakened during the depression and they experienced labor trouble and a costly shutdown. In 1938 they closed their operations and finally sold the idle Freeport property in 1940.



*STOVER FOUR-CYLINDER*

# CALIFORNIA RAILROAD CORRIDOR IS SOLD TO RECREATIONAL RAILROAD COALITION HISTORICAL SOCIETY LARRY BOWLER, PRESIDENT

After leasing the historic Amador Central Railroad in Amador County, California, for 5 years, a decision was made by the owner of the corridor to decline to renew the lease to Recreational Railroad Coalition Historical Society and to seek other uses for the property. This unexpected decision sent shock-waves through the recreational railroad community and prompted RRCHS President Larry Bowler to designate a negotiation delegation to seek another option.

After a series of meetings and a blizzard of internet communications, RRCHS Board Member Tom Correa and President Bowler were able to persuade the owner to rethink his decision to remove the rails and to consider other options. In April, 2010 Sierra Pacific Industries Inc. , owner of the Amador Central Railroad, made an offer to sell the railroad corridor to a joint partnership with the Amador County Historical Society. (ACHS.) RRCHS was to co-own the railroad with ACHS. The agreed upon price for this 10 mile long, mountain railroad was \$1.00.

Over the next months, ACHS and RRCHS began the work to craft a Purchase Agreement, and a Joint Venture Agreement that was acceptable to both boards of directors. In the meantime, the new role as owner made necessary changes to the obligations and responsibilities of this new situation. Insurance was now on the shoulders of both 501©3 corporations. It also became necessary to create a Railroad Management Committee which would be responsible for the day-to-day activities. Three members from each historical society would comprise this committee. The President of ACHS would serve as Chairman and would not carry a vote.

As of this writing, all of the details are not yet in place. RRCHS continues to lease the Linden Branch of the

ST&E Railroad in San Joaquin County, CA. ACHS has no interest in or obligation for this corridor. Planning for the annual Ione RailFair and Motorfest is underway with both co-owners involved. The dates for this community event is set for May 28-29<sup>th</sup>, 2011.

ACHS has been in existence since 1947 and has an excellent reputation in the community of historical societies. RRCHS is only 5 years old yet it has developed a reputation for progressive development in the arena of protection and preservation of historic railroad corridors. Much has been accomplished since learning that the AMC was destined to be salvaged and destroyed. Much needs to be done in the future as RRCHS forges ahead to keep historic old rails open and viable for education, recreation and for their historical values.

Larry Bowler, President  
RRC / RRCHS & Member  
AMC Management Committee



# FALL EXCURSION ON THE LLANO BRANCH

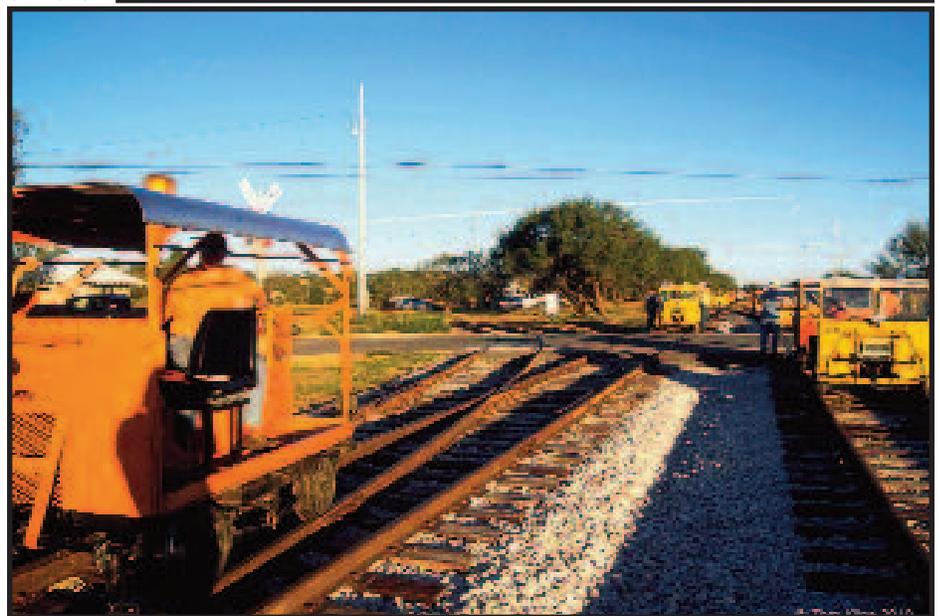
BY LELAND STEWART

It was a Chamber of Commerce day on October 30, 2010 in Llano, TX as 12 motorcars were set on the tracks for a day of enjoying the Texas Hill Country. The morning was a little crisp but did not deter the camaraderie of good friends. The original plan was for a single RT to the end of Railroad Partners, Inc. (RPI) leased track but high weeds on the east end made a change in itinerary necessary. It was decided to make two RT's to Kingsland over the course of the day which actually lengthened the total mileage.

After some minor mechanical issues at the start, the group held the safety meeting and departed Llano. The rest of the day was trouble free and very relaxing. The overall pace made for great scenery watching and time to converse with fellow operators. Everyone did a great job in operating and crossing the high-ways.

The afternoon run was equally enjoyable and trouble free. Upon arrival in Llano in the late afternoon, we set off, loaded the cars and said our goodbyes for what will probably be the last run of the year for most of us.

My thanks for the good, safe, and reliable operators for making the EC duties a pleasure.



*Top: Line Up - Recalling the flaggers after crossing the highway west of Kingsland, TX*

*Middle: Hwy Xing - Crossing the highway west of Kingsland, TX Llano*

*Bottom: Evening - Set off at the Llano, Tx wye after the run.*

*All pictures were taken and provided by Tom Kline of Houston, TX.*

# SNOWFLAKE MEET

## BY DICK RAY

I don't know how Warren Riccitelli does it! Every year for six years he manages to have a nice two-day run in the very late fall up in New Hampshire and dodges bad weather. This year it was on November 6th and 7th, and in some previous years was in early December.



*Above: The author's car, #67, waiting for the railroad guys to obtain clearance; below: The lift bridge at Lakeport will be lowered by the guides who have the keys. All Photos by the author*

The set-on location at Concord is excellent and allows several cars to unload at once. It is next to an office building whose custodian allows us to use the bathrooms inside before heading north. We also use their parking lot for our trucks and trailers.

The organizers supplied each of us with a multi-page document covering the guidelines for operating on-track equipment on the state-owned railroad. The guidelines are comprehensive and are similar to NORAC or GCOR regulations. This year, for the first time, several railroad employees met us at the various grade crossings and flagged them for us. After a Safety Review and Job Briefing we got under way.

As we proceeded north, the rail was very slippery since it is in a heavily wooded area, was a bit rusty and had leaf residue on it. The first point of in-

terest was at Northfield, where a large number of privately owned cabooses are stored. They too, occasionally put them together in a train, hire a locomotive and take a several-day tour up to Lincoln.

Our first stop was at Tilton, about 16 miles out, where we had a rest stop and coffee at a trackside Burger King. Another nine miles brought us to the resort area of Laconia, and a mile later to the lift bridge at Lakeport at the edge of Lake Winnepesaukee. There is a signal and crossing gates that drop down across the rails. Another nine miles brought us to Meredith, from where we went up and over a significant hill to Ashland, seven miles away. We met a special train at Ashland which was a historical society excursion to Plymouth and back. We waited an hour until they left, then followed them, doing the pass at Plymouth.

This was our lunch stop in a quaint little town with a number of small restaurants and gift shops. Their large well kept station was a plus. After that we were in open country, past a number of golf resorts and a reindeer farm, following the Pemigewasset River to Lincoln, to complete a 71 mile trip. After turning the cars we



parked on a piece of an old wye along the main street and walked a short distance to our hotel.

Although the tourist season is over in November, there were a few nice restaurants open within easy walking distance. The hotel offered an extensive breakfast with a large seating area.

Gathering at the motorcars again, this time on Eastern Standard Time, we had a review of safety items before getting underway.

Again we stopped a Plymouth for an early lunch. A number of people passing by inspected and asked about our cars, as usual. Once again we passed through the popular Weirs Beach area without stopping because it is closed for the winter. As is usual in New England there were quite a few two-cycle cars on the trip. None broke down but another car lost its chain on the return trip and was towed back.

Arriving back at Concord in the afternoon, after the usual stop at the Tilton Burger King, the loading-up went very well since Warren and Al Elliott had positioned the cars such that those with the farthest to go that night were the first to load.

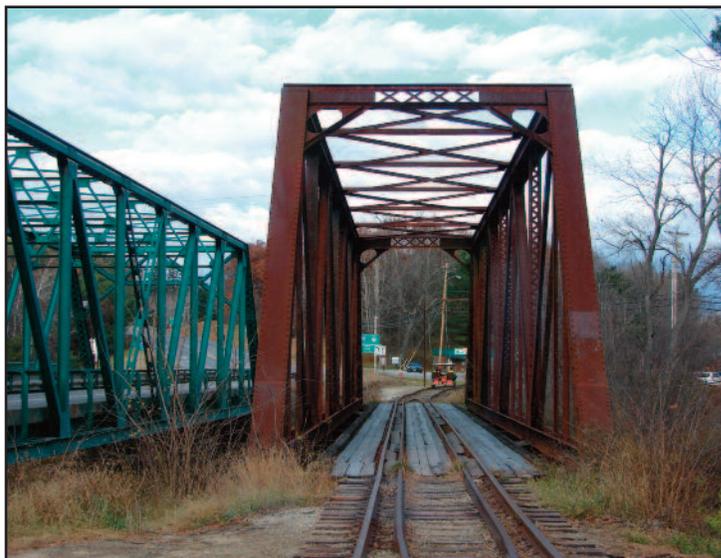
Although our M9 had only canvas curtains for weather protection the small propane heater kept us comfortable the entire round trip. I found that one propane bottle lasts for a full day.

There were two cars with no side or rear curtains, one of them from New Brunswick, whose occupants were warmly dressed and probably familiar with the cool weather.

This year we had a reporter from the Boston Globe riding in several cars, and a link to his report was posted on-line to the various speeder discussion lists.

This was the second time I have done this trip, and I enjoyed it immensely each time. I probably will return again and again.

*Top, Along Lake Winnepesaukee, Middle: Leaving Plymouth. All bridges are covered with boards for the snowmobiles., Bottom: Privately-owned cabooses at Northfield*



# A FIELD TRIP REMEMBERED

## Bruce and Marie Ferguson

As a youth growing up in the 50's and 60's, I have memories of the two railroads that ran thru my town. The "roads" were the mighty N.P. and the Great Northern and both had their own depot in town. I vividly remember a field trip I took in the third grade, to the G.N. depot. The agent let me hold the "Y" stick to show the other kids what it was used for. That was 57 years ago and I guess I've never forgotten that day. I can still see the speeder and thought it would be a lot of fun, railing the rails.

In 1992, I joined NARCOA to at last take that speeder ride. Like most of us, I needed someplace to park the more than one speeder I had to have. So, in 2007, my wife and I built a 2400 square-foot "period-correct" N.P. combination depot on the old ROW here in town. Now the speeders have a good home.

Before any construction began, we did our home work. During our speeders trips/runs, we would always investigate the depots we found in CA., Oregon, WA., by taking pictures. Never missed the chance to visit anything connected to a railroad. Also ended-up with many books that detailed many types depots and sta-

tions used by the railroad companies.

The foot print is 24' X 72", two story building. Like the books told us, the living quarters for the agents family, could be found upstairs. The depot has a freight room at one end, with dock. In the middle you find the telegraph bay/office.

At the other end, you will find the "warming room" [waiting room], complete with a working drinking fountain and ticket window to the telegraph office. Of course we have a passenger platform track side. We used 2 X 6 car-decking for the floors. We hand built the 6 open ceiling truss in the freight room, using rough-cut 2 X 10's.

This past summer, we finally built the speeder shack and hope to finish laying the 90 LB. rail this summer [a young man's game for sure].

If and when any of our NARCOA members are traveling to or from a speeder run in our area, please stop by.

Make it a field trip.





# CHECK THOSE WELDS

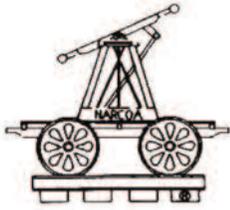
STEPHEN HEALY

Being the proud owner of several Les King seats, I have made a small but sad discovery. Les did not design the seats for “chubby” folks. I discovered this situation on a recent ride when my seat became a rocking seat quite by accident. My major concern was the seat might break completely and pitch me from the car, which I and NARCOA would have looked upon unfavorably. It seems I had broken the welds that attach the seat to the frame members mounting to the car.

I looked under my wife’s seat and there was no deformation, only under mine. The 12ga. X 1” flat stock had bent and broken the welds from the actual seat frame. The quick and fairly straightforward fix was to get some 12ga. x 1” square tube and reinforce the flat stock. I reformed Les’s flat stock, rewelded it and then cut pieces of tube stock to fit with a bit of extra length to reinforce the original design.

There was some concern about the added 1” elevation to the seat that became nonexistent after trying it out. Actually it is easier now to operate the clutch on my MT19 with the added height. So, all of you chubby people out there, look under your seats to see if there is any deformation. If there is, straighten the flat stock immediately and think about some reinforcement.



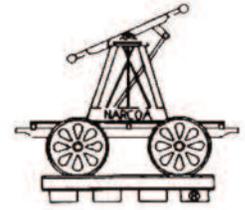


# NARCOA EXCURSIONS

## AS OF DECEMBER 16TH, 2010

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.



**January 01 - 02, 2011 - CA - California Western Skunk Train**  
Motorcar Operators West annual New Years Run from Willits, CA to Fort Bragg, CA. Overnight, and return the next day. 80 roundtrip miles. Experience the ultimate in tortuous mountain railroading and the enchantment of the redwood forest in winter. Run fee \$160 payable to MOW. Send check and SASE along with NARCOA certificate and insurance numbers to: Chris Baldo, Excursion Coordinator, P.O. Box 874, Willits, CA 95490. Questions to: [wllt-srwd@sonic.net](mailto:wllt-srwd@sonic.net), (707)459-4549 wk, (707)459-2600 hm. See [MOWonline.org](http://MOWonline.org) for details of New Years Eve celebration, hotel information and excursion application. This is a NARCOA insured excursion and all NARCOA rules will apply. USDA approved spark arrestor required.

**January 08 - 09, 2011 - GA - Heart Of Georgia West RR**  
Richland Georgia to Omaha Georgia Workdays. Saturday from Richland to Union workday. Leave at 8:00 AM return to Richland at 5:00 PM. Sunday from Richland to Union workday, Leave at 8:00 AM return to Richland at 4:00 PM. Bring your own brush clearing tools and lunch. 45 miles round trip. Eating and motel near set on site, campsite beside tracks, power and water, no sewage. All 2 cycles must have US Forest Service approved spark arrestor installed. All participants must attend safety briefings and wear reflective safety vest. All NARCOA rules apply. SERO affiliate. \$25.00 each car. Limit of 7 cars Click [HERE](#) for more details and maps. EC Larry Crowe, H:229-776-5882, C: 229-894-0402 or email [clh1@planttel.net](mailto:clh1@planttel.net) EC in training Will Thompson H: 229-723-8231, C:229-359-5701 or email [cwthompson@windstream.net](mailto:cwthompson@windstream.net) EC Dave Ferro H: 850-656-0592

**January 22, 2011 - TX - Wichita, Tillman and Jackson Railroad**

The Oklahoma Railway Museum (ORM) will host a trip on the WT&J Railroad from Burkburnett, Texas traveling northwest on the ex-MKT Railroad trackage that WT&J operates to Tipton, Ok and then return to Burkburnett, TX. Total mileage will be approximately 95 miles round trip. This will be the first NARCOA excursion on this historic railroad. Set on will begin at 8:00AM in Burkburnett, TX at 2nd Street Crossing. Departure will be at 9:00AM. The cost will be \$40. Excursion Coordinator is Drake Rice, e-mail [drake.rice@cox.net](mailto:drake.rice@cox.net), or home phone 405-478-3225. Requirements: Must be a NARCOA and ORM member and have a valid NARCOA insurance card and operator's certificate required. NARCOA Rulebook 6.4 in effect for this event. For complete ride information contract EC Drake Rice at the above e-mail.

**January 22 - 23, 2011 - GA - Heart Of Georgia West RR**  
Richland Georgia to Omaha Georgia Workdays. Saturday from Richland to Union workday. Leave at 8:00 AM return to Richland at 5:00 PM. Sunday from Richland to Union workday, Leave at 8:00 AM return to Richland at 4:00 PM. Bring your own brush

clearing tools and lunch. 46 miles round trip. Eating and motel near set on site, campsite beside tracks, power and water, no sewage. All 2 cycles must have US Forest Service approved spark arrestor installed. All participants must attend safety briefings and wear reflective safety vest. All NARCOA rules apply. SERO affiliate. \$25.00 each car. Limit of 7 cars Click [HERE](#) for more details and maps. EC Larry Crowe, H:229-776-5882, C: 229-894-0402 or email [clh1@planttel.net](mailto:clh1@planttel.net) EC in training Will Thompson H: 229-723-8231, C:229-359-5701 or email [cwthompson@windstream.net](mailto:cwthompson@windstream.net) EC Dave Ferro H: 850-656-0592

**January 29 - 30, 2011 - GA - Heart Of Georgia West RR**  
Richland Georgia to Omaha Georgia Workdays. Saturday from Richland to Union workday. Leave at 8:00 AM return to Richland at 5:00 PM. Sunday from Richland to Union workday, Leave at 8:00 AM return to Richland at 4:00 PM. Bring your own brush clearing tools and lunch. 47 miles round trip. Eating and motel near set on site, campsite beside tracks, power and water, no sewage. All 2 cycles must have US Forest Service approved spark arrestor installed. All participants must attend safety briefings and wear reflective safety vest. All NARCOA rules apply. SERO affiliate. \$25.00 each car. Limit of 7 cars Click [HERE](#) for more details and maps. EC Larry Crowe, H:229-776-5882, C: 229-894-0402 or email [clh1@planttel.net](mailto:clh1@planttel.net) EC in training Will Thompson H: 229-723-8231, C:229-359-5701 or email [cwthompson@windstream.net](mailto:cwthompson@windstream.net) EC Dave Ferro H: 850-656-0592

**February 12 - 13, 2011 - TX - Border Pacific Railroad**  
Winter Run - Railroad Partners, Inc. is pleased to announce a 2 day run on the Border Pacific Railroad (former Missouri Pacific) on Saturday February 12, and Sunday February 13, 2010. This is will be our 2nd excursion on this railroad. Bring your car to warm south Texas and lose those winter doldrums. Participants will travel approx. 60 RT miles between Penitas, TX and Rio Grande City, TX each day. Track parallels the Mexican border along the Rio Grande River. Wildlife and migrating birds in abundance. Mentoring by permission only. Hyrails welcome. Trip fee of \$50.00 includes railroad fees. Additional details will be forthcoming. Trip information will be available at [www.railroadpartners.com](http://www.railroadpartners.com). For registration contact the excursion coordinator, Leland Stewart at 210-863-5397 cell or email to [poppermaker@gmail.com](mailto:poppermaker@gmail.com).

**April 09 - 10, 2011 - GA - Heart Of Georgia RR**  
On Saturday we will travel east from Pitts, GA, cross two rivers and lunch in the quaint town of Milam. 105 RT miles. Sunday we will travel West from Pitts through Cordele, cross the Flint River and Lake Blackshear on our way to Plains. This is the boyhood and current home of former President Jimmy Carter. 127 RT miles. Cost for either or both days is: \$170. Requirements: You must be a member of NARCOA, have NARCOA Insurance, and

have passed the Rules Test. All cars will be inspected. All NARCOA rules will apply. No refunds after March 9, 2011. All operators and passengers must wear a REFLECTORIZED Safety Vest or a Safety Shirt while on railroad property. A mobile VHF radio capable of receiving railroad frequencies strongly encouraged. Click [HERE](#) to download the flyer. The EC and Affiliate is Bobby Moreman.3520 Cold Springs Lane, Chamblee, GA30341 Email [puttputnut@mindspring.com](mailto:puttputnut@mindspring.com)

**May 24 - 27, 2011 - QE posted 12/13 FULL - Wait List Only  
Chemin de fer Baie-des-Chaleurs**

The Club RailCar Québec (CRQ) invites you in Québec for its 3rd annual NARCOA excursion from Matepedia to Gaspé and return. Track used are with Chemin de fer Baie-des-Chaleurs. (CBC); a run of 404.4 miles. The run is of four days. NARCOA insurance and rules apply. Fees are \$400 per vehicle payable in Canadian or American money. Send your check payable to "Club Railcar Quebec" to: Club Railcar Québec, P.O. BOX 45005, Charny (Quebec) Canada G6X 3R4. The number of participants is limited to 40 cars. The deadline for registration is April 15th 2011 and after this date, there will be no refund possible. For more information, please contact Louis-François Garceau at 1 (418) 832-1502. Mobile is (418) 955-2466. VISA and/or MASTER CARD are accepted. SETON: Monday evening after dinner and/or Tuesday morning at 6:00 AM in Carleton siding. Departure shall be at 8:30 AM on Tuesday. Please, keep your vehicle lock correctly when not in use. Safety boots and safety vests are obligatory at all time. INFORMATION : E-mail to: [crq@bell.net](mailto:crq@bell.net) – Louis-François Garceau, Certified Excursion Coordinator, from Charny, PQ. NOTE : Excursion is already full ; please send me your interest in being on the spare list.

**September 7 - 23, 2011 - AK - Full - Waiting List**

Alaska by Motorcar. Motorcar Operators West invites you consider touring Alaska by Motorcar September 7 – 23, 2011. Experienced Excursion Coordinators, Chris Baldo and Margaret Hope are planning this "once in a lifetime" tour covering virtually every piece of rail in the Alaskan Railway system, The almost firm itinerary for this excursion heads north from Anchorage with layovers in Denali National Park and Fairbanks, then heads south with layovers in Talkeetna and Seward. This tour includes a morning run through the tunnel to Whittier – total mileage 964. Cost estimates are Lodging - \$3,500, Nine days on rail with Alaska RR - \$2,850/car. Additional tour expenses about \$150. We are working on transportation options; none are inexpensive. If you would like to receive a detailed itinerary and join our mailing list, please contact Margaret Hope [mhope@lionsgate.ca](mailto:mhope@lionsgate.ca) and ask to be added to the list of those considering participating. We need 20 cars to proceed. Approximately 50 participants are already on this list. We anticipate an October 1, 2010 date for registration (\$1000 of which \$350 will be non-refundable.) We'll send out a notice to those on our list. Marg Hope, Motorcar Operators West, Excursion Co-coordinator, Pacific Northwest Tour 2011 - Alaska (604) 320 – 7613 [mhope@lionsgate.ca](mailto:mhope@lionsgate.ca)

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

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

**Excursions Held On A Monthly or Bi-Monthly Basis**

**2010 Season - First and Third weekends of each month - NC - Red Springs and Northern Railroad**

24/7 Motorcar Riding - Come join the fun helping to preserve 12.5 miles of railroad. We are the Red Springs Northern Foundation (nonprofit) and The Railcar Operators of the Carolinas (NARCOA affiliate). We own, maintain, and operate motorcars on 12.5 miles of railroad in eastern North Carolina. For \$90/year you can join us. We have NARCOA motorcar rides on 2 weekends each month. Other times motorcars operate under the Foundation's insurance for work activities. We have several fun raisers each year including; Halloween freight train and Christmas light train (motorcars pulling trainers). We ride over a 1000 people each year. Location is between Parkton and Red Springs, NC – 15 miles off I-95 south of Fayetteville, NC. Annual open house is March 13th at Parkton depot. For info and application: [tomstallings@coastalnet.com](mailto:tomstallings@coastalnet.com) 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 \$25/day or ROC membership of \$90/year. Contact person: Carey Boney - EC, 1605 Powers Road, Wallace, NC 28466. Tel:910-285-7489 or [careyboney@embarqmail.com](mailto:careyboney@embarqmail.com)

**February 1, 2010 - January 31, 2011 - PA - Stewartstown Railroad**

The Northern Central Railcar Association is offering to NARCOA members, Excursions on the Stewartstown Railroad from New Freedom, Pa to Stewartstown, Pa. on various dates between February 1, 2010 thru January 31, 2011 Call Dean L. Grote Excursion Coordinator at 717-637-7647 or e-mail [dizzydean55@embarqmail.com](mailto:dizzydean55@embarqmail.com) for details.

**February 1, 2010 - January 31, 2011 - PA - Northern Central Railroad**

The Northern Central Railcar Association is offering to NARCOA members, excursions on the Northern Central Railroad from New Freedom, PA to York, PA, on various dates between February 1, 2010 through January 31, 2011. Call Dean L. Grote Excursion Coordinator at 717-637-7647 or e-mail [dizzydean55@embarqmail.com](mailto:dizzydean55@embarqmail.com) for details.

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

# SUPPLIERS

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

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

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

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

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

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

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

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

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

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

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

**Newman Machinery**, OUT OF BUSINESS. Dudley Newman writes that he still has a few parts left that he is selling on [railspeeders.com](http://railspeeders.com), but otherwise he's out of business. Please, only call him in response to one of those ads.

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

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



# NARCOA COMPANY STORE



## Wheel Inspection Tools

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

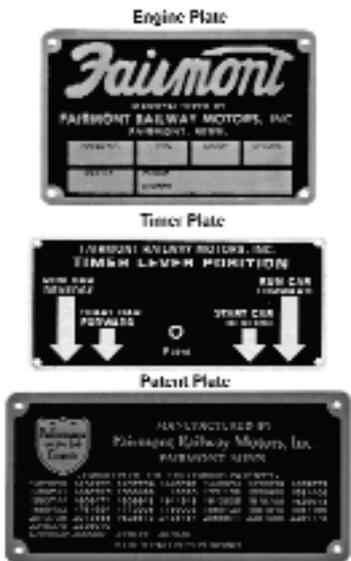
Want the Spotlight on your Affiliate Club? The SETOFF Editor wants to hear from you! I would like to have your Club on this page next issue!



## 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 \$7.00 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 Jeff Levensood 2189 Oak Tree Dr., Dover, Ohio 44622 phone 330-343-3407

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



## Reproduction Fairmont Data Plates

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