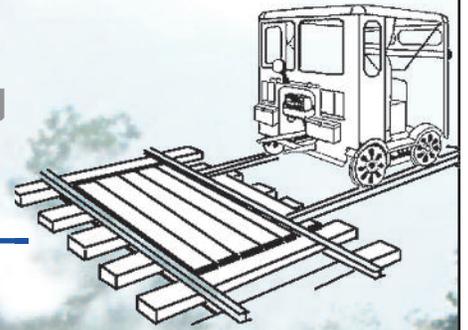


THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION

MAY / JUNE 2012

VOLUME 26 No. 3



THE FIRST HY-RAIL®
TROUBLESHOOTING POPPERS
NEW NARCOA RULE: ELECTRONIC DEVICES

THE SETOFF

VOLUME 26 - No 3

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

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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

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ON THE COVER: WESTERN MARYLAND SCENIC #734 ARRIVES AT FROSTBURG, MD. PHOTO BY JANE DAVIS

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Channel 1 – 151.625 MHz
Channel 2 – 151.505 MHz
Channel 3 – 158.400 MHz

PRESIDENT'S MESSAGE

BERNIE LEADON

“- o o o, Flagman Protect Rear of Your Train”. I guess protecting your rear is always a good topic.

Especially true in our hobby, where we operate motor track cars in groups. Our rulebook calls for maintaining a 10 to 12 second separation between cars, when moving. And I know that some railroads require that track cars stay separated by greater distances.

The main thing is to make sure that we “always take the safest action”. Since we are bound by rule to operate at Restricted Speed (able to stop in HALF the sight distance), that means maintaining a following distance that will allow us twice as much space in front of us that we would need to come to a complete stop, should we suddenly need to.

OK, so the guy in front of you does suddenly stop. He might have planned it, but you “suddenly” become aware that he is at a dead stop. If you have allowed sufficient room, you will have no problem.

Now imagine you are the car which has had to stop suddenly. The reason could be that the car in front of you has stopped, or it could be that a rock came down in a cut, there is a busy crossing, or you have a mechanical problem. “Flagman, Protect the Rear of Your Train”. You are the train, and it contains very valuable items you want to protect- like your spouse, family member, or friend. And if you have had to stop on a curve, where the car behind cannot see you, and you cannot get your passenger to scramble out of your car with a flag in their hand, and move smartly back along the track to flag down the car behind you, then YOU must grab that flag, exit your car, and get back there to warn the car behind that you are stopped.

Yeah, I know we all know this, right? Yes, we “know” it. But we all have to DO it for it to mean anything.

“SAFETY FIRST”. Every railroad says it, preaches it, paints it on their rolling stock and locomotives (*see this issue's cover*) on the inside of the cabs, in their offices and shops. We have Safety Briefings before every excursion day, and again later in the day if necessary. We cannot say it enough, SAFETY FIRST.

All of our rules were first created and put in force by railroads, and they evolved because a problem existed, maybe someone got injured, and a rule was developed to try to prevent or mitigate that problem from happening again. Humans are not perfect, so we have rules to inform us of dangers and to protect us from careless behavior. Always remember that we operate in an industrial environment, and why we must always take the safest action.

Take care, and have a wonderful excursion season,

Bernie

FROM THE EDITOR

BRIAN DAVIS

Spring time has come to Ohio!

As I write this the trees are leafing out, the bulbs are blooming, and the sound of two stroke engines can be heard from hundreds of garages across the country! This is the time to prepare as the first run of the year (in my area) is just days away. Strangely, this is also the time of year when submissions to the SETOFF are at their lowest, probably because everyone is out getting their speeders ready! As you go through this issue you will see that this issue is chock full of BOD announcements, a new rule, and several submissions by Leon Sapp. Thanks again to all those who made the time to send in some material.

We will see you out there soon, and be safe out ther!

Brian

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

First let me start by welcoming a new Affiliate to NARCOA in Area 2, "Mid Atlantic Motorcars". Craig Hartman, Chris Vitz, Steve Weiss and a good group of others have gotten together to start this affiliate and already have several runs set up on the Susquehanna RR and others. Watch the NARCOA excursion calendar for these events. Good to have a new group in Area 2.

Appalachian Rail Excursions has the West Virginia Central and the South Branch Trips set and reservations are going well. Northern Central Rail car Assn. has the Everett and the Western Maryland set as well as a trip on the Walkersville Southern. Central PA Excursions also has a bunch of trips set up. All these trips are in our area and within a few hours travel from home. Please support our local groups and help to keep these trips running for a long time. You may notice that Area 2 affiliates keep the cost of the runs to a minimum. We are doing our best to keep the cost down so we all can do more runs.

On a sad note, the hobby has lost another long time friend. Doug Heinmuller age 68 passed away on March 14, after a long battle with Leukemia. You may recognize his name from the Setoff and other publications as having been a supplier of Onan Parts and carburetors for our speeders. Doug worked for the Western Maryland Railroad for a short time and had a working relationship with the Maine Central and Bangor and Aroostook as well. He was the overseer of the Maine DOT's former MEC Calais Branch

through the 80's and 90's. Doug enjoyed our hobby and was seen many times on his open M-19-H. A wealth of information and help to our entire hobby, he will be missed.

I would like to welcome two new EC's to the hobby, both recently completing their training: Craig Hartman and Harold Hinkle. Good to have you aboard, I look forward to working with both of you.

John Gonder

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

Greetings to all the members of Area 6 and beyond....happiness is the fact that the motorcar season is finally here!!! By the time this issue is published, we will have had our first completed excursion at Brooklyn Depot Days and stand ready for Mike Ford's Great Lake Central RR excursion on June 7-10th, starting at Cadillac, MI.

I am happy to report that two of our Area 6 Affiliates (NCR & GLRC) have had their annual meetings for our members. The most recent meeting was the North Central Railcars (MN & WI) which took place on March 24th. Dave Otte was elected President and Jerry Kintz, Vice President. Hal Johnson was elected Secretary and Pat Rock, Treasurer. Mike Ford presented his 2012 Excursion Status report and his excursions can be reviewed on the NARCOA website. Don Schoeb presented needs for the Chippewa Valley Motorcar Association and some of the NCR members are lending a hand with help. Tom Hatfield updated the group on the status of the Fairmont Motorcar

facility at Fairmont, MN. Also attending the meeting were Fred Lonnes (IL) and Rick Randall (MN). I had the privilege of presenting a NARCOA directors report including an update about the Fairmont Motorcar "Birth Record Room" at the Martin County Historical Society Museum located in Fairmont, MN.

The Great Lakes Railcars (IL, IN & MI) meeting took place on March 11th at the Hoosier Valley Railroad Museum located in North Judson, Indiana. The meeting had a first with Jeff Levensgood, Area 3, NARCOA Director in attendance with his wife, Chris, and he gave a NARCOA Annual meeting report including some of the recent board updates. Chuck White was elected Secretary and Stan Conyer, Treasurer. Fred Lonnes was elected Vice President and I was elected President. Mike Ford updated the group with his planned excursions this season, including many railroads he is working with for future runs and many he has not had success with. It was great to have in attendance, Richard Dutton and his wife, Elizabeth; Jim Dragstrem; Jon Schmidt; Ritch Williams; Nelson Hurt; Les McConnell; and John Fetter and of course the listed members and guests above. After the meeting it was unfortunate to learn that Dave & Karen Stromer (Peoria, IL) had planned to attend, but had a tire problem on the IL/IN border and decided to return home after many hours spent at the repair shop!!!

Hope to see you on the rails soon and be SAFE,

Bob Knight

AREA EIGHT

(CANADA & INTERNATIONAL)

Warren Froese

Greetings from your long silent director. I appreciate your support over the last two years as the other job has occupied most of my time. Narcoa remains alive and well in Canada with many excursions planned for the coming summer. Please look through the excursion listing as there are runs planned in: Quebec in June, July, and August; Saskatchewan in July; and in BC in July. There are many runs in adjacent northern states across the USA that are accessible to us all.

With each passing year our actions and reputation become increasingly critical as we go about the business of planning and running excursions. Our actions and speech while on railroad property matter significantly. On the tracks we cannot be too prepared and too alert. It is significant that we realize the responsibility we hold with every interaction we are a part of. Increasingly we are meeting corporate governance in the railways which needs to be infiltrated by human interaction to show that we are reliable and dependable. Every contact we have with corporate railway needs to be treated wisely and intentionally in order to preserve the access we have and hopefully one day regain some we have lost.

Please be sure you take the time NOW to review your motorcar and provide ready to run maintenance so that we arrive on the rails as prepared as possible. The night before you leave is a bad time to prepare your motorcar.

I want to thank each of you who have been personally encouraging

during my tenure as president. Every word of encouragement counts as you work day by day with the issues that cross that desk. I have complete respect for those in our hobby who continue to step up to the plate to serve our membership in the leadership roles both on and off the board. Please take a moment to send your regards to those whom you are aware of in these roles.

If I can be of service please feel free to get in touch with me. I look forward to seeing many of you this summer on the rails.

Warren

AREA TEN

WA, OR, ID, MN, AK, WY

BILL TAYLOR

The motorcar excursion season is on us, and I'm happy to report there are some good ones on the lineup for Area 10. Many thanks to Steve Taulbee who organized the annual spring Colfax run on the Palouse & Coulee City RR April 21-22. He has also arranged the extended Camas Prairie Memorial Day run which includes Eastern Washington Gateway RR (Wilbur) and the remaining parts of the CPR May 23-27.

EC in Training Bill Bain has worked hard to once again offer a run over the Tillamook line in Oregon now called the Oregon Coast Scenic RR on May 12th. Participants will run 54 miles of track from Tillamook to Mohler out of Garibaldi. Much of this is right along the ocean. Nice to see some Oregon track come back to us. Thanks Bill and mentor Rich Wilkins.

I'll be doing the annual Montana

trip June 7th through 12th. This year it includes POVA in Washington. I'll have Tom Norman's and Bob and Vi Shanklin's help. The Montana roads will be MRL's 10 Sub and Mission Mtn RR in Eureka. We might go back to Central Montana Rail in September.

Potlatch and the W&I RR run are scheduled for July. The listing should be up soon. Other runs are in the planning stage. One reminder - if you are going to participate in a non-NARCOA museum event, remember you do not have the 1 million individual insurance this year. You might want to ask some questions of your host organization.

Other runs are in the planning stage. They include Mt Hood, Walla Union, Walla Walla and others. Watch the web sites for announcements.

Last year several of us had the pleasure of attending the PRO Board meeting in Grants Pass, OR. Bill & Nancy Andrews organized the event assisted by many others of the GP crew. They did a wonderful job.

Your hard work and hospitality was most appreciated. The good news is, they have invited the group back this year. The meeting will again be in Grants Pass Saturday, October 20th. All PRO and other NARCOA members are welcome to attend.

Don't forget our emphasis on grade crossing safety this year.

Re-read rule 5 in the NARCOA rule book and remember, the final authority on whether it is safe to cross a roadway is YOU! We have thousands of rural crossings in Area 10. Any one of them could see an

Area 10 continued on page 6:

Area 10 report continued:

ATV, tractor, hay truck, or whatever loom up out of the weeds as you approach the crossing. You have to be prepared to stop - because, if you don't - you will lose.

See you out there.

Bill Taylor

ELECTIONS IN ALL ODD NUMBER AREAS

Now is the time to VOTE. Depending how you receive your copy of The SETOFF, your ballot will be provided as follows:

If you receive a hard copy of the SETOFF, your ballot will with your SETOFF.

If you receive your copy of the SETOFF electronically, your ballots will be sent in a separate mailing.

Voting is very important for at least two reasons:

1- To select an Area member for the NARCOA Board to guide our Organization into the future.

2- To show support for the Board members. They all are interested in the percentage of members in their Area voting.

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

I look forward to your Ballots coming in.

Carl Anderson

Nominations & Elections

A NEW RULE

Members,

The NARCOA Board has passed a new Electronic Devices Rule (*see opposite page*) which regulates when an Operator may use any electronic device, and when he may not. This Rule also adds a new paragraph to the Definitions section of the NARCOA Rulebook. Please read it carefully. The bottom line is, as the last line in the Definitions paragraph says, that this rule prohibits use of any device *“that risks distracting the operator from a safety related task”*.

A bit of background- After a significant train accident in California several years ago, where a locomotive engineer ran through a stop signal because he was texting while operating the locomotive, the Federal Railroad Administration (FRA) issued their Emergency Order #26, which became known as the “Cell Phone Ban”. This Order 26 immediately regulated the use of cell phones, texting, and use of some other personal and railroad issued electronic devices by train crews, MOW crews, and others.

After several years and a long process of getting feedback from the rail industry and other interested parties, the FRA issued the successor Rule to Emergency Order #26, which is called “Title 49 CFR Part 220 Subpart C”. This new federal requirement was put into the commonly used railroad rule book called GCOR, for General Code of Operating Rules. The Effective Date of this new Rule for all railroads was March 28, 2011.

NARCOA excursions are subject to the rules of each railroad on which we operate. In addition, NARCOA is obligated to acknowledge the federal requirement, to the extent that it obviously applies to us. Therefore, we have approved the new NARCOA Electronic Devices Rule, which is copied below.

It will take a process of education to explain all of the implications of this new rule to Excursion Coordinators, Operators, and other members. Please have patience as we work through this education process.

Because of the underlying Federal Mandate, and the fact that NARCOA is late in implementing a version of this rule, the Board has decided to make the Effective Date of this new NARCOA Rule be May 1, 2012, the date of issue of the May-June 2012 Setoff. All excursions after that date are bound by the provisions of this rule.

The Board will review the rule at the next annual meeting in Chicago, held on September 28 & 29, 2012. Please convey any comments you may have to your respective Area Director, who will bring your comments to the attention of the Board at that time.

An updated Rulebook PDF will be available on the narcoa.org website as soon as possible. Please print the applicable page(s), and carry it with your existing Rulebook on excursions. We will print a new Rulebook after the annual meeting in Chicago, and have them available by early 2013.

Thank you.

Bernie Leadon - President

ELECTRONIC DEVICES RULE

APPROVED BY BOARD VOTE (11-0) ON APRIL 17, 2012

EFFECTIVE DATE: MAY 1, 2012

ELECTRONIC DEVICES, POSSESSION OF: All Electronic Devices in personal possession of the Operator of on-track equipment must be turned off while the equipment is in motion. Exceptions: Two-way radio with NARCOA and/or railroad channels, digital watch whose only purpose is as a time piece, prescribed medical equipment, and stand alone GPS system for the purpose of speed indication, only if no other accurate speed indicator is present, and only if not manipulated by the Operator while vehicle is in motion.

Nothing in this rule prohibits a passenger (other than the operator) from using any electronic device, however, use of such device shall not cause a distraction for the operator.

(See Definitions section of NARCOA book of rules for a complete definition of “Electronic Device”).

(to be added to DEFINITIONS Section of Rulebook:)

- **ELECTRONIC DEVICE:** An electronic or electrical device used to conduct oral, written, or visual communication; place or receive a telephone call; send or read an electronic mail message or text message; take or look at pictures; read a book or other written material; play a game; navigate the Internet; navigate the physical world; take, play, view, or listen to a video; play, view or listen to a television broadcast; play or listen to music; execute a computational function; or, perform any other function that is not necessary for the health or safety of the person, or that risks distracting the operator from a safety related task.



Turnaround on the Jackson Railroad, May 2010. Photo by Jamie Haislip.



SPOUSE MEMBERSHIP REQUIREMENT TO OPERATE

This is a reminder to all NARCOA ECs that at the October meeting the NARCOA BOD approved a requirement that spouses and dependent children with Certificate of Examination cards, effective this insurance year, need to be NARCOA members in their own right to operate. They do not need to purchase separate insurance.

Item E of this year's insurance application, which everyone has received, reviews the requirement. It is copied below:

"E. NARCOA defines who may operate a motorcar at a sponsored NARCOA excursion. Providing the insured member is present at the excursion under the supervision of the Excursion Coordinator, and is not operating another motorcar at that event, then with prior approval of the Excursion Coordinator and license verification prior to the excursion the following may operate:

1. The spouse of the insured member if the spouse possesses a valid motor vehicle drivers license, a current NARCOA Certificate of Examination Card and is a current NARCOA member.

2. A dependent child of the household, 14 through 21 years of age, possessing a valid motor vehicle drivers license, a current NARCOA Certificate of Examination Card and is a current NARCOA member. The child must be under the direct supervision of the insured member at all times. Authorization must also be obtained from the host railroad."

ECs need to make sure that family members, who hold examination cards, also have NARCOA membership cards before they allow them to operate.

Spouse and dependent information does not currently appear on the "headlight" feature of the web site. It does appear on the Wild Apricot data base.

Thank you, and I hope you all have a great season.

Bill Taylor

NARCOA Operations Committee Chairperson

LETTER TO THE EDITOR.

NARCOA may be operating on thin ice and global warming is not the issue. Insurance, its availability and cost to the membership, could become a major problem. Thanks to the knowledge, skill and perseverance of Tom Norman, our Insurance Administrator, NARCOA has been able to acquire adequate and affordable coverage, and keep our steel wheels rolling. But we all must be aware that a bad incident, resulting in legal repercussions, could render insurance coverage unaffordable, or unavailable at any price. The NARCOA Board of Directors is reviewing this potential problem with an eye to reducing the exposure to risk. Our operating record, and claims experience, has been good so far, but the big hit might be just around the next curve.

This brings up the issue of risk assumption on the part of rail excursion participants, operators and passengers alike. When was the last time we actually read the NARCOA AGREEMENT and General Release forms? And did we undertake to inform and educate any guests of the inherent risks associated with the rail environment and activities, as we agreed to do by signing the forms? Or, was it a "Here, sign this" moment, so we could get on with our holiday on the rails? Folks need to understand that ours is not a risk-free activity; that bad things can happen, and that their signature on these papers surrenders their right to redress should they be injured, or worse. Remember, the insurance covers the rail hosts, not the rail riders. If guests understand that they are "at risk", they may choose to decline our kind invitations to ride. And NARCOA would reduce exposure to potential legal entanglement. Take the time to review the NARCOA AGREEMENT...the wording is straight forward, and sobering. It is serious stuff. As individual operators, our pre-run communications with our riders could provide the "informed consent" that would avoid a difficult and costly confrontation.

Ultimately, it is not about what the Board says, but what the membership does, that influences our image in the eyes of our insurers and railroad hosts. Approaching our rail hobby with the goal of operational excellence and "Safety First" will go a long way toward convincing insurers that NARCOA is worthy of their support and backing.

Mark Sorensen

Director at Large

NARCOA'S DATABASE IN THE CLOUD

For years NARCOA's membership information was kept in different places and different file formats on volunteer's personal computers. Our data was at risk of loss and getting any information was almost impossible. Three years ago, NARCOA decided to put the membership "In the Cloud." This online database is used for everything, for the Setoff mailings, member e-mail notifications, and by ECs and affiliates for mailing lists.

Like any database, it needs constant updates from our over 1800 members. If you move, change address or email providers, please go to WWW.NARCOA.ORG. Click on Join/Renew Membership in the menu along the top of the home page. Half way down the page is a section called "To update your Profile Online." Follow the instructions to update your personal information. If you have any trouble logging on, you can contact Dan Page at dan.h.page@gmail.com or your association secretary at membership@narcoa.org.

After you log on, you will be able to see the information that we maintain on your membership, your address for SETOFF mailings, your membership renewal dates, and your insurance and rulebook information. This is your information and only you and NARCOA leaders can see it. The phrase "in the cloud" simply means that our association's membership information resides on a system of computers that are accessible by us over the internet from anywhere. So, although we may be experts in old railroad maintenance of way equipment, we use a modern 21st century database.

If you are not comfortable with using a computer, no worries! We are still happy to accept any changes from you using good old pen and paper via the US Mail.

When you think of motorcars, think SAFETY
NARCOA Membership Team

*Through Truss Bridge on the
Jackson Railroad, May 2010.
Photo by Jamie Haislip.*

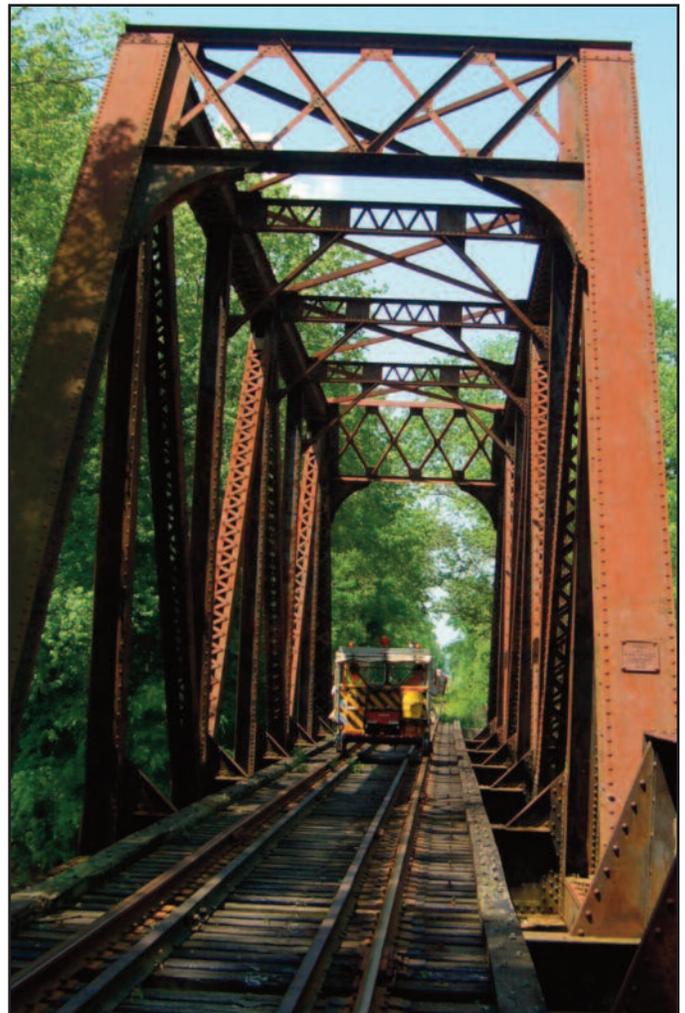
2012 NARCOA ANNUAL MEETING SEPT 27, 28 & 29 Sheraton Gateway Suites 6501 N. Mannheim Rd. Rosemont, IL 60018

As in years past, this meeting is open to all paid NARCOA members.

Any member wishing to address the board or add items to the agenda may do so by first contacting president Bernie Leadon at (615) 478-3660 or leadon@realllysmall.com.

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

Room rate will be \$122 per night, plus taxes, and the reservation cut off date is August 27 2012.



THE FIRST HY-RAIL®

BY LEON SAPP

We have previously identified the first railroad and the first production motorcar. In all fairness we should probably take a shot at identifying the first successful hybrid road/rail vehicle as well. Like our search for the first motorcar, a lot will depend on our definition of success. The name Hy-Rail® is of course the trademark of Fairmont and later of Harsco. But, so firmly implanted in our minds is the name that it is hardly proper to call a road/rail vehicle anything else regardless of who built it.

A lot of things were taking place in the period just before World War I and trying to track down facts can get a little confusing. Bolt on flanges and steel wheels for both cars and trucks were being made by several firms but each required some time and a bit of effort to make a conversion from road to rail. However around

looked. He came up with perhaps the first true hybrid. Mr. Holt's answer to the problem was to bolt a steel flanged wheel inboard of each of the four conventional rubber tires of his produce trucks and light busses. The vehicle could go anywhere, picking up produce or passengers and delivering them, via his steel rails, to the main line carrier at El Centro. All the driver (*or engineer, or motorman if you prefer*) had to do was pick a level road crossing, drive onto or off of the rails and he had a change of mode. Once on the rails a simple flick of a small latch held the steering wheel straight and off they went.

Unfortunately service on a twelve mile railroad that still needed to stop, unload and reload at the end of the line did not excite much interest at the time. It worked quite well for Mr. Holt but, later on when the Southern

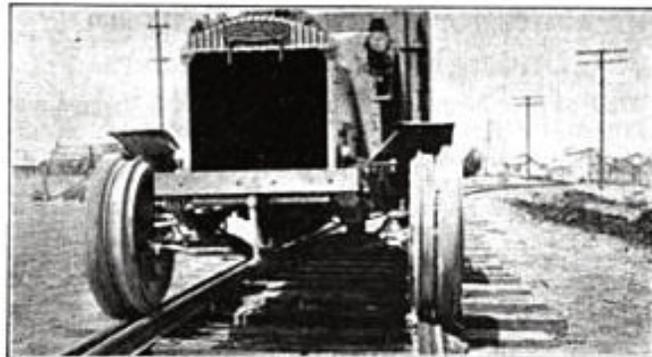
AUGUST 12, 1916

ELECTRIC RAILWAY JOURNAL

Holton Interurban RR



AUTO TRUCK USED ON HOLTON INTERURBAN RAILWAY IN COMMON ROAD OPERATION



AUTO TRUCK AS OPERATED ON RAILS BY HOLTON INTERURBAN RAILWAY

1914 a Mr. Holt who was president, general manager and principle owner of the 'Holton' Interurban Railroad in Southern California probably came up with the first hybrid that could be driven right onto the rails from a roadway.

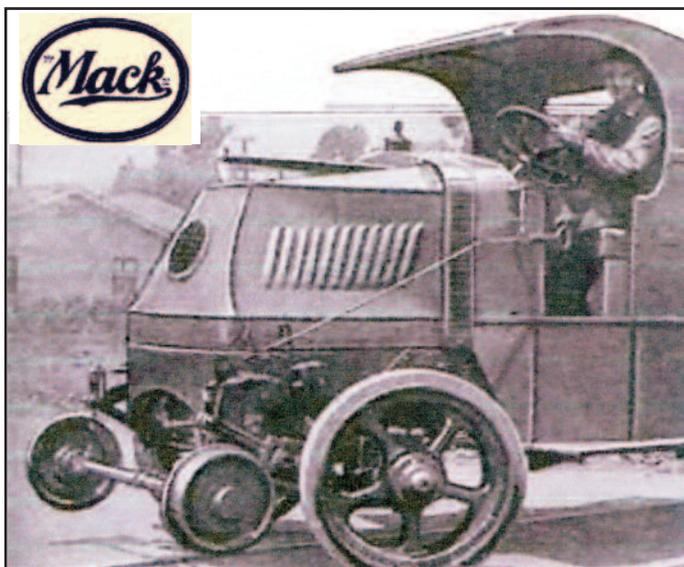
Mr. Holt's railway was only about 12 miles long and was located in the Imperial Valley. It connected with the Southern Pacific Railroad and Mr. Holt was not satisfied with the limitations of conventional rail service to pick up his produce and passengers and get them to their destinations in a timely fashion. He wanted service to every warehouse and neighborhood in town without the necessity and expense of building tracks all across the valley. What he came up was a stroke of genius which history seems to have largely over-

Pacific bought the line, down came the catenary and conventional railroad cars took over the handling of both his passengers and his produce. Mr. Holt's invention seemed to have faded away. Or, did it?

In 1922, following up on Mr. Holt's idea, the Mack Truck Company built what is generally accepted to be the first commercially available hybrid. Their design used the same double wheel arrangement as Mr. Holt's trucks and busses on the rear axle of their standard truck. But, they improved on his system with a separate set of flanged support wheels up front.

As Holt had done the Mack system also had the rear rail wheels slightly smaller and mounted inside solid rubber wheels so with the front wheels raised the vehicle could be safely driven over the highway. When the

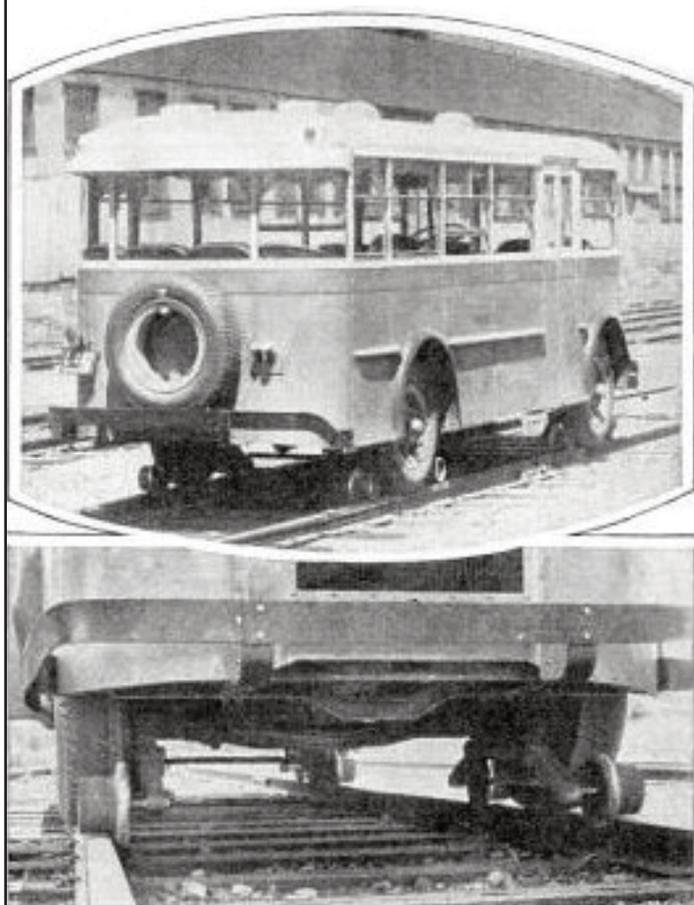
front wheel set was lowered the steering gear was automatically disengaged. The rear wheels effectively captured the rail making a rear set of guide wheels unnecessary. The front rubber tires were outboard of the rail while the whole vehicles weight was carried on the front and rear rail wheels. The front wheels could be lowered from the inside cab without the driver needing to dismount. An 1922 issue of 'The International Year-book' stated that twelve steam railroads employed motor trucks with rail wheels. Still, as revenue freight carriers, a single truck with only a small capacity would have had to compete with mile long freight trains for track time. While it was a very workable and relatively inexpensive idea, it appears the Mack design was a victim of a troubled economy and disinterested railroad management.



In 1932 the Twin Coach Company offered a unique adaptation of their 22 passenger bus equipped with eight small rail wheels which were lowered by the driver. The entire weight of the bus was carried on the rubber tires while the small 10" diameter rail wheels bracketed each of the four tires guiding the bus on the track. The Public Service Company of New Jersey outfitted three city busses with the retractable wheels for use between New Brunswick and Trenton. Before they could perfect the idea the Great Depression hit and the railroad entered bankruptcy in late 1932. Twin Coach quit the hybrid market almost immediately. The Pennsylvania Railroad would try a very similar crank down set of small wheels on an International Pick-up in 1933 as an experiment. Although the idea was temporarily shelved they would try again in 1939 before giving up on the idea.

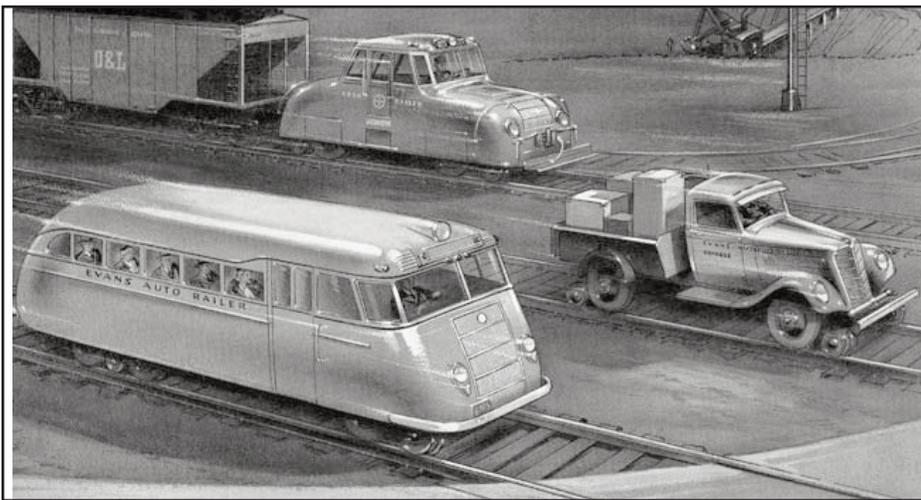
In 1937 Evans Products of Detroit, Michigan would take the best of all the previous ideas and produced a truly workable and somewhat commercially successful hybrid. Although Evans never achieved the profits they probably deserved they did manage to sell a few and paved the way for the future revolution in rail maintenance vehicles.

TWIN COACH COMPANY



Evans called their machines 'Auto-Railer' and they offered several very innovative designs. An ad from 1937 shows a bus, pick-up truck and a small automobile style locomotive running side by side down the rails. Like the Twin Coach design the weight of the vehicle was carried on its rubber tires and all four wheels were involved. The steering was locked and just enough of the vehicles weight was transferred to spring loaded steel pilot wheels both front and rear to capture the rail.

Like the Twin Coach design the driver could raise or lower the rail wheels using pneumatic cylinders from inside any of the Evans vehicles. The remotely operated lifting system was truly cutting edge technology for the day and actually allowed the vehicle to move



from rail to asphalt without stopping. That time saving feature was one of their strongest selling points for the passenger carrying bus and several transit companies would try out the idea including the Old Dominion Railroad in our Nation's Capital. One Alaskan railroad operated them as school busses until well after World War II. Evans designed different rail busses to be capable of carrying from 12 to 27 passengers.

A small pick-up truck was marketed for light freight or company supplies and sedans were equipped for VIP inspections. Several were sold to the Chicago, Burlington and Quincy Railroad. A larger flatbed truck was also design for track maintenance and an even larger version could even be had with a dump bed and a coupler at the rear to serve as a small locomotive but there is no record that either generated a sale. However, one of their small auto bodied switch engines was still working well into the 1950's.

Evans continued to advertise their concepts throughout World War II and ran several full page spreads in Life Magazine about their contributions to the War effort. In the November 1943 issue they illustrated a "Bomb Train" which consisted of a step van type of tractor with two trailers riding on a total of 42 rubber-tired wheels which on the rails carried 80% of the gross capacity of 90,000 pounds. The U.S. Ordnance Plant in Detroit used the 'train' to move ammunition from a plant to its Depot. But, like Mack before them, Evans never seemed to be able to capture much of a market.

It would take the end of the War and the advent of the eight hour work day to create a climate for the hybrid vehicle and of course Fairmont, who had seen the hand writing on the wall, came forward with the best of all the previous concepts in a light weight, manually

operated and considerably cheaper unit that won the day.

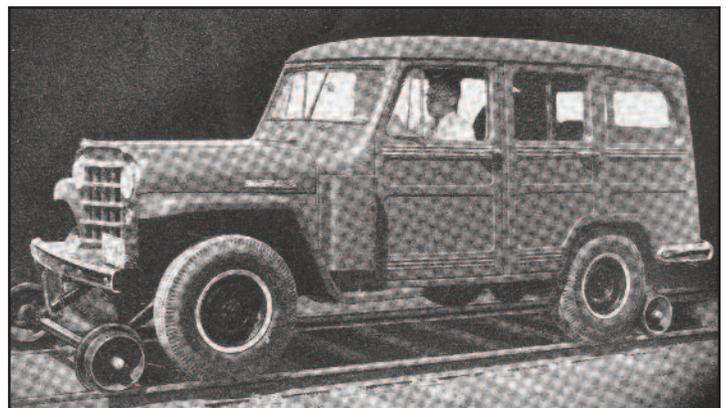
So who do we want to crown the victor in the race to build the first Hy-Rail? Shall we pick Mr. Holt who seems to have had the idea first? Or shall we give the honor to the Mack Brothers who made the idea commercially available even though they sold very few? How about Twin Coach who made a buck or two hauling passengers around in their busses, or Evans who went so far as to purchase

their own railroad to run the things in commercial service even though it flopped? Or do we want to reserve all the glory for Fairmont who finally made the concept into a profitable venture? You see the problem we have.

Regardless of what we decide, as far as our railroads are now concerned the Hy-rail is now King-of-the-Road, both kinds of road. It will be interesting to see what, in the future, takes the place of the Hy-Rail. If history has taught us anything it is that nothing lasts forever and sooner or later another Mr. Holt will come along with a better idea.



Fairmont-Willys 1948



LLANO WORK DAY MAR, 2012

BY MIKE HARRIS

Members began arriving at the Llano Train Depot Museum before daylight. By the 8:00 AM safety meeting nine motorcars and 18 participants were on-hand. The safety meeting covered the usual operating aspects. E.C. Leland Stewart gave particular emphasis on operating with poor traction in the blossoming Texas Bluebonnets. As the region had received sufficient fall rains Texas State Flower was considerably well developed as opposed to recent years due to extreme drought conditions.

The wye area at Llano had been mowed recently with the help of Railroad Partners, Inc. member Jerry Light. Ed Michal mowed between the rails with his 'rail-mower'. The area has the appearance of a pristine 'park' now. We departed eastward at about 10:00 AM toward Kingsland, TX. Stops were made to dig out a half-dozen dirt crossings for passage of the motorcars. The Bluebonnets were not quite high enough to impede passage so no mowing was performed along the line. The mowing we did last Dec. was evident. As we approached Kingsland the Bluebonnets and other fauna were tall enough to be crushed by steel wheels on rail. The operations became considerably more taxing as several cars were slipping along the way. The major exposure was at street crossings where accelerating from a stop to clear the crossing expeditiously was a challenge. One major crossing was negotiated in two moves as getting all of the cars moving took a little too long for the impatient local drivers used to speeding over the crossing without notice. Thus the two moves was the safe option. The entourage stopped near a local BBQ restaurant for lunch.

While stopped some members cleared additional brush encroaching on the rails careful not to damage the beautiful flowers visible to the numerous residents along this portion of the line. Our last major road crossing was negotiated with relative ease as the fauna wasn't quite as prevalent as we anticipated. This crossing is on a curve and an uphill grade for eastward moves. With limited sight distance for highway traffic, our flagging procedure includes near and distant flaggers in both di-

rections to afford drivers as much warning as possible.

After turning the cars at the end of our lease the return trip of 27 miles included a rest stop at the BBQ place. A photo stop was made at an area flush with Bluebonnets. The overcast sky subdued the otherwise brilliant colors however. We arrived back at Llano at 5:05 PM. No incidents or break-downs were experienced and a fine ride was had by all.



Llano participants; photos by Mike Harris



MOTOR CAR TROUBLES

THEIR SYMPTOMS, CAUSES AND REMEDIES

REPRINTED FROM THE AUGUST 15, 1913 RAILWAY AGE GAZETTE

An interesting thing about two-cycle engines is how little they have changed in the nearly 100 years since this article appeared. Except for no longer having spark plugs that can be disassembled and the questionable practice of cutting holes in a battery, just about everything else in this article is still appropriate for trouble shooting today. The original article was an excerpt from an Educational Bureau handbook entitled 'Railroad Track Motor Cars' that was a standard issue on most railroads of the day.

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A gasoline engine or a motor car usually behaves in one of the four following ways. It runs nicely a short distance and then stops. It runs--explosions being quite regular, but the engine seems weak and does not develop power. It runs—explosions being irregular or infrequent: that is, the engine misses fire but apparently has plenty of power when explosions do occur. Each of these symptoms indicates one or more specific causes as described in the following paragraphs:

If the motor car does not work, or does not operate properly, the trouble should be looked for and remedied as quickly as possible. If the operator does not know from the action of the engine the cause of the trouble, time may be saved by searching for it in a systematic manner. There may be no buzz at the vibrator; this may be due to one or more of the following causes: The battery switch may not be

closed, or the throttle lever may not be in position to close the circuit. The primary wires may be loose at their connections. There may be a broken primary wire or a poor connection to the binding post between the battery and the spark coil; between the spark coil and the timer; or between the battery and the ground connection on the throttle-lever quadrant or the engine frame; or dirt may be interfering with the proper contact at the timer. If the primary wires are all right, then the vibrator spring may need adjusting or the contact points need cleaning. Adjustment of the spring can be accomplished by operating the thumb screw provided, and the contact points may be cleaned by passing a strip of paper between them while the vibrator is gently pressed down. If the vibrator will not operate after the above remedies have been applied, the indications are that the battery is too weak.

If there is a buzz but no explosion, one or of the following suggestions may aid in finding the cause: The cock in the gasoline pipe may be closed. Endeavor to get an explosion by priming the cylinder with a thimbleful of gasoline. If an explosion does not follow, a grounded secondary wire or a poor connection to the binding post between the spark coil and the spark plug should be looked for.

If the secondary wire is found in proper condition, the battery switch should be opened to prevent the operator from receiving a shock from the battery; and the spark plug should be removed by unscrewing.

Then lay the spark plug on the cylinder head so that the rod in the center of the plug will not be in contact with the cylinder head; close the battery switch and push the car until a buzz is obtained at the spark coil. If under these conditions no spark is obtained at the spark plug, the insulated rod in its center should be cleaned; following which, if there is still no spark produced, the spark plug should be taken apart and cleaned, or a new spark plug should be substituted for the one removed.

Runs for a Short distance

If the car runs nicely for a short distance and then stops, the most frequent cause of trouble is interference with the proper supply of gasoline. The operator may have neglected to open the cock between the gasoline tank and the carburetor—the car stopping as soon as the limited supply of gasoline in the carburetor is used up. There may be dirt or an obstruction of some other kind in the gasoline pipe, which prevents the free flow of gasoline to the carburetor. There may be water in the gasoline, which is carried over from the carburetor and collects on the spark-plug points, forming a bridge through which the current can pass without creating the desired spark in the cylinder. The batteries may be weak, having only sufficient strength to supply current for a few explosions.

Weak explosions may be due to some one or more of the following causes: the fuel mixture may be too

“rich.” This will be indicated by smoke or yellow flame passing from the exhaust pipe or muffler. The needle valve should be closed tight, the throttle opened and the car pushed 200 or 300 feet to clear the cylinders of gas. Then the needle valve can be opened a part of a turn and another start made. The needle valve may have been opened too far before starting the engine. The fuel mixture may be too “weak.” This will be indicated by the odor of the exhaust or by back-firing with a two-cycle engine. In such a case the needle valve should be opened a part of a turn or more. The muffler may be clogged, preventing free escape of all of the burned fuel. In such a case the muffler should be taken off and cleaned.

If there are few and irregular explosions, the trouble may be due to some of the following: The cylinder inlet valve may not work. The should be pushed and the valve watched to see whether it is stuck; and if so, it should be opened several times by hand until it works properly. If only a few explosions occur after priming the cylinder the carburetor should be primed again and the needle valve opened part of a turn. The primary or secondary wires may be grounded on account of poor insulation, particularly the secondary wires, in which case there will be a continuous buzzing when the switch is closed, irrespective of the position of the timer. Investigate to see whether the secondary wires are securely tightened in the binding posts.

The needle valve may require opening a few turns on account of a partial clogging of the valve through an encrustation or deposit on the valve stem. Experiment by

closing the needle valve and then fully opening it, because the passage way may be clogged with sediment from the gasoline. Sometimes if the car is pushed along the track about 100 feet the dirt will be sucked out of the needle valve. The suction should be tested by placing the hand over the air intake opening of the carburetor while the car is moving. If this suction is found to be weak, the air intake valve should be opened about three quarter of the length of the screw, because the suction may be insufficient to pull the gasoline through the needle valve of the carburetor, and into the cylinder through the cylinder inlet valve. Weak suction may indicate that the intake valve is stuck shut, or that the exhaust valve is stuck open, or that the throttle valve of the carburetor may be partly or completely closed. If when the car is moved air is blown outward through the carburetor, instead of being sucked in, it indicates that the inlet valve is stuck open, or in case this valve is mechanically operated, it indicates that the cam shaft or intake cam is out of position, resulting in the improper timing or opening of this valve. Inexperienced men driving cars that have chain-driven cam shafts have much trouble from cam shafts and cams being out of position.

Take off the top cover of the carburetor and see that the valve works freely, and whether gasoline runs freely into the cup when the float is depressed. Gasoline leaking from around the top of the carburetor (flooding) indicates dirt in the float valve, or that the float is stuck down. It is a common practice when it is thought that there is dirt in the needle valve to screw the

valve tight and open it again. This practice almost always results in embedding hard foreign substances permanently in the nozzle. In Schebler carburetors it is better to take the top cover off the carburetor and insert a small common pin into the nozzle where it opens into the mixing chamber. This should be done before drawing off the gasoline as foreign substances will then be dislodged and can be drawn off by draining the carburetor. Try closing the cock in the pipe which leads from the gasoline tank to the carburetor. Then unscrew the plug at the bottom of the carburetor, drawing the gasoline into a cup. If there is any water or dirt in the float chamber of the carburetor or the gasoline pipe, it will be drawn off in this manner. The plug may then be replaced, the gasoline cock opened, and the carburetor primed for another trial. Finally, if only a few explosions occur after priming the cylinder and testing for the trouble in the foregoing manner, it is necessary to clean the needle valve of the carburetor. This may be done by closing the cock in the gasoline pipe, unscrewing the needle valve and very gently pushing a piece of wire into the needle-valve opening with such care as not to injure the nozzle. This will free the valve of any obstruction.

Misfiring is another cause of trouble, and may be due to one or more of the following conditions: The primary wire should be inspected to see whether it is broken or loose at any of its connections, because this will stop the buzz of the spark coil if the broken ends are separated or shaken apart due to the vibration of the car. The secondary wire should be inspected because it may have

continues on page 17

RIDIN' THE RAILS WITH MAMA

CRAIG W. HARTMAN, PRESIDENT

It was a dark and stormy night... actually it wasn't stormy, just the usual winter boredom, and a group of us North Jersey guys decided to form a new NARCOA affiliate after some urging from other members in the area to build a "speeders only" group to concentrate on, of course, speeders, but enough of that. Our strength that lies in our group is the comraderie of the new group, and what seems to set us apart from many other groups

is we actually enjoy each other's company, working together, and even having a social outing together once in a while that is not railroad related (hard to believe, isn't it?). The last outing was to a performance of "The Odd Couple" that left us laughing, and then dinner afterward with several of our wives present for the evening as well.

The story goes back to 2004, when I was introduced

to the hobby by a strange happenstance. I was traveling Southbound on Rt. 23 one summers evening, heading home after a service call up the highway, when I spied something running along the track down below me with what appeared to be two red taillights on, and about the size of a VW. "That's strange" I said to myself as I proceeded down the highway in the growing dusk. I soon spotted more taillights as a group of three or four hove into view, running along together. "Neat, that looks cool" were the next thoughts I had, as well as the thought that I need to see these up close and personal. To segue back a little, I am a confessed gearhead, having worked on the largest earth moving equipment around as well as historic locomotives, so this looked like something fun to see, or better yet, do. So, being an Electrical Engineer, logic told me they were headed South, and they didn't look like they were going to leave the rails, and would soon go through the town of Butler, NJ. (see what going to college does for your intellect?). Seeing as I can go faster than them, I beat feet to Butler Yard, and found some of them "setting off" and approaching one of the gentleman there, asked what this was. This turned out to be a problem, as after talking to Dick Ray for a while, who introduced me to several others, I knew I needed a speeder. Thank God, my wife, Shirley,



Mid Atlantic Motorcar Association members Ken Ciparis, Dave Sigafoose, Dick Ray and Craig Hartman, working on MAMA's A6 Picture by Shirley Hartman.



is a patient person, and allows my indulgences, and said O’K to finding one. That started it, and five operating speeders and three more to restore, I am still at it.

Over the years the hobby has been fun and interesting, both from a historical education, as well as a mechanical challenge, as I like my cars to run RIGHT, and it is somewhat embarrassing when they decide not to cooperate. There are several of us that own our own cars that came over from another group, and we always enjoyed getting together to work on our speeders, or club-owned cars together. Many speeders have been rebuilt in the shop at my home, and many modifications done and designed here as well. It was last year that after being tail pilot, car inspector, and general go-to guy on several runs, I was encouraged to get my E.C. by several people. I approached my good friend Chris Vitz, who willingly agreed (without knowing what he was getting into), and we started the process. The year flew by, and I received my E.C. status, and we were off to the races, so to speak.

One of the last runs that I E.C.’ed with Chris was the now infamous “Snowstorm Run” at Donner Pass (see article in previous SETOFF by Boomer John for more), and was encouraged by several people that knew me well to form another “speeder only” affiliate. As having been the previous president of another group, several of us got together to team up and form a new group. At the first meeting, it was decided that our name would be Mid-Atlantic Motorcar Association, or MAMA for short (have fun ridin’ with MAMA), and our group was born. I was “railroaded” into the President’s role, with Chris Vitz as Vice President, Steve Weiss as Secretary, and Dave Sigafoose as Treasurer. Our energetic group also includes long-time NARCOA member Dick Ray, Ken Ciparis, and Joe Mele. Not wanting to not have a project to work on, several of us purchased an A6 motorcar with a beautiful body, but needing driveline work, which is underway now.

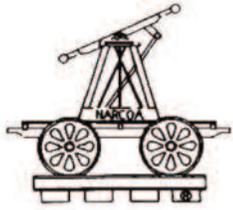
MAMA is dedicated to railroad safety, preservation of railroad motorcar history and the safe and responsible operation of our motorcars on scheduled excursions. You can go to our website at mamotorcars.org to view pictures, see planned excursions, view videos, see the progress of our A6, and more! By the time you read this, MAMA will have done its first excursion, which is hopefully the first of hundreds to come, as we seek out new venues and railroads to befriend and operate on. Hope to see you on one of MAMA’s runs this summer! Be safe, and happy railin’.

Craig

Troubleshooting, continued from page 15.
become loosened or grounded as a result of the vibration of the car. The buzzer of the spark coil may not be properly adjusted or it may be sticking either up or down so that the buzz is not continuous. In such a case the vibrator screw should be adjusted and the contact points cleaned. The timer contacts may be rough, or the stationary part of the timer may be loose. In such a case the contacts may be smoothed by means of fine sandpaper, or the timer tightened. The spark plug maybe dirty and should be cleaned. To do this the battery switch should be opened, the spark plug unscrewed, and taken apart if necessary so that the end of the plug and the insulated rod can be cleaned: and then the plug tested by laying it on the cylinder and pushing the car as already explained. Weak batteries may be the cause of mis-firing because a spark may not be given continuously at the spark plug. The batteries may be only polarized and will perhaps work again if they are not used for half an hour. In an emergency, cut a hole in the top of each cell and pour in two teaspoonful’s of water. This may cause the battery to give enough current to carry the car a few miles.

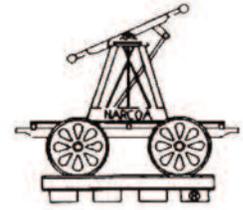
Back firing is another trouble; it may have its source in one or more of the following causes: If the engine back fires through the carburetor, the inlet valve to the cylinder may be stuck open or may be broken. In the former case it should be operated by hand until it opens and closes properly. The timer may be loose or so improperly set that the spark occurs late in the explosion stroke of the piston. This will permit the inlet valve to open before the previous charge has been burned, particularly in two cycle engines where the exhaust of one charge and the intake of the next occur at practically the same time. The timer may be loose or so improperly set that the spark occurs too early in the compression stroke, thus causing the engine to run backwards. Carbon deposits on the cylinder walls or piston may become so hot as to cause the explosion to occur too early in the compression stroke, or the cylinders may be come heated to such a degree as to cause the explosion too early in the compression stroke.





NARCOA EXCURSIONS

AS OF APR 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.

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

From Claysburg, Pa to Hollidaysburg and then to Martinsburg and return. Total RT miles 55-60. 40 car limit. Cost \$45 per car. EC Gary Shrey. 717-227-9628

May 6, 2012 - PA Walkersville Southern Railroad

WSR is located just north of Frederick, MD in Walkersville, MD. Only 8 miles of track, so we will do multiple rides with an option to set-off after any trip. 40 car limit. Cost \$25 per car. Gary Shrey. 717-227-9628

May 5 - 6, 2012 - TN Tennessee Southern Railroad

Saturday, Columbia to Pulaski, TN; Sunday, Columbia to Lawrenceburg, TN. Approx. 70 RT motorcar miles each day. Details and Registration Form on NARCOA website. Check for \$150 payable to: Fallen Flag Excursions LLC c/o Bernie Leadon, 408 Wexford Court, Franklin, TN 37069. Phone 615-478-3660. No refunds after April 5, 2011. Excursion Coordinators: Bernie Leadon; Asst. EC Paul Goldzung

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 are on NARCOA website.

May 12, 2012 - CA California Western RR (Skunk Line)

Southwest Railcar Special Mother's Day Excursion. Fort Bragg, to Willits, and return. 80 mile round trip. \$160 Fee. Check to Ed Best, 146 Via Copla, Alamo, CA 94507. Mentoring with prior arrangement. No Hy-rails. EC Tom Phair.

May 12, 2012 - OR Oregon Coast Scenic Railroad (Formerly Port of Tillamook Bay RR)

Garibaldi, Oregon (begin and end), will run both directions to end of current in-service track, from Tillamook Airport Industrial Park to Mohler. 54 miles (approx). Cost \$115.00. Details at Pacific Railcar Operators (PRO). Bill Bain, EC-in training/Rich Wilkins, EC 541-961-0600; P.O. Box 1047, Newport, OR 97365

May 12 - 13, 2012 - CA PRO's Rides for the Public

Placerville branch line in Folsom, CA. This is a free ride for operators to provide rides to the public. Inquiries can be made through Steve Paluso.

May 19, 2012 - GA Blue Ridge Scenic RR

Blue Ridge, GA to Ball Ground, GA Price: \$10.00 per car active Blue Ridge Scenic Railroad Volunteers. All others \$15.00 per car. Call for directions if needed. Coordinator: Carl Hymen 706-455-0492

May 19 - 20, 2012 - OH US Rail and City of Greenfield Railroads

Saturday 100+ miles on US Rail Jackson Division, Sunday 60 miles on the City of Greenfield RR, Greenfield, Ohio. Fee \$110 Saturday only, \$90 Sunday only or \$195 both days EC's Jaime Samuell & Dave Verzi

May 23 - 27 - WA/ID FULL - Wait List Started 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 - NJ NYS&W Southern Division

Mid-Atlantic Motorcars will run app. 155 miles round trip total between Riverdale, NJ and Warwick, NY Sat, and Riverdale, NJ and North Bergen Sun. Mainly welded rail, great run. ECs Chris Vitz, Craig Hartman, Assisting Dick Ray.

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 31 - June 3, 2012 - NH Annual NH Tour

NERCA's annual NH excursion has been changed to four days and four railroads. EC's Warren Riccitelli/Al Elliott. Detailed information and electronic reservations are on NARCOA website.

June 1, 2012 - NH Pre - HOBOTune-up Run

8:00 AM - 2:00 PM Cotton Valley Rail Trail Club Fernald Station, 64 Governor Wentworth Highway (NH rt. 109), Wolfeboro, NH. Round trip 16 miles - run many times. Cost: donations accepted. Non-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 - 12, 2012 - MT/ID PRO Bitterroot Mountains Tour FULL - Wait list started

June 7th Montana Rail Link's 10th Subdivision between Desmet and Paradise, MT (124 miles), June 8-10th Pend Oreille Valley Authority's Dover and Metaline Falls lines (165 miles), and June 12th Mission Mountain Railroad's Eureka to Stryker line (44 miles). Run fee \$475. EC Bill Taylor, 917 Parkview Way, Missoula, MT 59803. Checks payable to PRO. 25 car limit.

June 7 - 10, 2012 - MI posted 12/31 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, which includes 2 nights lodging, to EC Michael P. Ford, 7712 Carpenter Court, Plainfield, IN 46168-8035. (317-839-9320) 30 car limit.

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 - 10, 2012 - NC Great Smoky Mountains RR FULL - Wait list started

Overnight run with two Rail-B-Q trackside cooked meals included. Andrews, NC to Dillsboro, NC. Spend the night in Dillsboro, then return to Andrews the

next day. 102 total track miles, Cost: \$175.00. Email EC & Individual Affiliate: Tom Falicon for more info 828-488-8063

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, 2012 - GA Blue Ridge Scenic RR

Blue Ridge, GA to Ellijay, GA (2 round trips) Price: \$5. per car active Blue Ridge Scenic RR Volunteers. All others \$10. Coordinators: Carl Hymen (706-455-0492), Ron Long (706-632-9736) Barry Vincent.

June 16 - 17, 2012 - TX Blacklands Railroad - (ex Cotton Belt)

Saturday, approx. 130 RT miles between Greenville and Winfield. Sunday, approx 65 RT miles between Greenville and Sulphur Springs. High visibility safety vest, sturdy shoes, and long pants required. No shorts or tennis shoes. Mentoring by permission. Hyrails welcome. Fee \$80. Trip information available at Railroad Partners, Inc. . EC - Myron Malone 5306 Kayway Dr Greenville, TX 75402, 903-454-8307

June 16 - 17, 2012 - WV 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 17, 2012 - QE Quebec Central Railway

Les Draisineurs associés du Québec inc. (DAQ) invites you to ride 30 miles from Charny to Valley-Junction PQ and return. Cost is \$75.00/car for a total of 60 miles/day. SETON will be in Breakeyville PQ at 9 AM EC: Louis-François Garceau - Phone: (418) 832-1502 - Mobile: (418) 955-2466

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 website.

July 7, 2012 - GA Blue Ridge Scenic RR

Blue Ridge, GA to Ellijay, GA (2 round trips) Price: \$5. per car active Blue Ridge Scenic RR Volunteers. All others \$10. Coordinators: Carl Hymen (706-455-0492), Ron Long (706-632-9736) Barry Vincent.

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 13 - 15, 2012 - CO Leadville, Colorado and Southern RR

Rocky Mountain Division will operate an excursion from Leadville to Fremont Pass on the route of the old DSP&P RR on the highest adhesion railroad in North American. Total run miles 80 over three days. Run one day or three. Cost: 1 day, \$65 or all 3 days, \$95. Details on the RMD website. EC Jerry Geiger (719) 566-0477 Assistant EC Rob Small, (970) 945 7537

July 14, 2012 - SK FULL - wait list started Last Mountain Railway, Ltd

North Central Railcars, 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 regis-

ter for the event and to get the information packet.

July 15, 2012 - QE Quebec Central Railway

Les Draisineurs associés du Québec inc. (DAQ) invites you to ride 30 miles from Charny to Valley-Junction PQ and return. Cost is \$75.00/car for a total of 60 miles/day. SETON will be in Breakeyville PQ at 9 AM EC: Louis-François Garceau - Phone: (418) 832-1502 - Mobile: (418) 955-2466

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. 120 mile round-trip excursion between Fordville, ND and Munich, ND. 25 car limit. Fee \$100 per car (payable to North Central Railcars, Ltd.) to Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035. (317) 839-9320

July 20 - 26, 2012 - BC Vancouver Island Tour

Motorcar Operators West will tour Vancouver Island with runs on the Englewood Logging Railroad, the Port Alberni to Parkwood branch and the then the Southern Vancouver Island Railroad . The total mileage is about 340 miles and the fee \$550. Send checks to 2320 E street Sacramento Ca.. E-mail for registration packet or call 916 444 6374. EC's Don Wigen and Dave Balestreri.

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 21 - 22, 2012 - NY NYS&W Syracuse Branch

Mid-Atlantic Motorcars will run app. 160 miles between Chenango Bridge, NY and Syracuse, NY over two days. ECs Chris Vitz, Craig Hartman, Assisting Steve Weiss.

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 4, 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. Details [HERE](#)

August 12, 2012 - QE Quebec Central Railway

Les Draisineurs associés du Québec inc. (DAQ) invites you to ride 30 miles from Charny to Valley-Junction PQ and return. Cost is \$75.00/car for a total of 60 miles/day. SETON will be in Breakeyville PQ at 9 AM EC: Louis-François Garceau - Phone: (418) 832-1502 - Mobile: (418) 955-2466

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 18, 2012, - WV South Branch Valley Railroad

104 miles along the Potomac River. Trip goes from Petersburg to Greenspring WV and return. Stops at the Potomac Eagle Scenic train and for Bald Eagle watching in the Trough. \$75. per/car Details Appalachian Rail Excursions web site Pare this with Northern Central Railcar's Western Maryland trip on the following day to make a great weekend. Trips are 90 minutes apart. John Gonder

August 19, 2012, - WV Western Maryland Scenic Railroad

From Ridgeley, WV, to Frostburg and return. Approx 34 round trip miles. 40 car limit. This will be a good way to complete the weekend for those riding the South Branch Valley RR on 8/18/12. Price \$40 per car. Gary Shrey: Phone: 717-227-9628 . Details and application on our web site.

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 8 - 9, 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 website

September 22 - 23, 2012 - WV 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.

September 22, 2012 - MO Columbia Terminal RR (COLT)

First Iowa Division ride from Columbia to Centralia. We will run this line two times during the day. Each run approximately 44 miles round trip. Cost \$45 per car. Frosty Farrell EC. Contact Carl Schneider at 515-967-5181. .

September 23, 2012 - MO Ft. Leonard Wood Army RR

First Iowa Division ride. Two 20-mile trips to Bundy Junction. Everyone will need a picture ID, vehicle registration, proof of insurance, and be prepared for a vehicle inspection. Cost \$35. Frosty Farrell EC. Contact Carl Schneider at 515-967-5181.

September 22-24, 2012 – MA Cape Cod Lines – Newport Scenic

Three great day on what has become a popular excursion. Yes, three days along the ocean and Narragansett Bay. EC's Warren Riccitelli/Al Elliott. Detailed information and electronic reservations are on NARCOA Website.

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 - PA 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.

October 13-14, 2012 – ME Montreal, Maine & Atlantic Railway

Voted as the best excursion east of the Mississippi River, NERCA will travel on an overnight trip from Searsport, ME to Millinocket, ME. Rooms, dinner, gas, buses and a box lunch included. EC's Warren Riccitelli/Al Elliott. Detailed information and electronic reservations are [HERE](#).

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 website.

December 1, 2012 - PA Toys for Tots ride on the North Shore Railroad

Approximately 86 miles from Northumberland, 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 excursion announcements 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". When the "Details Here" option is used the reader will be referred to the NARCOA website.

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

**2012 NARCOA ANNUAL MTG
SEPT 27, 28 & 29**

Sheraton Gateway Suites 6501 N. Mannheim
Rd. Rosemont, IL 60018

As in years past, this meeting is open to all paid NARCOA members. Any member wishing to address the board or add items to the agenda may do so by first contacting president Bernie Leadon at (615) 478-3660 or leadon@realllysmall.com.

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

Room rate will be \$122 per night, plus taxes, and the reservation cut off date is August 27 2012.

SUPPLIERS

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

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

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

Brown Railroad Equipment / Dan Brown, www.brownrr.com. 4 Amersham Court, Glen Carbon, IL 62034. (618) 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 1146 W. 27th St. Independence, MO 64052-3222. Library of rail motorcar manuals, performance sheets, parts lists, maintenance instructions.

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

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

Fredericksburg Shops, fredshops@earthlink.net or 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 P.O. Box 111, 153 Bobbin Mill Rd, Lunenburg, VT 05906, phone 802-892-6144. Former ONAN dealer has many Fairmont and ONAN parts. Complete engine & transmission rebuilding. For a detailed list of parts available, see website.

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

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

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

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

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



NARCOA COMPANY STORE



Wheel Inspection Tools

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



NARCOA Lanterns

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

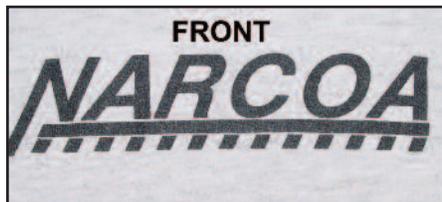
Please note: each item is shipped from the person in charge of that particular product. Profits from Company Store sales go to NARCOA.



Reproduction

Fairmont Data Plates

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



NARCOA Tee Shirts

Show your support for NARCOA by wearing one of the new NARCOA Tee Shirts. Available in either Ash Gray, or Safety Green. High quality Gilden Extrem Cotton shirts. Short sleeve with the NARCOA on Track emblem on the left front and the NARCOA .ORG emblem on the back in black screen print. Sizes: adult, from med-3xl. No kids sizes at this time. All proceeds go to NARCOA. \$20.00 each, includes postage to U.S. To order send your request with sizes and color to: John Gonder 415 Levine Lane, Ruffs Dale, PA 15679. Make check out to NARCOA. US funds only. Canadian orders please include \$5.00 extra per/shirt for additional postage and customs.

