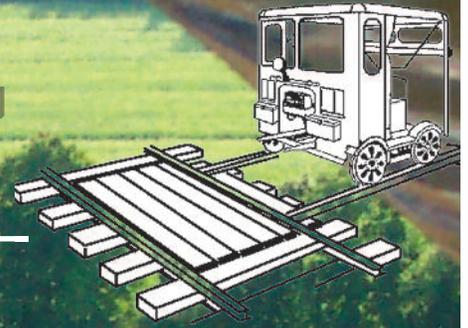


# THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA  
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION

MAR / APR 2012

VOLUME 26 No. 2



USE OF THE NARCOA NAME  
EAGLE MOUNTAIN RAILROAD REPAIRS  
ONE EXCURSION FROM TWO PERSPECTIVES

# THE SETOFF

VOLUME 26 - No 2

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

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

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ON THE COVER: THE FINGER LAKES EXCURSION SETON AUGUST 2011 FROM THE AIR. PHOTO BY RICHARD SCHAEFER

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Channel 2 – 151.505 MHz  
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# PRESIDENT'S MESSAGE

## BERNIE LEADON

Hello all-

We have daffodils up already in middle Tennessee on February 8<sup>th</sup>. And I know those who go down for Keith Mackey's runs in Florida in early March will be smelling orange blossoms! So the 2012 run season is not far off- for some it is already here.

A couple things first- I mentioned in my last message in the Jan-Feb Setoff that I had written an article in that issue about who can use the NARCOA name, but I had neglected to send it in to Editor Brian. Goes to show you that brain cells can believe one thing, but be proven to be in error. In any case, I have sent it in for this issue- please look for it *{see page 7 - Editor}*.

Another recent instance of unauthorized use of the NARCOA name is that I have discovered there is a NARCOA Facebook page. None of us know who created it. If you did, please contact me.

### LEADERS and AMBASSADORS

In a sense, we are each leaders and ambassadors for NARCOA and the hobby. Every time we are out on the rails, people are noticing us. Some who do are our fellow members. Some who notice us are railroad officials, or just plain folks. We each can have a far ranging influence, either for good or ill. Good will can spread far and wide, and so can ill will.

Railroad managers today all talk to one another- a good report from one to another while shooting the breeze at a meeting they all attend can be extremely helpful to our

cause. I got final approval to hold runs on a railroad in middle Tennessee because the regional owners of the Tennessee railroad also owned a shortline in Montana, and had enjoyed an excellent relationship with the NARCOA groups out there for many years. The result was that we received permission to start holding excursions in Tennessee.

Affiliate officers and Excursion Coordinators, as well as national NARCOA officials and area directors, are obviously leaders. As such, we expect a higher standard of good behavior and setting a good example from them. But the necessity to be aware of how what we are doing affects everyone applies to every single member, also.

One area to be aware of is horseplay. Most railroad rule books prohibit horseplay, by which I think they mean physical playing around mainly- But I think it also applies to practical jokes, and especially "getting on someone's case". We all remember from school what happens when someone pushes a joke too far. The one doing the joke pushing thinks its all really funny, but the one who is the butt of the joke doesn't think so at all. In these cases, it can get out of hand, and bad feeling can result. I know cases where the bad feeling went on for years, which is really unfortunate for everyone.

Let's all remember to practice the Golden Rule. Treat everyone else like you would like to be treated yourself, and all goes smoothly.

Sometimes old wisdom still

works really well.

Be safe, check those motorcars mechanically, and keep your eyes peeled at crossings. Bring a thermos of coffee for that mid-afternoon after-lunch low energy dip, and let's have a perfect incident free run season.

See you out there, hopefully-  
Bernie

## FROM THE EDITOR BRIAN DAVIS

Spring is almost here, and Jane and I cannot wait to get back on the rails again! Thanks to all of you for your support, and we will see you on the rails!

Brian

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

Greetings to all members of area three. Winter here in our area has been very mild and there have been many days when I wished we were out on the rails. We all could be enjoying the comradely and friendship and most of all operating our motorcars. If you haven't already started now is the time to ready your car for that first run. As winter is winding down and spring is around the corner the NARCOA excursion page has been filling up with a lot of excursions.

Great lakes Railcars has announced their annual meeting Sunday, March 11 at the Hoosier Valley Railroad Museum at North Judson, IN. The meeting starts at 10:00 AM CST. OVR is still making arrangements for their annual spring meeting but has not announced a time or date. Mike Ford has some very interesting excursions announced and I hope to be able to attend a couple. OVR has some up coming excursions including a new one planned so keep an eye out for their announcement.

I am asking that all members of area three do their part to make this the safest in NARCOA history. That means you all did your part. Remember that you are responsible not only for yourself but also to inform your guests of the rules and conduct expected at an excursion.

In closing lets all remember our railroad ABC's, Always Be Careful.

Jeff Levengood

## **AREA FOUR** **KY, NC, SC, TN, VA, WV** **BERNIE LEADON**

Howdy Area 4 members-

We have some good news up in Virginia. Since Boomer John Schmidt pointed out to me last fall that there were no runs happening in Virginia, and I mentioned it in this column in the Nov Dec Setoff, I have heard from a number of members up that way.

The upshot is that Boomer John himself, and also Jaime Haislip, are going to start training as Excursion Coordinators, each mentored by Gary Shrey up in Area Two. Their training will take a year, but during that time we'll all be talking about railroads in VA to approach. Several other members in VA and WV have contacted me with info about railroads that are possibilities- some of these members have existing relationships with those railroads. So that is great news.

The Caney Fork and Western railroad, in middle Tennessee, has another new GM, but I hope to meet with him in the next week to see if we will be able to get back on that line this year. Retired Area 4 director Tom Falicon put together a run on the Caney Fork last year, which I assisted on, so we have recent history with them. So I am hopeful.

Crossing safety is more important that ever this year. Please treat each crossing as "I am stopping" until you are absolutely positive that it is clear for a long sight distance. A crossing may suddenly become very busy after the first motorcars have crossed, and you may be the one who will have to make the decision that this crossing should

probably be flagged. Stop there and get on the radio and talk it over with your EC.

I generally take the car out of gear and coast to a stop at all crossings, only shifting back into gear when almost stopped, and not reengaging the clutch until I am right at the crossing boundary, and only if I can see for a long way that it is clear. There are always some crossings that have such restricted sight lines that you simply must come to a complete stop, but it is a good idea to do so anyway. If you make this practice a routine, you will always have a very good day.

Hope to meet you all this year on the rails,

Be safe

Bernie

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

Well, have you ever had Winter MOTORCAR withdrawal?? With our very mild midwest winter weather I caught the fever last weekend! It was one of those days when the temperature hit 50\*....and I backed the 14 and 19 out of the garage, put them on jack stands and Ah-la. Both started, lights worked, and so did the beacon and horn. Oh, that sound is so sweet just sitting there and going nowhere. I really savored the moment or I should say a half hour was the truth!! Watching motorcar video's just doesn't beat the real thing. OK, go ahead and try it as your neighbors also need something really interesting to talk about!

Ok, now time to get serious....the area 6 has two important affiliate

meetings where all members are welcome. The first is the annual Great Lakes Railcars (IL, IN & MI) meeting scheduled for Sunday, March 11th at 10 AM local time (same as Chicago). The meeting is being held this year at the Hoosier Valley Railroad Museum station located in North Judson, Indiana. After the meeting, everyone is invited to go as a group to the Monon Connection Restaurant for a late lunch.

The second affiliate meeting is the North Central Railcars (MN & WI) and is taking place on Saturday, March 24th at 2 PM. This meeting is being held at the Best Western Arrowhead Lodge & Suites in Black River Falls, WI. President, Dave Otte, reports that the meeting will be held on the second floor in the Indian Head meeting room. EC, Mike Ford is planning to be at both meetings to report on his many planned excursions this motorcar season. Again, all area 6 and mid-west NARCOA members are invited to attend.

On the subject of insurance, please make sure you have completed, signed and sent in the renewal forms (and checks) for insurance this season. Please check the website for all needed information and if you still have questions, please call or e-mail me for help. It is also time to renew your motorcar's physical damage coverage. You need to check with the United Shortline Insurance Services' office no later than March 31 for this coverage. Their office is located in Port Austin, MI at phone # 1-800-247-2085 or call 1-989-738-6400.

If you are looking for that first excursion in area 6, check the NARCOA website for the Brooklyn

Depot Days on April 27 thru 29th. As listed in the information, Dave Hawley is the EC and please note this is a non-NARCOA insured event. Please also check the future listed excursions as Mike Ford also is planning several runs in Area 6.

Hope to see you on the rails soon,  
Bob Knight

## AREA TEN

WA, OR, ID, MN, AK, WY

### BILL TAYLOR

As we move from winter to spring, we're all looking forward to the 2012 operating season. Happily, NARCOA's membership is once again insured, and I trust you all have sent in your applications to Tom Norman. This must be done by March 31st, but please don't wait until the last minute. The 2012 policy has changed a bit. One of the most important changes has been the loss of the \$1,00,000 individual coverage. The good news is this year's member premium is only \$55.00.

I am happy to announce several excursions are getting organized in Area 10. Things are coming together in Oregon for runs at Lakeview and Mount Hood. We might see one or two more on the coast if things continue to move forward. Many thanks to Bill Andrews, Rich Wilkins, Bill Bain and Guy Howard for their help. The runs will be advertised as soon as the details are worked out.

Steve Taulbee is putting together a series of runs in eastern Washington and Idaho. These include the Palouse & Coulee City at Colfax, Eastern Washington Gateway at Wilbur, and Camas Prairie at

Lewiston.

We were all saddened at the loss of Jim Morefield last fall, and his passing will have an effect on our hobby. It is good to see Steve moving ahead as usual without him, and I know Jim will be watching to insure Steve calls them "curves" and not "corners" during safety meetings. I am in the process of putting together a Montana run in June. Hopefully, we can announce even more as the season progresses.

This year's safety emphasis will be on crossings. Accidents can happen to even experienced and careful operators if the circumstances are right. Our hobby and your safety depends on each operator approaching every crossing as though his or her life depends on it - because it does. NARCOA rule 5 states, "Motorcars must be prepared to stop short of all grade crossings and proceed only when safe to do so." That rule applies to every operator as he or she approaches a crossing - ANY CROSSING. Only you can make the judgment as to when it is safe to go forward. Don't assume that just because the car ahead of you made it, you can. And don't forget those farm crossings. Our little aluminum and fiberglass boxes don't hold up well to collisions. Failure to adequately evaluate the safety of moving through a crossing means YOU will lose. Please, be careful.

So, as the weather improves, go out to the garage and fire up your motorcar. Change the gas and do the routine maintenance, so that when you take off from the first 2012 set on, your car will perform properly. See you there.

Bill Taylor

## AREA ELEVEN CA, NV, UT, AZ, NM, HI WAYNE PARSONS

The Area 11 motorcar season is shaping up with the announcement again this year of the Grand Canyon run (already half full), and several events on the Amador Central. We are waiting to see how many runs we can do on the California Western. I am grateful to hear a report that local management remains on the side of our motorcar hobby.

MOW is planning a California Shortline Tour again this spring and hopefully the Cal West will participate. EC Chris Ogilvie has been informed that the Sierra RR will not permit any more speeder excursions.

Unfortunately, we lost the chance for some runs on the California Western last year. Events were scheduled and then canceled due to slow sign-ups. Please sign up early so that Excursion Coordinators can plan. These hard working volunteers must make financial commitments to the railroad for our runs. When early sign-ups do not materialize, events are canceled. The go/no go decision is often made four or five weeks ahead of the date. If you think you will attend any Area 11 events, please send in a check early.

I asked the Motorcar Operators West board to discuss SWAG and banning wheel electrical shunts at their January meeting. My thanks go to President Bill Schertle, Dan Berg, and all the board members for taking a leadership role in these two important areas. Thanks also to Tom Correa, Roadmaster, and all the Amador Central folks, for leadership on the SWAG issue.

First, there is increasing support in Area 11 for the SWAG procedure (Stop, Wait, And Go). Motorcars stop and wait (with flags out) at major crossings for the following car to arrive. When that car behind has stopped (with flags out) the car in front proceeds. The MOW board has approved this flag and advance technique as an additional tool for EC's to use at crossings. The MOW rules committee is working on the wording. Tom Correa says they are going to install permanent signs on the AMC for motorcars indicating that SWAG is in use at three crossings. The AMC plans "on doing a modified SWAG [where] as soon as the car behind you is in full view and has its flags out and is slowing down, about one hundred feet back or closer, the stopped car can proceed if the road is safely clear to do so. This should minimize long waits at the signs."

Second, MOW board member Glen Ford says the "(banning installation of switchable) wheel shunts policy went to the rule committee for correct wording and will be circulated and voted on later. The [MOW] consensus was to approve."

I will not be running for re-election as your Area 11 Director. Nominations to fill the opening should be made to Carl Anderson (ca636@aol.com) by March 25, 2012. Nominees must send in a photo and a 150 word ballot statement by then. A mailing list (Excel file format) of the voting Area 11 members is available from the NARCOA Secretary so candidates can send additional campaign materials if they wish.

See you on the rails!

Wayne

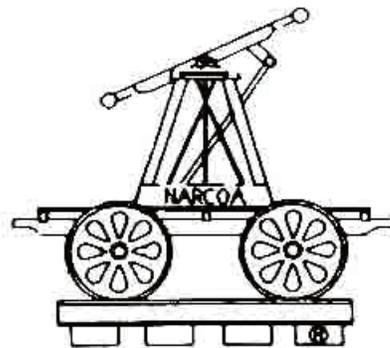
## ELECTRONIC SIGNATURES ARE NOT OK

Several members have submitted electronic signatures on NARCOA insurance documents. This prompted examination of the validity of electronic signatures for any NARCOA documents. This review has resulted in a new policy which bans acceptance of electronic signatures. This applies to membership, insurance, NARCOA Agreement, and Release Form documents. Excursion Coordinators be aware that you may NOT accept electronic signatures on Release Forms. The reason is variability of law and court verdicts across all 50 US states, all Canadian Provinces, and US and Canadian federal court districts. We must err on the side of caution. Remember, the Release Forms are the only protection from liability for members, affiliates, the ECs and NARCOA. Our insurance is for third parties only.

**All NARCOA documents must be signed in ink by hand.**

Thanks for understanding,

Bernie Leadon  
NARCOA President



# MESSAGE TO NARCOA MEMBERSHIP REGARDING USE OF NARCOA NAME.

Dear Members,

We live in the 21<sup>st</sup> century, where Twitter, Facebook, and YouTube content is created and distributed globally instantly. Respect for copyright and trademark rights are often not respected. However, NARCOA policies restrict the use of the NARCOA name to official use by authorized persons and entities only. Those persons and entities are limited to:

- NARCOA officers and directors, but only in the course of their official duties.
- Authorized NARCOA Affiliates.
- Certified Excursion Coordinators in the course of their authorized activities, although only in connection with the name of their affiliate when arranging excursions
- The NARCOA webmaster, Setoff editor, and printer.
- The NARCOA Insurance Administrator and the six regional insurance representatives.
- Members may identify themselves as NARCOA members.

The basic policy is stated in the NARCOA Policy Book, item #22, which can be found on our website at: [www.narcoa.org/docs/governance/policybook17.pdf](http://www.narcoa.org/docs/governance/policybook17.pdf).

The Affiliates are the operating clubs in the various regions of North America, and are the entities which actually organize and host motorcar excursions. It is they, and not NARCOA, which put on the events.

Wearing a name badge which says NARCOA on it is fine, but individual members do not otherwise have permission to use the NARCOA name, except to state or indicate that they are a member. That includes in videos and postings on the internet, or for distribution to or through outside channels or entities. Stating that you are a member on social media websites is OK, but it is not OK as an individual to post videos or photographs labeled NARCOA.

The reason that this is important is that video or other representation of activities labeled "NARCOA" can imply that the behavior shown is all approved and sanctioned activity. There are videos which exist on YouTube which may depict actions which violate current NARCOA rules or policy. That can be very detrimental to how Railroads or insurance companies view us. The same may be true for governmental agencies, or attorneys who may be looking for evidence to support their point of view at some point in the future.

Although such internet postings by members have been taking place for several years, that does not change the fact that these uses of the NARCOA name are not authorized. We are now stating clearly to the entire membership that these uses of the NARCOA name are violations of policy, and detrimental to the organization. We will allow a reasonable time for these videos to be removed, and/or all unauthorized uses of the NARCOA name removed. After some reasonable grace period, continued unauthorized use may be subject to remedial action.

And there is another reason that posting videos on the internet can cause problems- the railroad depicted is likely not aware that their track is on view, and they may not like it at all, which happened to me recently. I was called in to the office of a local RR on which I hold runs as an EC. The GM pointed out that videos by NARCOA members of excursions which we held on his railroad over the previous two years were posted on YouTube. He did not want videos of his railroad on the internet, one reason being that it posed a security risk for his customers.

He had also recently been visited by the TSA (federal Transportation Security Administration- the same people who do security screening at airports), who are now responsible for security in all areas of the transportation industry, and visit railroads regularly. We must understand the new realities of our post 9/11 world, accept them, and move forward by modifying our actions as necessary.

When in doubt, ask.

Thanks for understanding,

Bernie Leadon - NARCOA president

# WINTER RUN ON THE BORDER PACIFIC

## BY LELAND STEWART, RPI EC

Railroad Partners, Inc. conducted our 3<sup>rd</sup> annual Winter Run on the Border Pacific Railroad of Rio Grande City, TX on February 11 and 12. On Saturday, under cloudy skies and cool weather (50's), 7 motorcars and 1 hyrail gathered for set on at Penitas, TX. Set on went quickly and we assembled for the safety meeting and to introduce our host, Jesse Longoria of the Border Pacific. Jesse welcomed us and discussed how we would conduct the run. He stated that our previous performance gave them enough confidence that we would be allowed to run unescorted for the weekend.

We departed for Rio Grande City and within the 1<sup>st</sup> mile rolled through the new US Border fence. We were literally with yards of the Mexican border. The trip was very relaxing and was punctuated by the frequent encounters of livestock on the track. Texas has been suffering from a severe drought over the past year and this has caused a shortage of forage sources. Many livestock owners have taken to using the railroad ROW to graze horses, cattle, and goats.

After encountering several horses tethered on or near the track, we rounded a curve and surprised a mounted vaquero and his herd of cattle. He quickly moved the herd off of the tracks and we shared a friendly wave and continued west to Rio Grande City.

We arrived in good time at Rio Grande City and enjoyed a leisurely lunch at the local eateries. There are many historical sites in Rio Grande City as it was once a debarkation point for riverboats on the Rio Grande River. It is also the site of the historic Fort Ringgold. After lunch we departed RGC and made a short stop at the Los Cruces shrine located on a hill overlooking the river. The stepped pathway to the top of the hill and the shrine start right at the tracks.

The return trip was equally enjoyable and many wild birds, such as egrets and heron, were sighted in the Refugio National Wildlife Refuge through which the Border Pacific runs.

On the 2<sup>nd</sup> day of the excursion, Mother Nature brought some much needed rain to the area. The damp cold weather caused about half of the group to decide to head for home. The remaining hard-

core bunch (now down to 3 motorcars and the hyrail) set on and headed west in the rain. As a reward for persevering in the adverse weather, we received a bonus. We made a phone call to request permission to run to the east end of the railroad at Mission. This is track that we have not had a chance to run on previously. Permission was granted and we added 10 miles to our run.

We returned to Penitas at 4:00 p.m. about the time the rain stopped. All in all it was a flawless excursion with no incidents or breakdowns. Many thanks from this EC to the Border Pacific for their generous hospitality and to the operators for their excellent performance making this a great run to manage. I hope to see more of you on our next run on the border.

Below: Livestock Encounter bottom: Vaquero and cattle - photos by Frank Hamadock



# EAGLE MOUNTAIN REPAIRS

## BY WAYNE PARSONS, EC

Desert Center, CA - November 5, 2011.

A work party of twenty NARCOA members repaired rail on the Eagle Mountain Railroad replacing ten joint bars and re-laying one rail. Originally scheduled as a regular run, the event was changed to a work party due to slow sign-ups and the vandalism done to the rail. Set-on was near the Kaiser Eagle Mountain Mine at MP 49. The group operated south to MP 33.5, made the repairs in two hours, and continued on to the speeder sheds below I-10. A second run was made in the afternoon bringing the total distance to 82 miles for the day. Recent rains have caused more washouts on the line including one at MP 48 where the rail has been totally undermined at a culvert. Future events cannot

cross this culvert and will have to set-on at I-10 or await repairs by Eagle Mountain. New operator Chris Maes was mentored by Don Breitbarth. Our Wildlife Biologist again was Steve Gardner.

Thank you to the other "track workers" that included Jack Bodenman, , Harley Davis, Robin Douglas, Karl Havanitz, John Helmuth, John Kersey, Stephanie Marks, Raul Montes, Lynne Maddy, Richard Nelson, Bill Nelson, Wayne Parsons, Dan Page, Dan Phipps, Richard Rugel, Ken Saunders, Edward Smith, Blair Van Vliet, , and Richard Waltz.

Below: Working on the railroad. - all photos by Stephanie Marks



# AN EXCURSION, FROM THE SPEEDER'S PERSPECTIVE

## BY STEVE TAULBEE

The date was May 26, 2010. Twenty seven speeders and one hi-rail were sitting on the Eastern Washington Gateway rails in Wilbur, Washington, waiting for the excursion to get under way. It was chilly, and the rain was falling when the safety meeting was held at 8:00 that morning. One of the items discussed at the meeting was the train meet that was scheduled to happen that afternoon. Dave Phillips, EWGW representative, filled us in on the details. It would be an eastbound grain train, and we were to meet it in Davenport later that day.

After the safety meeting we were on our way eastbound. Destination was Medical Lake, where cars would be turned for the trip back. The day was a good one. We stopped in Reardon at the Eastern Washington Rail Museum to tour the sight and each lunch. After lunch we departed for Medical Lake. Upon arrival there cars were turned and we were westbound.

We arrived in Davenport at 4:00 in the afternoon. It was cloudy, but the rain had ceased. It was there that Dave talked to the train crew again and gave us the order to back into the west leg of the Wye. The train was on the way! We backed in and shut down, waiting for the grain-train to appear. Cameras were out and ready as the crowd anticipated the train's arrival. Finally we heard it coming. As it came

into view we could see two blue units pulling 60 hoppers loaded with grain. It was exciting! Cameras were put into action and there was lots of waving to the crew. The crew was waving back and they were taking our pictures too! It was a good occasion. (Remember that this happened before March 28, 2011, when it became illegal for train crews to take pictures.)

As the train passed there were lots of smiles. When all was clear, the order was given by Mr. Phillips to pull back onto the main and proceed to Wilbur. We arrived there and chained down for the evening. Another day of good memories was ours.



# AN EXCURSION, FROM THE ENGINEER'S PERSPECTIVE

## BY BRUCE BUTLER



On May 26, 2010 NARCOA ran a trip from Wilbur WA to Medical Lake WA and return on the Eastern Washington Gateway RR. I am an Engineer for EWG and on that same date I ran a loaded grain train east from Hartline WA to Cheney WA.

As I passed through Davenport WA the motorcars were in the clear on the west leg of the wye track. I shot some pictures of the motorcars from the engine while they were taking pictures of ME!

I should note that it DID NOT become illegal to take pictures from a locomotive that you were operating until March 28, 2011. Now, it is a firing offense, thanks to the Chatsworth CA disaster where the Engineer was apparently TEXTING on his cell phone!

Anyhow I took 5 pictures which turned out decent and I thought you should have them. In picture EWG (1476) the two fellows on the left are John Howell, General Manager; and Steve Gibson, Director of Operations.

If any of your fellows would be interested in sharing their pictures of ME, I would certainly like to have them for my collection. Also, I wondered if Jim Morefield was on that trip. As I recall he was not. We stopped in Wilbur on our way west (by Co car) to Hartline and visited briefly as you were "setting on" and as I recall I inquired about both Jim Morfield and Bob Shanklin and neither were there.



# BUYING, OWNING AND OPERATING YOUR OWN RAILROAD CORRIDOR

BY LARRY BOWLER

Leasing the Amador Foothills Railroad was a snap. Recreational Railroad Coalition, Inc. had already leased the Linden Branch of the Stockton Terminal & Eastern Railroad, for nearly 5 years. This beautiful line that runs through the orchards of San Joaquin County in Northern California had given RRC the experience of being a leasor with all the agreed upon requirements of maintenance of way in exchange for access. This 9.5 mile branch had been unused for over 20 years. Maintenance had been deferred for nearly all of that time. Overgrown with weeds and bent sticks of rail which had been caught by farming implements, this corridor was in much need for mow attention. Situated in the middle of orchard country, it received annual fertilizer and water applications from the orchardists which fed the weeds and unwanted volunteer trees, some growing through the ballest and ties. Chain saws and weed eaters were the order of the day as the volunteer crews of Recreational Railroad Coalition, Inc. worked the first year to bring the rails back into condition to handle speeder traffic.

A few years later it was brought to our attention that the Amador Central Railroad was going inactive. Situated in the foothills of the Sierra Nevada mountains, it had been active until only recently. The President of RRC began negotiations to add this lovely corridor to our stable of railroads to be protected and preserved for their historical, educational and recreational values.

A deal was agreed upon to lease this corridor for the same lease price as was being paid for the Linden Branch, \$1.00 per year.

After 4 years of leasing both corridors, which were about 30 miles apart, the opportunity presented itself to consider buying the railroad property. The owner, a lumber industry company, had no further use for the railroad as their mill had been shut down. Being at the right place and the right time in addition to having a past leasor relationship with the owner, the offer was quickly accepted. The sale price was the grand total of \$1.00. The Amador Central Railroad had been renamed earlier by the former owner as the Amador



Foothill Railroad. This railroad was described as the curviest, steepest, scenic railroad all contained in one county. It was and continues to be a gem of historic proportions. This historical railroad asset became the property of RRC Historical Society in partnership with the Amador County Historical Society (ACHS) in 2010 and the first such railroad in the nation to be owned and operated by speeder operators.

Of course, as with any privately owned property, there are maintenance obligations. Vegetation control is an ongoing responsibility, requiring spraying from the custom made, 250 gallon spray rig (numbered 007, as it has a license to kill.) Chemicals for this operation exceed \$ 700.00 annually. The largest fiscal obligation is to maintain a general liability policy for the entire 9.5 miles. Cost for this policy exceeds \$4000.00 annually both of which is shared by the ACHS and RRCHS.

The benefits of owning our own railroad are obvious. Access is easy and efficient. Both corridors are dedicated to the use of privately owned, vintage maintenance of way rail cars, handcars, and other collector rail items. For the past 6 years RRCHS has sponsored the Ione RailFair in the railyard at Ione CA. This event has grown into what is described as the largest community event in this small city. This year's event is scheduled for May 26-27, 2012. Speeder activities will be under the coordination of Steve Paluso of Pacific Railcar Operators (PRO) The event will schedule 4 runs over the two days of the fair, including one night run. For information on this RailFair, contact the President of RRC/RRCHS Larry Bowler [RRCPRES@YAHOO.COM](mailto:RRCPRES@YAHOO.COM) or Steve Paluso at [sbpaluso@aol.com](mailto:sbpaluso@aol.com) .

Being the owner or co-owner of a railroad corridor brings blessings as well as challenges. In California the only governmental entity which has jurisdiction on these unique recreational railroad operations is the Public Utilities Commission, and their focus is only on the crossings. Neither the FRA nor any state regulator has recreational railroading. like as is practiced on any of the RRC railroads, in their area of jurisdiction. The RRC railroads do not permit locomotives, trains or full scale rail cars on these tracks.

They are exclusively dedicated to speeders, etc. Recently the AMCRR hosted a Boy Scouts of America, 2-day seminar and campout to earn their Railroad Merit Badge. Traditional railroad companies do not invite the BSA or the GSA to come into their operations as a matter of safety. The RRC railroads, however, are well suited to facilitate and support these two honorable associations. These are just some of the ways our volunteers can give back to our communities. It is something that can be done when one owns one's own railroad.

Larry Bowler, President

RRC/RRCHS & The Amador Central Railroad.



# THE RAIL ROD - TABERS INC.

BY LEON SAPP

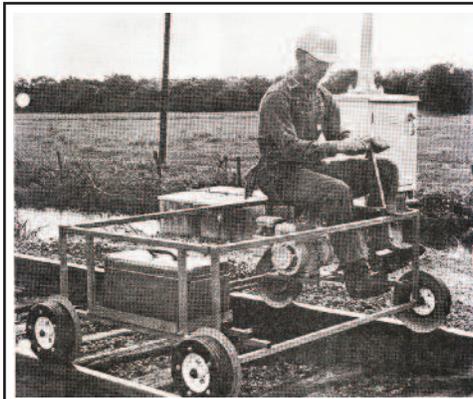
One of the lightest rail motorcars was constructed by Tabers Welding which was formed in 1957 in Perry, Oklahoma. For ten years Taber had been involved in various machine and welding work. In 1967 Tabers became primarily a manufacturer of oil field equipment while also doing some work for local railroads. Sitting at the junction of two major rail lines Tabers had a chance to become acquainted with many of the workmen who patrolled and maintained track.

Tabers saw a niche and decided he could fill it. Track gangs and inspectors might find the Hy-rail truck replacing all their motorcars but there was one class of workmen who still needed a light weight powered cart and that was the Signal Maintainer. Signal Departments had long used light motorcars, the Fairmont M-9 and M-59 being favored. Many manufacturers had made side load motor cars particularly with the signal maintainer in mind. But with railroads getting rid of their motorcars wholesale the maintainer was left without an adequate replacement.

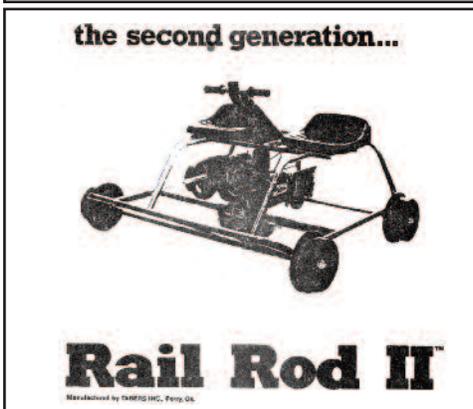
About 75% of a signal maintainer's duties are periodic inspections, light cleaning and testing of electrical signal devices. While many were grade crossing devices and had easy access, others were more remote and some distance from road crossings. Trips to check an intermediate signal or to periodically replace heavy storage batteries often required the maintainer to hike in.

Working alone and usually needing to transport heavy tools, and components the signal maintainer needed a mechanical assist. A few imaginative individuals had modified small motorcycles with old motorcar wheels and out-riggers, but they were generally frowned upon by Railroad Safety Management.

Using light weight, square channel tubing Tabers came up with a reasonable solution to the problem and called his machines the 'Rail-Rod'.



**The original Rail Rod**



Tabers' lightweight cart was inexpensive, compact yet rugged and could be broken down into small components that were easily stowed. However the small size of the unit often allowed it to be placed in the bed of a fleet side pick up without disassembly. One man could handle the machine quite easily. A three-horsepower Briggs & Stratton gasoline engine provided a top speed of 12 mph on 12-inch rubber tread wheels. A safety clutch system automatically applied the brake when the clutch was released.

The frame of his first unit was basically a box and operator riding above one rail much like some of the first powered velocipedes. The cross members offered ample support for just about anything the maintainer needed to carry. At just

over \$1,000.00 it was an affordable alternative to packing in heavy parts and batteries by hand.

Two years after bringing out his first cart Tabers began offering an even lighter version with the engine centered between the rails for better weight distribution. Using a round tube frame and weighing less than the first model the new unit had an extra seat for another rider. The size of the Briggs engine was also increased to 3-1/2 h.p. The price was slightly higher at \$1,340.00.

Rail Rods were distributed by The Rails Company in the U.S. and Canada. In a throw back to the "old days" it seems most of the machines had been bought out-of-pocket by the men who used them.

Unfortunately, the little machines are no longer offered by Tabers Welding (now called Taber's Manufacturing) however they or copies of them can still be found in service. Virtually all railroad Signal Inspectors are now equipped with Hy-Rail trucks. But, often having a light transport that can be quickly set off to clear a train is an advantage appreciated by those lone workers. The simple design proved easy to copy and soon many home built were prowling the rails.

# FLAGS!

## BY DICK RAY

Have you ever dropped your flag?

I know I have. Nearly every meet there is a radio call asking the rear car to pick up a dropped flag. With a two-cycle car there are a lot of levers to attend to while preparing to stop.

Possibly the reason that NARCOA requires two flags is so that when, not if, you drop your flag you will still have a spare.

I finally got tired of losing my flag so I devised a method of securing the flag. A small dog leash attaches the flags to the motorcar. The picture shows all the items used.

I carved a flat into each side of the wood handle, and then attached a loop of metal to the handle with an 8-32 screw and locking nut. A cable clamp was used on one flag and I made the other loop out of hobby shop brass strip, covered with shrink tubing. Then a tight wrapping of the attachment area with electrical tape finished off the conversion.

Each front corner of my M9 contains two hooks similar to the one shown. The clip on the end of the leash goes on the lower hook while the flag hangs from the upper hook. This allows the flag to be removed easily for flagging a road crossing.

While I retained the attachment on the “dog end” it would be simple to remove it and replace it with a metal ring of some kind. That would make it easier to remove the flag without having to deal with the “clasp” used for the dog collar.



## BY TOM FALICON

As our excursion season rolls into full swing I'd like to take this time to remind you of the valuable role that assistant EC's play on every excursion. It's impossible for the EC in charge to be in ten places at once, but by enlisting the help of assistants and getting all of them on the same page with a pre-excursion job briefing, the entire length of the excursion consist can be monitored and kept safe every mile of the trip. Remember that if there is a change of conditions during the event an additional job briefing must be held in order to keep all assistants updated. For those of you that are not EC's or excursion assistants I urge you to also get involved. If you see a potentially unsafe issue taking place, you will not be considered to be pushy or butting in just because you are stepping up and acting as a concerned NARCOA member that's working to help keep NARCOA's excellent safety record intact.

I'd like all of you that are reading this column to keep in mind that we are hobbyists operating on railroads where non-compliance to federal safety regs is not an option.....for the future of our hobby please make it your goal to obey all NARCOA rules and any additional requirements that the host RR's ask of us.

Let's all work together to have a fun and safe excursion season!



# PETCOCK TOOL

BY DICK RAY

For years I have struggled with the cooling system drain petcock used on M9 cars because it sits almost directly above the front axle. I use antifreeze mixture in the winter in case I want to run the car somewhere when it is cold. In the spring I drain and keep the -15 F mixture for use during the next winter. The mixture also provides some protection against rust, I think.

The petcock has been found to be troublesome because the handle comes loose from the shaft after a few years. The one in the photo is the fourth one and is in my repair parts box in anticipation of needing it in a few years. Not a common item at Home Depot, Lowes, or auto parts stores.

Anyway, there is not much room in there for a hand to turn the petcock handle. In addition, the handle can be very hard to turn and requires a tool. I have used pliers but they do not work very well. I should mention that I do this task with the car on the trailer and there is an impediment below the petcock leaving only eight inches to work below the axle.

But now the problem is solved!

A sheet metal spark plug socket with two notches cut into it becomes the tool.

See the picture of the petcock and socket next to it. A couple of minutes with a hack saw results in the finished tool. A small screwdriver or piece of rod provides the leverage to turn the corroded handle.

I used the 3/4 inch end of the double ended socket but could have used the 13/16 inch end as well. Since it is infrequently used, I store it with the TDC finder tool (2011 May-June SETOFF) on a shelf. **LEASH YOUR**



# NARCOA'S "NARROW BAND" RADIO ISSUE

BY FRANK N. HUBLEY

Many people in NARCOA are excited about the 2013 Narrow Band FCC Regulation. While it is true that NARCOA radio operations should be compliant by January, 2013, I would suggest that members should not attempt to "Narrow Band" their equipment on the three NARCOA Channels until December, 2012.

Reason: Operation of equipment that is "Mixed" (some Narrow, some Wide) will result in some missed communication - This is a potential Safety Issue!) Radios that are currently programmed for "Wide Channel" operation will be received distorted on a receiver that is programmed for Narrow. Alternately, a transmitter that is programmed for Narrow will be received with very weak audio on a receiver that is programmed for Wide. This "problem" can be noted when two radios with different programming are operating in a "quiet environment". With the high acoustic noise present in the railcar environment, this problem is much worse than experienced in a quiet "field test" without engine and rail noise.

Many of the existing, older mobiles that are currently in use in railcars can be reprogrammed so that they will have lower Transmit Deviation. There is, however, no economical "fix" for the Wide Band receivers in these older radios - they will always have lower receive audio in the Narrow Mode.

Note: Only Class 1 and 2 Railroads and large Passenger/Transit RR's have moved a significant amount of their operations to Narrow Band. (They have a large amount of operational interface / equipment interchange with other RR's). Most Shortline and Tourist RR's are still trying to put a plan together to meet the January 2013 requirements.

BTW - the only reason one would program a railcar radio for NARROW MODE operation before the end of the 2012 Operating Season would be to intercommunicate with some Shortline / Tourist RR that has already converted to NARROW operation. Only Excursion Coordinators (with Host RR permission) should transmit on Host RR frequencies !

(The Author has 40 years of direct employment in the Engineering Department of a major manufacturer of mobile radio equipment).

# FENNER POWER-TWIST BELTS

BY: CHRIS THOMPSON

On the morning of November 7<sup>th</sup> 2010, my wife Maria and I boarded our M-9, and with about 20 other speeders, headed out of Florence, AL on the Tennessee Southern Railroad. Our destination was Columbia, TN some 75 miles to the northeast where we had started our overnight trip the day before. The weather was cold but the sky was clear and we looked forward to a repeat of the beautiful scenery that we'd enjoyed on the southbound portion of the run. As we putted out of town we spotted a couple of people in a car beside the tracks watching the parade of motorcars roll by. We waved and as I gave them a friendly toot of the horn I noticed that something was not quiet right. It seemed that I had to hold the horn button down for a few seconds for the horn to blow and the sound was low and off pitch. My first thought was that moisture had somehow gotten into the horn button and froze in the low overnight temperatures keeping the contacts from closing. But as we ran along and the car warmed up, the problem only got worse until the horn no longer worked at all. "No problem", I thought. "I'll fix it when we get home."

As we climbed the grades and rounded the curves headed for the state line, the little M9's ROC motor started to lose power. I adjusted the timer and needle valve but this didn't help. Then it occurred to me that the problem might be electrical and could be why the horn didn't work properly. A quick look down through the slots in the control panel confirmed my hunch; the alternator belt was missing! I turned off the headlights and strobe and the car's engine picked back up. We had about 15 miles to our next rest stop, so not wanting to risk the battery being drained completely down we caught a tow from the car ahead.

Several months earlier I read Stanley Wilson's article in the Nov-Dec 2008 SETOFF about Twist Lock belts and how they made it easy to replace the alternator belts on pop cars. They snapped together making it unnecessary to remove the flywheel to install the belt. I ordered one on E-bay and put it in my toolbox just in case. Now I would have the chance to see just how well it would work. As we pulled into our rest stop I unhooked from my tow and with the help of James Hughes, assistant EC on the run, got the belt on in about 15 minutes. All that was needed was a pair of needle nose pliers. The belt made it possible to finish the trip unassisted. To date I have put around 700 more miles on the speeder with no problems, and the belt still looks almost new.

The belt needed for a Fairmont motor is a 3/8" 3L Fenner Power Twist Plus. I ordered one 4 foot section, plenty for one belt with some left over, and the cost was about \$30. The belt is made to be ran in one direction, but I haven't had any problem operating the car in reverse. I would recommend to anyone who owns a popper car to invest in one of these belts and add it to their spare parts. Having one sure beats being towed.

Chris Thompson



# THE KALAMAZOO

## BY CARL SHELLHORN



*Before and after the rebuild.*

This is the history of a love affair that started when I was a kid in Alaska. My Dad, Frank Shellhorn, was a superintendent on the Alaska Railroad from 1934 to 1964. In the sixties I had my first ride on a railroad speeder, and a love for all things railroad was born. This passion lay dormant for about forty-five years until, in 1999, my friend Steve Philips relit the flame. I was on a field-welding job in Sonoma County (I own a small welding shop), when I found the Kalamazoo Speeder Car, rusting away in a field at the mouth of Sonoma Creek Delta. The area was the sight of a former farm labor camp, not far from the Southern Pacific railroad tracks. The field floods every year, and it's not known how many times the car had been flooded. My friend, Steve, came with truck and trailer and we hauled off the "scrap." The land foreman was very happy to see it go away!

The car was really a mess. All the parts of any value had been stripped off by scrap thieves. What wasn't stolen was rotted away or frozen by years of neglect, sitting out in the elements. We moved the car to Steve's shop in Penngrove and removed all the rusted, frozen parts. We were left with four wheels, two axles, and four frame rails. Period.

We tried to salvage the original engine, a "Shramm," half engine and half air compressor. The aluminum pistons had corroded and expanded to the point where they broke the cast iron cylinder block. A total loss. Under-terred, Steve found, in a junkyard, a small 4-cylinder

Nissan motor and a 5-speed transmission from a Datsun B210. Shortly after this, we stopped working on the speeder. In the fall of 1999, it was moved to the back yard and tarped over. We started a bigger railroad project—750 feet of 30" narrow-gauge track and the building of a Plymouth-type switcher locomotive and cars for the Penngrove Power and Implement Museum. But that's another story, for another article. The speeder was all but forgotten.

Fast forward ten-plus years, to October 2010. Steve called and asked if I would be interested in resuming our old speeder project. The Petaluma Trolley Association in Sonoma County was putting together a run on local tracks in mid-February 2011. I said yes, of course. We moved the car to my shop, since Steve's was full with other projects, and the work began in earnest.

This was going to have to be a labor of love because there was no budget for this project. The economy was getting worse as time marched on, so I (we) started building, repairing all we could, scrounging parts, trading for others. Many friends pitched in to help. The car started to transform overnight. I made drawings of what I thought I wanted it to look like, layout sketches, top, side, front, back, seat placement, etc.

The brake gear on the speeder was in bad shape. The shoes were worn out and broken and the shoe shalkes and pins were frozen. After much heating, pounding,

and cussing, all the parts were free and apart. Buying new parts was out of the question. We drilled the shakes for grease fittings. Another friend works in a big door shop and got us a piece of two-inch thick oak. From that we band-sawed new shoe blocks, put them in my vertical milling machine and... presto! New oak shoes!

The cast iron shoe facings were completely worn out, so we went to truck brake-shoe linings. Our local semi-truck shop was a good source for old truck brake shoes with good linings. We drilled out the rivets and separated the steel brake shoes from the linings. By cutting between the rivets, I salvaged linings that were two inches wide and long enough for the face of the wood shoe blocks. Using epoxy glue, and drilling and counter-sinking the lining, using brass flat-head wood screws, pre-drilled into the wood, we fastened the truck linings to the new wood shoe blocks. With all the brake parts cleaned, lubricated and straightened, we had new working brakes.

I dug through the left-over, surplus stuff I had been saving (“because I might find a use for it someday!”) and found a ten-foot piece of #60 roller chain for the final drive.

The car started to take on its final form, but it had no name plates, logo, or other identifying marks. The only surviving, original piece of equipment was the forward/reverse gear box, the reverser. After hours of internet searching, trying to identify the car, the only hint we had was the reverser. The Kalamazoo Company was the only one with that type of gear box and chain final drive to a solid rear axle. With no one to say otherwise, fact or myth, the car became the “KalamaZoo”.

In old photos, I saw that the Kalamazoo cars had bent pipe frames for canopies and cloth tops. This gave birth to the design of my car, with its bent pipe shape. I scrounged all the pipe, old rusty gas and water pipe, and bent and welded it to make the shape of the top, side and end frames.

A sheet-metal worker buddy made the “tin” top for the car. I was going to make a rag top, but the metal is better.

I used a lot of bus parts; the horns, brake light flashers, and windshield wipers are from an old, scrapped out school bus. The two head lights came from a 1948 Jeep pick-up; they had to be completely sand-blasted, rebuilt and painted.



*The rebuild begins.*



The front fuel tank came from my shop foreman. He said he had been keeping it for years, and now he found a good use for it. The tank was stainless steel, but small, so I made a rear tank, for a total onboard capacity of nine-plus gallons. The lesson of the rear fuel tank is: don't forget to clean it after you build it! I built it from a truck air service tank, painted, installed, and filled it. I had to clean it on our first run on the rails.

Ten years before, I had acquired some real “bay window” caboose seats. They swivel so that the car can be driven in either direction without turning the car. The rear seats, salvaged from old school buses, cut down and made to fit, gave the car room for five persons.

The painting was done by a lady who worked in my shop as a machinist. She also reupholstered the seats.

With the car almost done, it was time to start a ten-year idle engine. We had a new battery and fresh gas but, as usual, Murphy stopped by. The starter was bad, and the carburetor was filled with water and crud. But, in the end, we got it running, and it runs quite well.

The finished car is a little bigger than the average Fairmont M-14/M-19 car. It is about eight feet long and six feet wide, with twenty-inch wheels. On the rails, it sits about 6'3" high. I had originally planned to carry the speeder in my covered Jeep trailer, but it was too tall. No problem! I made the front hinge down below the front window, and the four corners telescope, lowering the top about ten inches for transport. As it turned out, I have never had to use this feature; I acquired the "perfect speeder trailer." Over Thanksgiving 2010, I was asked if I wanted an old abandoned trailer that needed to be removed from a lot that was being sold. I waited too long and someone else got it. About a week later, another friend (Mitch Evensen) said, "Do you still want that trailer?" I said "Yeah, but I missed my chance!" He said he knew the man who had it and, if I really wanted it, he could get it for me. The next thing I knew, the trailer was in my yard!

Having no contacts in a speeder club, I called the local president of Motorcar Operators West, and he referred me to a local member, Mitch Hice. Mitch was a huge help. He told us about NARCOA and MOW, how to join and become active members. Thanks to him, we got off on the right foot. He also helped with the rules and club requirements for the cars and gave us the benefit of his years of experience.

As our self-imposed deadline loomed closer, the detail work, like wiring and all the electrical work, became more daunting. Who would have thought that there was that much wire on a "simple" car? Air lines for the horn, tubing for the gas tanks...

Finally, the car was running with all the required equipment. With copies of the safety checklist in hand, we were ready. The Petaluma run had been cancelled but, thanks to our new contacts, we found another place for our "maiden voyage." A Saturday work party and a real Speeder run on Sunday (February 17<sup>th</sup> 2010 in Lindin Ca) was the opportunity we needed.

With Mitch Haik leading the way, we got to the set-on point. The guys at the work party were glad for the help, and they looked the Kalamazoo over with approval. When we make the first move on the rails, what a thrill! Paul Hirsh, my building buddy, and I were as giddy as a couple of school girls.

This was the run that the mentoring was done.

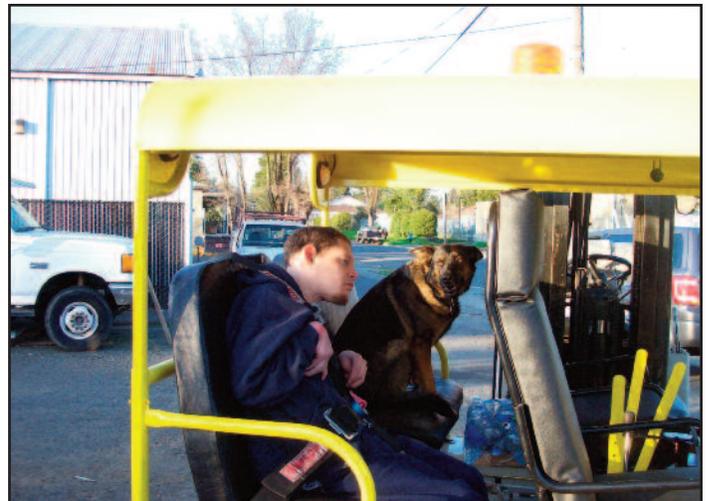
The next day was a real club run, by P.R.O. I need to extend a special thank you to E.C. Steve Paluso; his pa-

tience in dealing with the "new guys" was great. With the car inspected, and all of our paperwork, insurance card, rulebook car, and mentoring paperwork in order, off we went with fourteen other speeder members for a wonderful first run. The club liked our car; it is unique, not like anyone else's car.

Over the course of the next nine months, the portapower jack turntable was replaced with a fully hydraulic turntable. We also got a new, bigger radiator, and head and valve job. Soon: new wheels.

This brings us up to date with the project. Many thanks to all the club members who expressed their support of the Kalamazoo Project.

Running on the rails has been great fun, a new adventure with new friends. Having a larger-than-normal car has allowed me to take friends and guests along for the ride (with the required safety talks, paperwork, etc, of course!).



*Adam and Jinx ready to ride.*



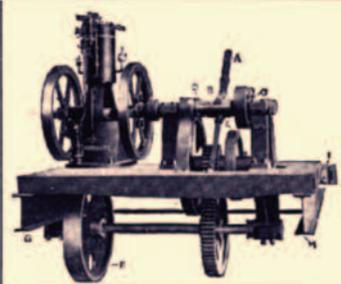
# Mystery solved...at least part of it!

Leon Sapp

Thanks to all who commented on the “Mystery Machine” in the last issue. As it turns out, The Fairbanks Engine Company actually made very few engines but sold a large line made by other manufacturers and for a great variety of applications. But, by contract arrangement, they replaced the manufacturer’s plates with their own. Engine collectors and other ‘old iron’ restorers have struggled for years trying to identify the true maker of their ‘Fairbanks’ engine so they could find spare parts. Perhaps the best known in their line was the Bull Dog which was a stationary engine built by Gates & Edmonds Motor Company in 8, 10 and 16 horse power. The company began selling engines in 1897 and lasted until about 1910.

There was no corporate connection what-so-ever between Fairbanks Engine Company and its more famous contemporary Fairbanks-Morse & Company other than they did carry some of the famous F-M “Z” engines.

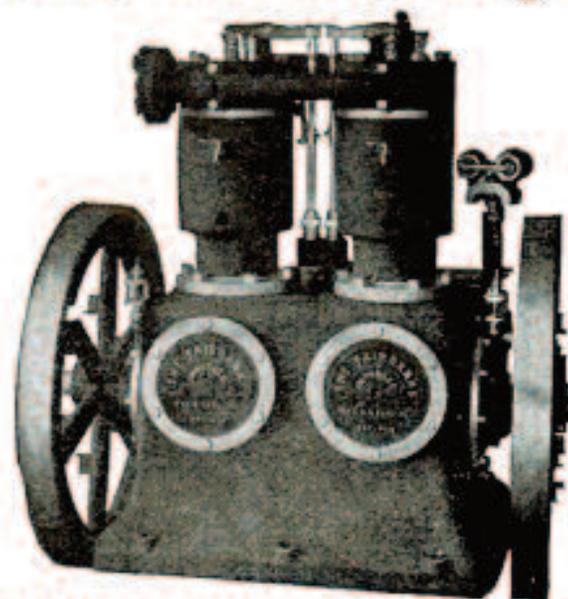
So, what was the purpose of the little self propelled flanged wheel vehicle in the advertisement. That part is still a mystery. Other advertisements for the company state that they sold Railroad supplies but no other ad for a motorcar mounted unit has been found. Several folks did point out that there appears to be a small engine visible below the operator’s seat but they have better eyes than I do. The poor quality of the print makes identification of anything difficult. If they are correct then the large upright cylinder with all the gearing is no doubt an air compressor and the large reservoir makes it very likely that this was a paint sprayer for some lucky B&B gang back in 1906.



**Fairbanks Gas Engines**  
are manufactured, natural or producer gas, gasoline, alcohol or distillate as fuel; there are six distinct types, ranging from 1 to 100 H. P., including stationary, portable and marine, of both two and four cycle. We send experts to make direct connections of these engines to pumps, compressors, generators, hoists, etc. We are also headquarters for Scales, Trucks, Transmission, Valves, Railroad, Factory and Mill Supplies, Machine Tools, etc. Write us for Catalogue.

**THE FAIRBANKS CO., New York**  
Library      Baltimore      Bangor, Me.  
Boston      Buffalo      Hartford  
New Orleans      Philadelphia      Pittsburg  
Sydney      London      Glasgow  
Paris      Hamburg

## Fairbanks Gas Engine



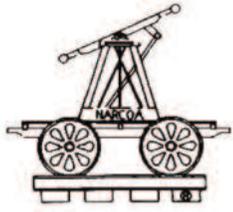
Adapted for the use of gas—manufactured, natural or producer—as fuel; also gasoline, alcohol or distillate. Made in both two and four cycle types, in six sizes—from 1 to 100 H. P. Write us your needs and we will send an expert to confer with you. Our engines may be connected direct with pumps, compressors, hoists, generators, etc. We sell Scales, Trucks, Valves, Transmission

# FAIRBANKS GAS

## TO FIT EVERY NEED

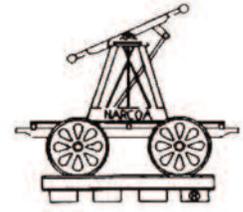
**SIX DISTINCT TYPES. Fifty Sizes—1 to 100 H. P. Stationary, Portable and Marine**

Adaptable to Manufactured, Natural or Producer Gas, Gasoline, Alcohol or Distillate as fuel. Direct connections of Engines to Pumps, Compressors, Hoists, Generators, etc. Expert service and advice on power requirements free. A complete line of Scales, Trucks, Transmission, Valves, Railroad, Factory and Mill Supplies.



# NARCOA EXCURSIONS

## AS OF FEB 16TH, 2012



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

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

**March 2 - 4, 2012 - FL FULL - Wait List Started  
Pinsley Railroad Company - Florida Central &  
Florida Northern Railroads**

This is a confirmed date for the Florida runs. Details. EC Keith Mackey (352)-347-0770 Southeast Railcar Operators, Inc.

**March 11, 2012 - IN Great Lakes Railcars Annual Meeting**

10:00 AM CST, Hoosier Valley Railroad Museum's Depot, North Judson, IN. All Narcoa/GLR members are invited.

**March 17, 2012 - GA Blue Ridge Scenic RR**

Blue Ridge, GA to McCaysville, GA. Call or e-mail Carl Hymen with questions. 706-455-0492

**March 17, 2012 - CA Placerville and Sacramento Valley Railroad**

Motorcar Operators West will be operating on the PSVRR from Folsom to Latrobe for a total of 40 round trip miles Fee \$35. Send check to John Haverty at P.O. Box 5078, El Dorado Hills, Ca. 95762. Phone 916.769.1912.

**March 17, 2012 Arkansas-Oklahoma Railroad**

Oklahoma Railway Museum trip from Harrah traveling westward to Midwest City and return through Harrah and on to Shawnee. Total 68 miles round trip. Cost \$40. EC Drake Rice. Contact is drake.rice@cox.net for more details.

**March 17, 2012 - TX Capitol Metro Transportation**

Llano, TX to Scobee Spur, TX – Approx. 54 miles RT. Cleanup ride. Sturdy shoes and long pants required. No tennis shoes. Mentoring available. Hyrails welcome. Fee: \$25 membership to Railroad Partners, Inc. . EC Leland Stewart 10057 Palomino Canyon Converse, TX 78109 210-863-5397

**April 14, 2012 - CA Amador Central Railroad**

Rides for the public. Railroad fundraiser. Free run for operators to provide seats. Sign up as soon as possible by emailing Steve Paluso Information will be emailed out

to all participants.

**April 14-15, 2012 Farmrail Railroad**

The Oklahoma Railway Museum will host a two day run on Farmrail Railroad out of Clinton, OK. Ride will be south to Altus, OK and return. Roundtrip is approximately 132 miles. Sunday, run will be from Frederick to Snyder, OK and return for approximately 38 miles. Ride cost is \$70.

EC Drake Rice. Contact is drake.rice@cox.net for more details.

**April 21 - 22, 2012 - WA Palouse River & Coulee City Railroad**

Saturday Colfax to Thornton, WA, Sunday Colfax to Hooper, WA for total of 210 miles. NARCOA/PROrun. 30 car limit. \$200 total fees to Steve Taulbee, EC, 2206 Burrell Ave, Lewiston, ID 83501. Call for information 208-798-9388 or email. Please include email address and current "numbers".

**April 21, 2012 - GA Blue Ridge Scenic RR**

Blue Ridge, GA to McCaysville, GA. Call or e-mail Carl Hymen with questions. 706-455-0492

**April 21 - 22, 2012 - GA Heart of Georgia Railroad**

Saturday, Pitts to Alamo, Ga. 105 RT miles. Sunday, Pitts to Plains, Ga. 127 RT miles. Special Equipment: All attendees must wear a Reflectorized Safety Vest or Safety Shirt. No refunds after March 21, 2012; Full refunds before. Cost for both days: \$170.00. Atlanta Railcar Transportation, % Bobby Moreman, 3520 Cold Spring Lane, Chamblee, Ga. 30341 ph 770-457-6212.

**April 21, 2012 - TX Capitol Metro Transportation**

Llano, TX to Scobee Spur, TX – Approx. 54 miles RT. Cleanup ride. Sturdy shoes and long pants required. No tennis shoes. Mentoring available. Hyrails welcome. Fee: \$25 membership to Railroad Partners, Inc. Details HERE. EC Leland Stewart 10057 Palomino Canyon Converse, TX 78109 210-863-5397

**April 21, 2012 - PA Nittany & Bald Eagle Railroad**

Approximately 70 miles from Bellefonte, PA to Tyrone,

PA and return. Due to Norfolk Southern traffic, exact route determined the day of the excursion. Cost \$55. Send check and self-addressed business size envelope to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Contact Larry Maynard at (570)538-9050

**April 22, 2012 - CA Western Railroad Museum**

The WRM is in Rio Vista Junction and we will run their mainline for a total of between 50-60 miles. A museum tour is included in the \$65 fee. See details at Motorcar Operators West's website. EC Dave Balestreri 916 444-6374.

**April 22, 2012 - PA Lycoming Valley Railroad**

Approximately 60 miles from Williamsport, PA to Avis, PA, Montoursville, PA and return. Cost \$55. Send check and self-addressed business size envelope to: Central PA Excursions, PO BOX 145, White Deer, PA 17887. Contact Larry Maynard at (570)538-9050

**April 27 - 29, 2012 - WI Brooklyn Depot Days**

Saturday & Sunday for giving five mile round trip rides to the public in conjunction with the Brooklyn Depot Days. Friday and Saturday night trip from Brooklyn to Oregon, WI. and return for all operators that provide trips to the public. Mileage from Brooklyn to Oregon is 6 miles. Hi-rails and handcars welcome. Total mileage for the three day event approximately 40. Call or e-mail EC Dave Hawley for more details at 630-423-1322

**April 28, 2012 - TX Capitol Metro Transportation – ex SP Llano branch** Bluebonnet Run – 54 RT run over the ex SP Llano branch between Llano and Scobey Spur. Sturdy shoes and long pants required. No tennis shoes. Mentoring by permission. Cost \$40. Hy-rails welcome. EC Leland Stewart 10057 Palomino Canyon Converse, TX 78109 210-863-5397

**April 28 - 29, 2012 - NY/PA Western New York & Pennsylvania RR**

Saturday excursion from Olean to Hornell and Sunday Excursion from Olean to Emporium. Excursion sponsored by NERCA. EC's Warren Riccitelli/Al Elliott. Detailed information and electronic reservations on Narcoa Website

**May 5, 2012 - IA Boone & Scenic Valley Railroad**

The First Iowa Division is hosting a ride starting in Boone, Iowa on an ex-FtDDM&S interurban line running northwest from Boone. If the line is open on Fraser hill, the round trip mileage will be about 18 miles and

we'll ride the line several times during the day. Contact Carl Schneider EC for further information 515-967-5181.

**May 5, 2012 - PA Everett Railroad**

Tentative permission granted for our annual excursion. We will start in Claysburg, PA. Total round trip miles will be 55-60. Plans being finalized. Details will be HERE EC Gary Shrey.

**May 6, 2012 - PA Irvona Branch Railroad**

Verbal permission given for our second excursion railroad. From Fallentimber to Cresson, PA. We expect to run it twice for a round trip total of 80 miles. Details will be on Narcoa website EC Gary Shrey.

**May 5 - 6, 2012 - MA Mass Central / Pioneer Valley Railroads**

Saturday excursion on the Mass Central covering entire railroad. Sunday excursion on the Pioneer Valley also covering entire line. EC's Warren Riccitelli/Al Elliott. Detailed information and electronic reservations on Narcoa website.

**May 23-27 - WA/ID Eastern Washington Gateway/Old Camas Prairie**

Wednesday Wilbur WA to Medical Lake, Thursday Wilbur to Coulee City, Friday Travel, Saturday Lewiston Id to Riparia (GNW), Sunday Lewiston to Kamiah (BG&CM) Monday Lewiston to Orofino (BG&CM) for total of 560 miles. Details HERE. NARCOA/PRO run. 30 car limit. \$525 total fees. Send to Steve Taulbee EC, 2206 Burrell Ave, Lewiston, ID 83501. Include email address and current numbers. Call 1-208-798-9388 or email for information.

**May 25 - 27, 2012 - CA Amador Central Railroad + Ione Railfair**

Cost \$35. Checks payable to PRO to Steve Paluso at 2878 Rosario Court, San Jose, CA 95132. Include an email address as we will be sending information via email. Questions, email Steve or call (408) 956-8070 between 1:30 pm and 6:30 pm. .

**May 26 - 27, 2012 - NE Nebraska Northeastern Railroad**

The First Iowa Division is hosting a 2-day trip working out of Osmond, NE westward to O'Neill and return on Saturday and eastward to Jackson and return on Sunday. Total mileage about 240 miles. For full information, contact Dave Voeltz EC at 605-224-2964 H 605-280-5551 C to register for the event and to get the information packet.

**May 30 - June 1, 2012 - NH Pre Hobo Excursion**

Three days and three railroads prior to the annual Hobo Mo-

torcar Weekend. EC's Warren Riccitelli/Al Elliott. Detailed information and electronic reservations are on Narcoa Web site.

**June 1, 2012 - NH Pre - HOBO Tune-up Run**

8:00 AM - 2:00 PM Cotton Valley Rail Trail Club Fernald Station and Engine House, 64 Governor Wentworth Highway (NH rt. 109), Wolfeboro, NH. Round trip of 16 miles - run many times. Cost: donations gratefully accepted. This is not a NARCOA event. CVRTC assumes no liability for incidents while using this State owned track. Contact Dick Forde (603) 883-1171. The State of New Hampshire requires a white light to the front of the car and a red to the rear, both visible at a distance of 300 feet.

**June 1 - 3, 2012 - CO Durango & Silverton Narrow Gauge Railroad - 3 ft Narrow Gauge** Friday, Silverton to Elk Park and return mandatory test run. Saturday, Silverton to new Railroad Park wye in valley near Home Ranch & return. Sunday, Silverton to Rockwood and return. 147mi RT. No Mentoring. 20 car limit. Fee \$280 per car. Sign ends, May 1. RMD, Philip Walters.

**June 7-10, 2012 - MI FULL - Wait List Started Great Lakes Central Railroad** Great Lakes Railcars, Inc. Travel approximately 238 miles in Michigan's Lower Peninsula. Start in Cadillac, MI, run north to Petoskey, Friday; Petoskey to Traverse City on Saturday; and Traverse City to Cadillac on Sunday. To register, send the excursion fee of \$475 (USD), which includes 2 nights lodging, to Michael P. Ford, 7712 Carpenter Court, Plainfield, IN 46168-8035. 30 car limit. Contact Michael P. Ford, EC, at (317-839-9320) for more information.

**June 8, 2012 - CO D & R G RR**

South Fork to Wasson & return, 40 miles+. No Hi-rails, Spark arrestors required. Cost \$110. Run held by RMD in conjunction w/ FID run On LaVeta Pass. E.C. Jon Keeling, 719-989-0779.

**June 9 - 11, 2012 - CO San Luis & Rio Grande RR - La Veta Pass**

The First Iowa Division will host a three-day 240 mile excursion through the San Luis Valley and over the Sangre de Cristo Mountains via LaVeta Pass. Sat. June 9 Alamosa to MonteVista and Del Norte if track is open. Return to Alamosa. Sun. June 10 Alamosa to La Veta and return. Mon. June 11 Alamosa to Antonito, board a bus for Chama, NM, catch the Cumbres & Toltec steam train back to Antonito and return by speeder to Alamosa. . Len

Jones, EC.

**June 16 - 17, 2012 West Virginia Central Railroad**

Saturday from Elkins WV to Cheat Bridge WV & return. Aprox 70 miles, Sunday from Elkins to Tygart JCT & return. Aprox 65 miles. Cars stay on track overnight. \$140 fee percar. See Appalachian Rail Excursion's website for full details.

**June 23, 2012 - IA Iowa River Railroad**

The First Iowa Division ride at Eldora, IA between Marshalltown and Steamboat Rock. Total mileage about 60 miles. We'll ride the line twice as time permits. This line is up for abandonment so this might be the last chance to ride it. Don Schoeb is the EC. Contact Carl Schneider at 515-967-5181 H or 515-494-4401 C for further information.

**July 6 - 9, 2012 - NY 14th Annual Delaware & Ulster**

Three days in the Catskills. EC's Warren Riccitelli/Al Elliott. Detailed information and electronic reservations are on Narcoa web site

**July 7, 2012 - SK Wheatland Railway**

North Central Railcars, Ltd. 92 mile round trip between Hoey, SK and Totzke East, SK. The excursion fee is \$75 (USD or CDN). Checks payable to North Central Railcars sent to Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035 (317) 839-9320

**July 9 - 10, 2012 - SK FULL - wait list started Great Sandhills Railway, Ltd.**

North Central Railcars, Ltd. Approximately 260 rail miles. Fee of \$225 (USD or CDN) covers the railroad fee, insurance, 2 lunches, gratuities and other related excursion costs. Complete details and registration materials will be sent upon receipt of the excursion fee (US participants) or by request (Canadian participants can pay in local currency at the excursion). Checks payable to North Central Railcars and send to Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035 (317) 839-9320

**July 11 - 13, 2012 - SK FULL - wait list started Great Western Railway**

North Central Railcars, Ltd. Approximately 340 rail miles. Fee of \$325 (USD or CDN) covers the railroad fee, insurance, gratuities, and miscellaneous excursion costs. 25 car limit. Checks payable to North Central Railcars to Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035 (317) 839-9320

**July 14, 2012 - SK FULL - wait list started Last Mountain Railway, Ltd** . Approximately 108 round trip miles. Fee of \$100 (USD or CDN) covers the railroad fee, insurance, and other excursion related expenses. 25 car limit. Checks payable to North Central Railcars to Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035 (317) 839-9320

**July 14 – 15, 2012 - MN Minnesota Northern Railroad**

The First Iowa Division is hosting a two day excursion from St Hilaire to Roseau and back on Saturday and Crookston to Shelly and return & Crookston to Beltrami and Return on Sunday. Total mileage is 240 miles. For full information, contact Dave Voeltz EC at 605-224-2964 H 605-280-5551 C to register for the event and to get the information packet.

**July 15 - 16, 2012 - SK FULL - wait list started Big Sky Rail, Ltd North Central Railcars, Ltd.** 208 mile, excursion. Fee \$200 (USD or CDN) covers the railroad fee, insurance, and other excursion related expenses. 25 car limit. Checks payable to North Central Railcars to Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035 (317) 839-9320

**July 17, 2012 - SK Stewart Southern Railway**

North Central Railcars, Ltd. 114 mile, round trip between Richardson and Fillmore. Fee \$100.00 (USD or CDN) per car. 25 car limit. Check for \$100 payable to North Central Railcars, Ltd. to Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035 (317) 839-9320

**July 19, 2012 - ND Northern Plains Railroad**

North Central Railcars, Ltd. Excursion is scheduled to run on the Bisbee Sub, between Fordville, ND and Ege-land, ND. 120 miles. Details being finalized. Check back for updates.

**July 21, 2012 - MN North Shore Scenic Railroad**

North Central Railcars, Ltd. 52 mile round trip between Two Harbors and Duluth. Fee \$75 per car, includes the excursion and museum admission. There is a 25 car limit. Fee to Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035 (317) 839-9320.

**July 28, 2012 - IA Appanoose County Railroad**

The First Iowa Division is hosting an excursion from Centerville to Albia. Total 64 miles. Time and weather permitting, we'll also make some extra runs out to

Moulton Jct. and back for additional mileage on the most scenic portion of the line. Frosty Farrell is the EC. Contact Carl Schneider 515-967-5181.

**July 28 - 29, 2012 – PA North Shore and Shamokin Valley Railroads**

Approximately 86 miles from Northumberland to Beach Haven and return and on July 29 approximately 50 miles from Sunbury, PA to Shamokin, PA and return. Tour of Susquehanna Steam nuclear power plant at Beach Haven Saturday. Open house and dinner at the former Reading Railroad White Deer station on Saturday night. Cost \$90. Send check and self-addressed business size envelope to: Central PA Excursions, PO BOX 145, White Deer, PA 17887. Contact Larry Maynard at (570)538-9050

**August 11, 2012 - IA Iowa River Railroad** The First Iowa Division ride at Eldora, IA between Marshalltown and Steamboat Rock. Total mileage about 60 miles. We'll ride the line twice as time permits. This line is up for abandonment so this might be the last chance to ride it. Don Schoeb is the EC. Contact Carl Schneider at 515-967-5181 H or 515-494-4401 C for further information.

**August 17 - 20, 2012 - CO Durango & Silverton Narrow Gauge Railroad-3 ft Narrow Gauge** RailFest 2012- Friday, Silverton to Elk Park and return mandatory test run. Saturday, Sunday and Monday- Silverton to Rockwood & return each day. 178mi RT. (Jim McKeel is planning a C&TS run that will follow this run.) No Mentoring. Fee \$380 per car. 20 car limit. Sign ends July 17. RMD, EC Philip Walters,

**August 24-26, 2012 – IN/MI Indiana Northeastern Railroad** Great Lakes Railcars, Inc. Trip will start in Ashley, IN and run east/west, then north to Coldwater, MI for an overnight stay, with return to Ashley early afternoon on Sunday. Approximately 150 miles total. To register, send the excursion fee of \$275 (USD) which includes overnight accommodations in Coldwater, to Michael P. Ford, 7712 Carpenter Court, Plainfield, IN 46168-8035. 35 car limit. Contact Michael P. Ford, EC, at 317-839-9320 for more information.

**September 15 - 16, 2012 - NY/PA Lehigh Railway Lines** Saturday excursion on the Lehigh Railway from Athens to Mehoopany. Sunday is on the Owego and Harford Railway between Owego, New York and Harford Mills, New York. EC's Warren Riccitelli/Al Elliott. Detailed information and electronic reservations are on Narcoa web site.

**September 22 - 23, 2011 West Virginia Central Railroad** Saturday from Elkins WV to Cheat Bridge WV & return. Aprox 70 miles, Sunday from Elkins to Tygart JCT & return. Aprox 65 miles. Cars stay on track overnight. \$140 fee percar. See Appalachian Rail Excursion's web-site for full details.

**September 28 - 29, 2012 - IL 2012 NARCOA Annual Meeting** Sheraton O'Hare Airport Hotel, 6501 North Mannheim Road, Rosemont, IL 60018 This meeting is open to all paid NARCOA members.

**October 5 - 6, 2012 - SD Black Hills Central Railroad** First Iowa Division excursion between Hill City and Keystone. Evening run Friday and three round trips on Saturday. Full itinerary included in the registration packet. 24 car limit. Pre-registration required. Price \$60 does not include meals or motel. Contact EC Dave Voeltz – 801 N Harrison Ave, Pierre, SD 57501 605-224-2964 H 605-280-5551 C to register for the event and to get the information packet.

**October 6, 2012 - IL Wellsboro & Corning Railroad** Approximately 70 miles from Wellsboro, PA to Gang Mills, NY and return. Cost \$55. Send check and self-addressed business size envelope to: Central PA Excursions, PO BOX 145, White Deer, PA 17887. Contact Larry Maynard at (570)538-9050

**October 10 - 13, 2012 - AZ Grand Canyon Railway** Motorcar Operators West 126 mile round trip tour explores the railway, the Grand Canyon National Park's South Rim and its attractions. Please email or call EC Dan Berg 702-341-8617 for details

**November 3, 2012 - IA Boone & Scenic Valley Railroad** The First Iowa Division is hosting a ride starting in Boone, Iowa on an ex-FtDDM&S interurban line running northwest from Boone. If the line is open on Fraser hill, the round trip mileage will be about 18 miles and we'll ride the line several times during the day. Contact Carl Schneider EC for further information at 515-967-5181.

**November 10 - 11, 2012 - NH 9th Annual NERCA Snowflake Excursion - Overnight** Join us on one of the best runs of the year. From Concord to Lincoln, NH and an overnight stay. Detailed information and electronic reservations are on narcoa web site.

**December 1, 2012 - PA Toys for Tots ride on the North Shore Railroad** Approximately 86 miles from Northum-

berland, PA to Berwick, PA and return. We will be collecting toys and donations along the right of way. Cost \$55 and at least 1 new, unwrapped toy. Send check and self-addressed business size envelope to: Central PA Excursions, PO BOX 145, White Deer, PA 17887. Central PA Excursions, PO BOX 145, White Deer, PA 17887. Contact Larry Maynard at (570)538-9050

#### Excursions Held On A Regular Basis

**February 1, 2012 - January 31, 2013 - GA Heart Of Georgia–West RR** Southeast Railcar Operators, Inc. will be having NARCOA Motor Car runs and workdayson the HOG West Railroad from Richland, Ga. to Omaha, Ga. on various dates. Contact Will Thompson E.C. 229-723-8231 Home or 229-359-5701 Cell Or E-Mail. Details and map on Narcoa web site.

**February 1, 2012 - January 31, 2013 - PA Northern Central Railroad** Excursions on the Northern Central Railroad from New Freedom, Pa to York, Pa on various dates. E.C. Dean L. Grote call 717-637-7647 or e-mail for details.

**February 1, 2012 - January 31, 2013 - PA Stewartstown Railroad** Excursions on the Stewartstown Railroad from New Freedom, Pa to Stewartstown, Pa on various dates. Northern Central Railcar Association E.C. Dean L. Grote call 717-637-7647 or e-mail 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.

#### Information for excursion coordinators

Narcoa affiliates must advertise excursions on our website. Include details of the trip such as time, schedule, total mileage, costs, restrictions, EC name(s) and conditions for attending. Email all excusion annoucementments to webmaster@narcoa.org Please follow the standard format for the submissions.

"THE SETOFF" editor will copy these ads for inclusion in the magazine on the deadline dates listed below. Do not send a separate notice to "THE SETOFF".

**SETOFF deadlines** are the 15th of February, April, June, August, October, and December of each year

# 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) 288-6698. 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. Se habla espanol.

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

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

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

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

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

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

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

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

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

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



# NARCOA COMPANY STORE



## Wheel Inspection Tools

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



## NARCOA Lanterns

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

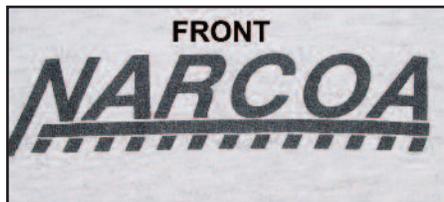
*Please note: each item is shipped from the person in charge of that particular product. Profits from Company Store sales go to NARCOA.*



## Reproduction

### Fairmont Data Plates

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



## NARCOA Tee Shirts

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