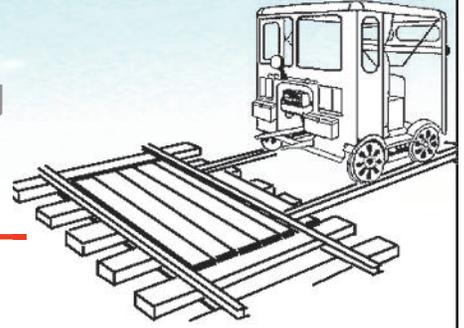


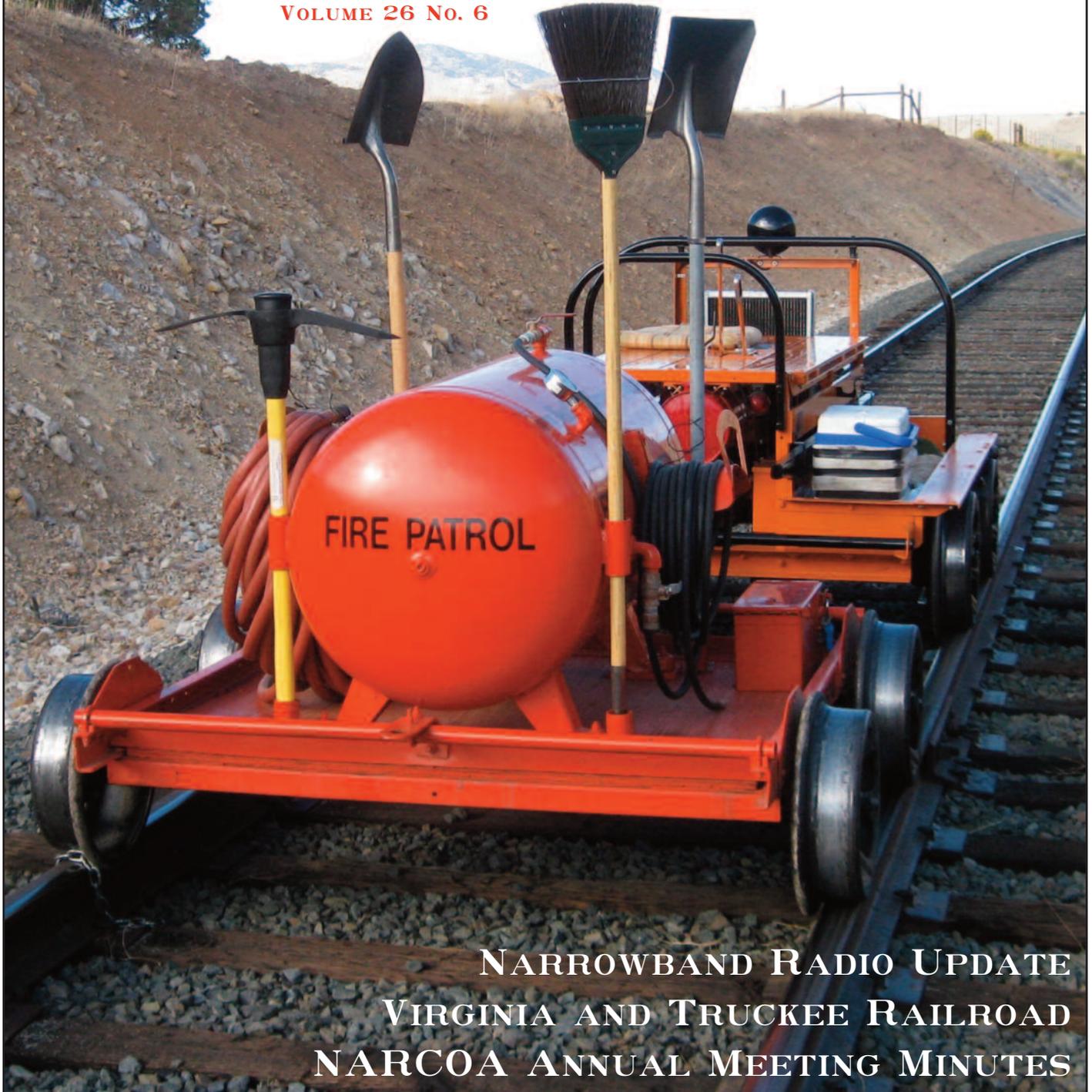
# THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA  
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION



NOV / DEC 2012

VOLUME 26 No. 6



NARROWBAND RADIO UPDATE  
VIRGINIA AND TRUCKEE RAILROAD  
NARCOA ANNUAL MEETING MINUTES

# THE SETOFF

VOLUME 26 - No 6

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

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**ON THE COVER: THE VIRGINIA AND TRUCKEE FIRE PATROL CARS PREPARES FOR THE EXCURSION - KEN MARTY**

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## RADIO EQUIPPED

NARCOA Radio Call Sign: WPHT745  
Channel 1 – 151.625 MHz  
Channel 2 – 151.505 MHz  
Channel 3 – 158.400 MHz

# PRESIDENT'S MESSAGE

## BERNIE LEADON

Hello everyone-

We have just concluded the 2012 annual meeting in Chicago as we roll into October, and I thought it was a very productive meeting. There is a meeting summary elsewhere in this issue, but I want to explain a couple of the changes.

Several changes came out of a general Document study, and a desire to simplify and consolidate where possible. In the case of the Rulebook, we wanted to move items into it from both the Operations Manual and the Policy Book which apply to operators. There were requirements in both of them that related to operators while on track, and I think we should be able to hand the Rulebook to an operator and say "Here's all of what you are responsible to know and observe". The rulebook now has separate sections addressing Hi-Rails and motorcars, and a new numbering system.

We will subsequently be working on a revision of the Operations Manual, from the same desire, except relating to Excursion Coordinators. We want to be able to say to them "Here's everything you need to be aware of and observe (in addition to the rulebook) while working with railroads and coordinating excursions".

We approved a complete re-organization of the Policy Book, which is now organized under topics. You can view this new version, as well as other document revisions, at [www.narcoa.org/docs.htm](http://www.narcoa.org/docs.htm)

In addition, we have eliminated the General Release Form, and added a few phrases to the remaining Affiliate General Release Form. We didn't need two different ones. The changes to the remaining Affiliate Release are in the first two paragraphs, and basically add "excursion coordinators" specifically in a couple of phrases which did not mention them. Our EC's put themselves more at risk than anyone else in our organization, and we need to do everything we can to help and protect them.

Relating to signing Release forms, we have created a new addition to the Policy book, relating to the increasing use of electronic signatures in society. We are stating clearly that electronic signatures are not allowed on any official NARCOA document, including the NARCOA Agreement, Insurance applications, Release forms, or Inspection forms. That means these forms cannot be faxed, or scanned and emailed, as a substitute for an original document signed in ink. This is essential to observe strictly, as the signed Release forms are all that protects NARCOA, the Affiliate, the Excursion coordinator, and the Railroad, from suit by participants. Excursion coordinators please note carefully.

Current Rulebook Certification cards are extended one year to Jan. 31, 2014. We will begin re-testing in May, and the new cards will expire Jan. 31, 2016.. We will re-test every two years."

And very important, the Narrow

*continued on Page 4*

# FROM THE EDITOR

BRIAN DAVIS

Greetings from the Editor's Desk!

This has been a great season and judging by the minutes of the annual meeting, NARCOA's next year will be even better!

This issue is heavily loaded with administrative articles, but I do want to thank those who took the time to send in a piece for the SETOFF. Ken Marty, Rob Piligian, Dick Ray, John Gondor and Leon Sapp deserve a hearty thank you from all of us. I also want to thank the AD's for their participation as I have never seen two pages of AD Reports! Thanks fellows!!

Jane and I are looking forward to getting back on the rails early next season, so I hope we see you there.

Season's greetings!

Brian Davis

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Band radio mandate takes effect on Dec. 31, 2012. Your radios must comply with the new requirements by then, or risk large fines on you and NARCOA. Be advised to take this change very seriously. Please read the Radio article in this issue carefully.

Many thanks go to all the Directors, Officers, Affiliates, Excursion Coordinators, and Committee chairs and members who put in lots of time and energy this year. Thanks to all of you for putting Safety First at all times, and have a great holiday season.

Bernie

## AREA ONE

( IA, NE, SD, ND )

### WARREN RICCITELLI

At the Board of Directors Meeting in Chicago, we were asked for all of us to not write the same stuff about the meeting. But I came up with an interesting observation. At this time last year there were one hundred seventy-five excursions and this year the number one hundred forty. From our summary most excursions were down 30-40% in attendance. It seems the multiday and local inexpensive excursion fared better. I have noticed the for the past four three years, hotel rates remained stable, gas prices and highway tolls raised tragically with pay raises being unheard of. Our hobby is filled with people being on fixed income and self-employed many of which have seem dramatic drops in their business. Our at-home expenses have gown and our 'digressional disposable income' has decreased, but NARCOA's membership has re-

mained stable. With what we are told there seems to be a glimmer of hope on the horizon. And most are recovering to a new lifestyle and are trying to work motorcars back in to their life. See you on the rails.

Warren

## AREA TWO

( DE, MD, NJ, PA )

### JOHN GONDER

Ok we are back from the Narcoa Annual meeting in Chicago. I won't go into a lot of detail here as there is an article in this issue containing all the highlights of the meeting. I will touch on a few issues that are sensitive to Area 2..

The requirement for a spouse to be a member in order to operate has been repealed. The effective date for this will be announced. The spouse still is required to have a valid Operators Certificate and must have been mentored. She would operate under the husbands insurance as done in the past.

EC's now have another source to obtain info about members certificates and insurance by using the Wild Apricot site. The list of Certified EC's is also available there now as well. The new site continues to expand and is very easy to use.

Shunting was again discussed and is still banned by our rules. Narcoa's stance is that active shunting does not provide a consistent contact circuit and allows erratic gate operation confusing motorists leading to increased chance of a crossing incursion and possible accident. The use of "HARD" shunts such as jumpers is allowable.

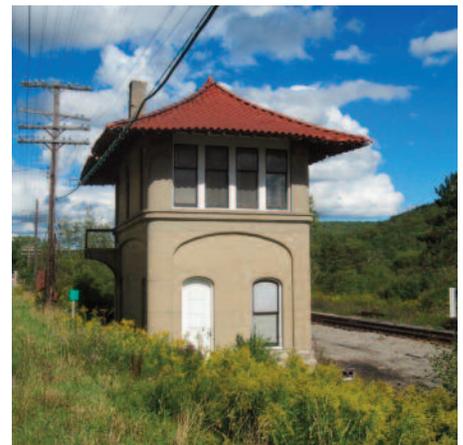
Electronic signatures on any documents that we use in NARCOA is not acceptable. No electronic signatures. All must be signed in ink.

All radios used by personnel on a NARCOA excursion must be in compliance with the FCC mandate to be NARROW BAND by 12/31/12. The fines for both the member and association can be staggering.

As the season starts to get cooler and our runs start to encounter more wet and or leaf covered rails, It is important to remember that these conditions and also ice on the shaded rails can severely hinder your ability to stop. Increased spacing of cars becomes very important and you must pay stricter attention when following the car in front of you as any brake action can cause you to slide.

Please continue to support the excursions in your area. The EC's work very hard to put these together. Check the calendar in this issue for one near you. Get those cars cleaned up and the maintenance done before you put them away for the winter. You will be glad next season when you get them out again.

John Gonder



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

Autumn has arrived here in region 3 and the meets are winding down for this year. So far we have had a safe year and let's all do our part to keep it that way. I returned last week from the annual Board of Directors meeting in Chicago. Details of that meeting should be found elsewhere in this issue of the Setoff. Also you should find the minutes of the meeting.

New E. C. Phil Linne has his first meet scheduled for Oct. 20, on a new railroad for us, the Ashland Railway. Phil has been working to get a meet setup on this railroad for five years. That shows a lot of determination on his part and it has paid off for him and the OVR group. The ride will cover the old Erie Lackawanna main line from West Salem to Mansfield, Ohio. Thanks Phil for your hard work and determination for setting up this run.

Last month OVR had its first run on the Falls Road Railroad starting in Lockport, New York and traveling to Brockport, New York, our turning point. Although we had a wet and windy start to the day it turned out to be a pleasant trip on new to NARCOA rails. The next day Jaime Samuell set up a meet on the Arcade and Attica Railroad. The A&A is a short line in its true form. It was never part of a larger railroad and retains the charm of a small short line with the here's the key, let us know when you are done friendly attitude.

Area 3 members participated in the third annual Willard Train Fest held at Willard, Ohio a large termi-

nal on the old B&O RR and now a major terminal on the CSXT. Prizes were given by the Train Fest committee for the participant who travelled the greatest distance to get to Willard, best overall appearance, and the most unique motorcar design.

One thing that I want to mention is the change that's coming with radios. If you own an older business band radio or are using a modified radio, January 1<sup>st</sup> you will no longer be permitted to transmit (talk) on it. I would suggest that if you plan to retain it to monitor the radio frequencies that you either remove the mike or cut the mike wire so you can't accidentally transmit on it. Failure to abide by the new ruling could cost you, NARCOA, or both a hefty fine. I am sure the J.C. Committee will not be happy reviewing this rule violation. If you have a radio that can be made to comply make sure it is done before your first meet next year.

Keep up the good work.

Jeff Levengood Area 3

## **AREA FIVE (MS, AL, GA, FL) WILLIAM THOMPSON**

Hello to all area members and other interested parties. I wanted to thank each member that has attended and supported NARCOA this year.

I attended the annual NARCOA meeting in Chicago this past month. Many items came up for discussion but there weren't many changes at this time. Some Items were put on hold for further discussion.

It was a pleasure being allowed to represent the area's people and voice their concerns and thoughts. As your Area Director please feel free to discuss your thoughts and ideas with me. I personally would like to see more members attending the meetings to see how things get done.

It would be nice if the meeting were held in different regions. Maybe this would entice more members to attend.

The shortlines that we have opportunities to ride have been narrowing down for the last few years and this requires constant searching for somewhere to ride. Each of us needs to keep in mind that opportunities to ride the rails are getting harder to come by; so we need to participate every chance we get. Believe it or not, in our area alone we have lost over 700 miles of rail in the last seven to eight years .

Many small towns were happy to see us, knowing we would spend money.

The hotels, meals and gas purchases have aided them more than one can know, not to mention the thrill of the youngsters seeing our motorcars as we pass by.

Without the work of the EC's and participants we would be planting flowers in our motorcars or they would be taking up space in the shed, scrapyards or a novelty just sitting around. We should all appreciate and thank our hard working EC's.

In closing as your director, please call me if you locate any possible rails that might be open to us to discuss the possibly of setting up a new ride. If there is not an EC close by I will be glad to locate one to

help you. As I strive to improve NARCOA and be a successful director remember that it takes all of us working together to accomplish anything.

Continue to enjoy but operate safely !!!!!'

Will Thompson

## **AREA SEVEN**

( IA, NE, SD, ND )

### **CARL SCHNEIDER**

As I write this, the annual NARCOA BOD meeting in Chicago is only two weeks away. I hope that some of you take the time to join us to see the behind-the-scenes workings of the Board and what keeps our club running.

Area 7 and the First Iowa Division has had several disappointments this summer with rides being cancelled but fortunately other rides have been secured to keep the calendar full. The loss of the Nebraska Northeastern earlier this summer because of the BNSF buying back the track to run shuttle trains was just the beginning. The Iowa River Railroad, which is a very popular ride in central Iowa, was put up for abandonment last spring but we were still able to set up two rides on the tracks while a final outcome was being decided. Bids for tearing up the track have now been let so one last ride has been set up before the rail removal begins and the bikers get their way for another bike path on abandoned railroad right-of-way. Another ride which we lost this year is on the St. Croix Railroad in Minnesota due to construction, car storage, and heavy rail traffic. Most recently, the ride

at Ft. Leonard Wood had to be cancelled at the last minute because a 5mph or less speed restriction was going to be placed on us 'for safety reasons'. This track is in excellent condition so the reason for the slow order really isn't known. A replacement ride was quickly arranged on the Appanoose County Railroad to accommodate the members who had hoped to ride on the army base.

It is my sad duty to report that the First Iowa Division has lost another long time member after losing Jerry Baker earlier this year. Hunk Anderson of Greene, Iowa passed away on Sept. 13<sup>th</sup> at the young age of 90. Hunk never let me forget that it was my fault he got into the motor car hobby after we showed up in Greene on a ride several years ago and he decided then that he just had to have one of those cars. He will be missed by the many who remember his cheerfulness and joking at any ride he attended.

I hope to see many of you next year on the rails. Have a great winter!

Carl

## **AREA EIGHT**

(CANADA, WORLD NOT U.S.)

### **WARREN FROESE**

I trust each of you had a chance to attend an excursion or two this summer somewhere across our land. I had the privilege of attending a portion of the NCR runs hosted by Mike Ford in Saskatchewan. Beautiful scenery, enjoyable motor car participants, and safe days made for a great experience.

As we look forward, one of our main operating tasks is to establish

and explore relationships with corporate railway folk to find ways to expand our excursion potential. Any and all contacts are important and if you have questions in this regard, or potential information, please feel free to call or email.

We have just completed the Narcoa Annual meeting, referenced elsewhere in the Setoff. I would again encourage each of you to consider attending the meeting in the future as we hear a lot of great things from members who make the time to come and understand their hobby a little more. We have a very professional group of directors who work through our hobby's agenda in a purposeful manner. If you have questions about this meeting – again give me a call.

Finally this was my sixth and last Annual meeting as your area director. At the conclusion of this coming year I will not be running again. Should you? Please consider how you can give back to our hobby by getting involved in the activities as a director. Nominations will occur in the spring and details will be provided in the Setoff.

Warren

## **AREA TEN**

WA, OR, ID, MN, AK, WY

### **BILL TAYLOR**

Communication is a concern in all organizations. NARCOA is no exception. While it is necessary for the leaders to share information with the membership, it is equally important for the individual members to communicate their concerns to the leadership. This two-way flow insures issues are addressed, and everyone knows what is going on.

The SETOFF, the NARCOA Forum and the various Speeder Lists work to a degree, but, in my mind, the best communication happens on excursions. Running our motorcars is why we are all in the hobby, and our common goals become evident while doing so. There are very few runs where one or more of the NARCOA Board of Directors, Committee Members, Affiliate Officers and other ECs are not participating. That is particularly true here in the Pacific Northwest.

If you have a concern about what's happening in NARCOA or your affiliate, at the next motorcar excursion there is an opportunity for you to discuss those concerns with someone in leadership. Ask why things are happening (or not)...about insurance issues...run scheduling...rules...dues...elections...Setoff articles...or anything else that bothers you. This will work much better than sending an email that might be misunderstood, or pass on a rumor that you have heard. If we talk to one another, information will flow more naturally, and our organization will become stronger as a result.

More importantly, we will all get to know each other better and be more informed about the issues our hobby faces. My friend Don Piercy, who lost his long battle with cancer last spring, always walked the line of motorcars on every excursion and talked with each participant. He was an excellent role model in this, and if you wanted to know what was going on, you just needed to ask Don.

We are coming off an exceedingly dry period in the PNW. As a result we had to cancel some runs because

of the fire danger. That period is behind us, and I hope we can go back next spring to enjoying what makes our hobby great...running our motorcars. I certainly have missed that this fall, but I have also missed the great conversations that take place along the line. In the long term the conversations may be more important than the lost rail time. As long-time member Steve Healy is fond of saying, "Our hobby consists of steel, scenery and society, and all three are important." He's right.

Have a great winter, and let us not forget to service that motorcar before it goes into storage.

Bill Taylor

## **AREA ELEVEN** **CA, NV, UT, AZ, NM, HI** **BILL SCHERTLE**

Thanks for giving me the privilege of serving you as the Area 11 Director for the next two years. Over 60% of you voted in what is the most populous of all of the eleven areas of NARCOA. Our area (Arizona, California, Hawaii, Nevada, New Mexico, and Utah) has 294 members. The next largest is Area 2 on the East Coast with 176 members. The total NARCOA membership this year is 1614 regular members with 1032 of them insured operators. Sometimes we think we are in our own bubble here in the West not realizing that there are members on excursions all over the United States on practically every weekend of the year. We are not alone!

I began in the hobby in 1996 after a visit to the California State Railroad Museum where some Motor-

car Operators West members had a 12" TV set up with a VCR (remember those?) showing videos of motorcars operating on real railroad tracks. After my question, "Do you guys really do this?" I joined MOW, bought a motorcar from Ron Zammit, and began the excitement of running the rails all over the West, compiling around 15,000 miles so far. My wife, Anita, and I have seen vistas that others only hope to see, have met some of the finest folks you could imagine, and have amassed a wealth of great memories.

I am also a Certified Presenter / Trainer for California Operation Lifesaver and have given dozens of presentations to public schools, driving schools, bus companies, civic organizations, etc. The safety message of CAOL and the NARCOA Rulebook go hand in hand with their emphasis on staying safe around railroad tracks, a potentially dangerous environment that can be made safe by careful observation of rules and policies.

I am looking forward to the next two years, working with a Board of Directors that carefully and methodically work together to make NARCOA a safe and respectable organization. Have a great holiday season!

Bill Schertle

# RADIOS!

## NARCOA AND THE NARROW BAND MANDATE

BY STEVE TRIEBEL AND LES KEEGAN

The change to “narrow band” for our NARCOA radio channels is finally upon us. The Federal Communications Commission (FCC) has mandated that all radios operating on frequencies 150-174 MHz be narrow banded on or before December 31, 2012. (See the pdf titled “FCC Enforcement Advisory No. 2012-05, dated August 22, 2013). This changeover also applies to the AAR railroad channels which many of our host railroads use.

[http://transition.fcc.gov/Daily\\_Releases/Daily\\_Business/2012/db0822/DA-12-1386A1.pdf](http://transition.fcc.gov/Daily_Releases/Daily_Business/2012/db0822/DA-12-1386A1.pdf)

The above FCC notice mentions fines for violations of up to \$16,000 per occurrence, per day, which may apply to both the radio user, and NARCOA.

(NOTE: The narrow band radio changeover date for NARCOA has been advanced by the FCC by one day from what was previously announced. The new date for mandatory changeover for NARCOA is December 31, 2012.)

Why is narrow banding happening? In simple terms the number of channels being allocated to these frequencies bands is being increased (approximately doubled). To accommodate this increase, radios will have to be programmed into a tighter bandwidth within these allocations.

So what does that mean? Well for NARCOA members, as of December 31, 2012 it means **that the radios which we use must become Narrow Band compliant, and be programmed or set to narrow band deviation or narrow band settings.** Narrow Band compliant radios must be able to transmit in a narrower bandwidth of 12.5 kHz. Old wide band units transmitted in a 25kHz bandwidth.

How does one determine if their radio is Narrow Band Compliant? VHF radios manufactured after February 14, 1997 are likely narrow band compliant.

However, it is not always possible to determine the specific capability of a radio by its Model and Serial Number. Many times, it is not possible to read the original manufacturers data tag. Also, there are many software variations on specific radio models. The “best” way to determine if a specific radio is compliant with the new requirement is to have the radio checked by an experienced radio shop that has the software and test equipment for your specific radio.



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The following list of web sites may assist in determining if your specific radio is narrow band compliant, but check with a radio professional to be sure (if you don't see your radio listed, please contact the manufacturer for information):

Railcom List (various Mfg): [http://railcom.net/dealer-downloads/List\\_of\\_Radios\\_Narrowband.pdf](http://railcom.net/dealer-downloads/List_of_Radios_Narrowband.pdf)

Vertex: [http://www.vertexstandard.com/lmr/resources/narrowband/Vertex\\_FCC\\_FS\\_0710\\_Final.pdf](http://www.vertexstandard.com/lmr/resources/narrowband/Vertex_FCC_FS_0710_Final.pdf)

Motorola: <http://www.motorola.com/web/Business/Documents/Specifications/Static%20Flies/Professional%20Commercial%20Radio%20Narrowbanding%20Compliance%20Guide.pdf>

<http://www.trainorders.com/discussion/read.php?9,2051467>

Relm: <http://www.relm.com/Narrowband/default.asp>

Midland: <http://midlandradio.com/Analog-Portables-Faq>

If your radio is not narrow band compliant, you cannot legally transmit on it after December 31, 2012. This is very important to both you and NARCOA, as violations of this requirement could result in above mentioned large fines by the FCC. Violations could also result in loss of our radio license. In most cases, non-compliant radios that do not meet the Narrow Band requirements will have to be replaced.

### Q & A

1) Q. *“What if I don’t comply by December 31, 2012 (meaning replace my non-compliant radio, or re-program my existing narrow band compliant radio to narrow band settings)?”*

Answer: You will be in violation of the new FCC Regulations, and your signal will probably splatter on the nearest adjacent narrow band frequency (which will make the users of that adjacent frequency very unhappy). You may also subject yourself and NARCOA to the applicable fines and other penalties.

2) Q. *“What if my radio is narrow band compliant?”*

Answer: You still have to have it re-programmed to the narrow band settings on or before December 31, 2012.

3) Q. *“What if my radio will tune the new narrow band frequencies but is not a narrow band compliant radio. Can I still use it?”*

Answer: No, because it will still not be able to have the deviation correctly set for narrow band.

4) Q. *“What if I decide to buy a new radio, what should I be looking for?”*

Answer: Apart from it being narrow band compliant, you need to consider what your individual needs are. If you need to tune and possibly transmit on the new AAR frequencies, you will need a radio that can tune operate in 2.5Khz steps.

5) Q. *“Are the NARCOA frequencies changing?”*

Answer: No, they are staying the same, but all radios operating on these frequencies as of December 31, 2012 must be narrow band compliant and be re-programmed to narrow band standards.

6) Q. *“Are the Railroad frequencies changing?”*

Answer: Not exactly, the current Association of American Railroad (AAR) band plan “saves” the original Channels 02-97 (the actual frequencies remain unchanged, however they will all be operating in the Narrow Band mode). Note that the AAR is adding “new” Channels 104-197 “between” the original Channels.

The following web sites are good references depicting new railroad the band plan:

[http://www.fl9.com/files/Frequencies/AAR\\_Channel\\_Assignments.pdf](http://www.fl9.com/files/Frequencies/AAR_Channel_Assignments.pdf)

[http://www.dpdproductions.com/page\\_rrfreqs\\_newplan.html](http://www.dpdproductions.com/page_rrfreqs_newplan.html)

Please remember that a mobile radio is an important “Safety Device” in our railcar. It is essential that all NARCOA members have their radios reprogrammed or adjusted to meet the new FCC regulation, because if your radio is not reworked to meet the new specification, other radios will not receive your transmissions clearly, which could result in an important safety message being misunderstood by other railcars on the excursion. Plus it will be illegal to use your old wide band radio after Dec. 31, 2012.

If you need help, one of the authors, or one of the several longtime sellers of radios to our hobby will be happy to help you. We’re certain that followup communications will be necessary to iron out the wrinkles and misunderstandings.

But please take this federal changeover and new requirement seriously. Remember that use of the public airwaves is one of our many privileges in this great hobby.

# 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 13.02 (former #22), which can be found on our website at: [www.narcoa.org/docs.htm](http://www.narcoa.org/docs.htm)."

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

# WHO'S RUNNING THE SHOW?

BY JOHN GONDOR

Hy folks. VP John Gonder here. It has occurred to me that not all the members around the world have a good idea as to who is actually making the decisions and running the club. I got this idea for a series of articles, one each issue, that will give you a little background on your leadership one person at a time. Since this was my idea, I will go first and hopefully the others will follow.

My railroad career started at age 16 when I started volunteering on several tourist railroads around PA and has continued until I found this hobby.

I joined NARCOA in 1998 after working on a small shortline in western PA that had a very old S-2 Fairmont that I along with several other volunteers rebuilt to use for track maintenance. Several months after this project I heard that there was a trip for these cars done in West Virginia each year on the South Branch Valley Railroad. The bug grabbed me and in no time I was signed up for the trip and have been speedering ever since. Ironically, I have been the Coordinator of that trip for ten years now.

In 1998 joined Ohio Valley Railcars and began hosting excursions with them and also holding various offices in the club. In 2000 it was time to start a new Affiliate. That would be Appalachian Rail Excursions LLC. Since then my partners Chuck Badger, Paul Rujak, and now Harold Hinkle and I have been coordinating excursions in Area 2 and 4.

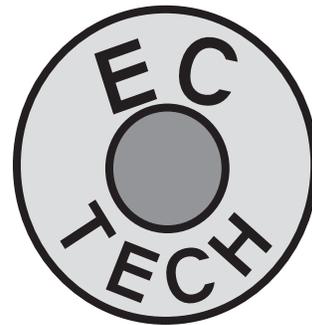
In 2009 I ran against Joel Williams in Area 2 for the Area Director's chair and won the election. I was again elected in 2011 and am in the middle of my second term.

At the 2011 meeting in Chicago I was elected Vice President and at the 2012 meeting I was elected to a second term as VP.

Hopefully this wasn't too boring, but has given you an idea about my qualifications and background in the hobby.

I am looking forward to meeting as many of you as I can on the rails. And also to reading the articles from the rest of the officers and Area Directors.

John Gonder



BY TOM FALICON

It is imperative that all EC's take the time to check that all of your operators have current NARCOA insurance before they are allowed to set-on and operate at your excursions. During your job briefing/safety meeting the question must always be asked if there are any other operators present that may potentially be operating on your excursion that day? If so, the insurance status of the potential operator must be verified before that operator can run.

Visit [www.narcoa.org](http://www.narcoa.org) the night before your event to help verify that all of your attending operators have current insurance and are certified operators or if mentoring of the operator is required (*but please remember that the Headlight and other web based lists are for your convenience only- they may indicate that a member is insured or not, but the final proof is always the physical insurance and operator certification cards that all insured operators are required to carry!*)

The time between set-on and when an excursion leaves is a very busy time for all EC's. During this busy time do not allow yourself to be rushed or pressured into making a split second decision as to whether an unexpected, late arrival is currently insured or not. If you have not verified the operator's insurance on-line or have not been given written documentation showing current insurance compliance, do not allow this operator to run!

Our entire hobby could end abruptly by just one EC knowingly or unknowingly allowing an uninsured operator to run and have an incident occur. EC's should always check and double check insurance compliance!!!!!!

Tom Falicon

# NARCOA ANNUAL MEETING

## SEPTEMBER 28 29, 2012

### MINUTES OF THE MEETING

Called to order at 8:15 A.M., CDT, on Friday, September 28, 2012 by President Bernie Leadon.

Board of Directors and Officers in attendance:

Area 1 – Warren Riccitelli  
Area 2 – John Gonder (Vice-President)  
Area 3 – Jeff Levengood  
Area 4 – Bernie Leadon (President)  
Area 5 – Will Thompson  
Area 6 – Bob Knight  
Area 7 – Carl Schneider  
Area 8 – Warren Froese  
Area 9 – Chris Weaver  
Area 10 – Bill Taylor  
Area 11 – Bill Schertle  
Member-at-Large – Jim Hopkins  
Treasurer – Tom Norman  
Secretary – Mark Hudson

Unable to attend, Member-at-Large – Mark Sorenson  
Jim McKeel appointed as Sargent-at-Arms by President Bernie Leadon.

Bernie Leadon will serve as Parliamentarian for the meeting.

Mark Hudson will serve as Recording Secretary.

Motion to approve the minutes of all e-mail meetings held between October 15, 2011, and September 28, 2012, by Warren Froese. Second by John Gonder. Motion carried with all voting in favor.

Committee reports presented.

Motion by John Gonder to approve Mid-Atlantic Motor Cars as an affiliate. Second by Bob Knight. Motion carried with all voting in favor.

Old Business

Approve new affiliate. See committee reports.

By consensus, keep the requirement that all Excursion Coordinators have a working e-mail address the same.

Motion by Bill Schertle to extend the current Operator Certification until January 31, 2014, and to have current members complete a rules test for recertification as an operator for NARCOA between May 1, 2013 and January 31, 2014. Second by Bob Knight. Motion carried with all voting in favor.

An application has been completed with the Federal Communications Commission for the new narrowband requirement. It is noted the narrowband requirement goes into effect at 12:01 A.M., December 31, 2012.

New Business

A new three (3) year contract has been negotiated and approved with the Sheraton Hotel in Rosemont, IL, for the NARCOA Annual Meeting. Dates available for the two (2) day meeting are: September 26-30, 2013; September 25-29, 2014; and September 24-28, 2015.

By consensus, combine the Hi-Rail and Custom Built committees with Tom Falicon as chair.

By consensus, the Documents Committee will be combined with the Communications Committee with the previous Documents chairperson serving as a member of the Communications Committee.

Al McCracken appointed as a member of the Safety Committee.

Tom Falicon appointed as Operator Continual Training manager to coincide with his job as Excursion Coordinator Continual Training manager.

Presentation by Lou Schillinger, United Shortline Insurance Services, Inc., of the possible NARCOA insurance policy for February 1, 2013 thru January 31, 2014.

Motion by Bill Schertle that the requirement for spouses to be members of NARCOA be rescinded. Second by Carl Schneider. Motion carried: Six (6) in favor of the motion. Four (4) against. One (1) not voting.

All committee chairpersons are re-appointed except for those noted earlier.

A committee was formed to review physical handicapped/disabilities of persons attending a NARCOA

excursion. Members of the committee are Bill Schertle, John Gonder, Jim Hopkins, Bernie Leadon, and Mark Sorenson.

Motion by Bill Taylor for the development of a recruitment program to identify potential Excursion Coordinators by sending a letter to the affiliates. Second by Bernie Leadon. Motion carried: Ten (10) in favor of the motion. Zero (0) against. One (1) abstained.

Motion by Bill Taylor for NARCOA to adopt the "Hank Brown" award to recognize one (1) quality Excursion Coordinator per year and the Operations Committee will develop standards for the award. Second by Warren Froese. Motion carried with all voting in favor.

Motion by Bill Taylor for any Excursion Coordinator applicant who has not completed the mentoring process within two (2) years would be required to re-apply. Second by Bernie Leadon. Motion carried with all voting in favor.

By consensus, to add to the Operations Manual under suggestions for Excursion Coordinators to read/state at Safety Meetings: "Does everyone understand that you are operating in a potentially dangerous industrial environment? Please understand that by signing the NARCOA Release Form you and your passengers have waived your rights to sue, including in case of injury or death."

Motion by Warren Froese to delete the words "rail buses" from the first paragraph of Article 2 in the By-Laws. Second by Bernie Leadon. Motion carried with all voting in favor.

Motion by Warren Froese to add the phrase "The preservation and safe, legal operation of railroad motorcars" as the first purpose in Article 2 of the By-Laws. Second by Bill Taylor. Motion carried all voting in favor.

Motion by Warren Froese to place in the Policy Book, "Electronic Signatures are not acceptable on any official NARCOA document. All official documents must be signed by hand, in ink." Second by Bernie Leadon. Motion carried with all voting in favor.

Motion by Warren Froese to determine if the Board of Directors agrees in principal to pursue a NARCOA member insurance policy with details to be determined later. Second by Bill Taylor. Motion carried: Eight (8) voting in favor. Two (2) against. One (1) abstained.

Motion by Warren Froese to accept revisions to the first page of the NARCOA & AFFILIATE Release as

presented. Second by Bill Taylor. Motion carried with all voting in favor.

By consensus, to delete the General Release as a NARCOA Document. The NARCOA & AFFILIATE Release will be the document used and accepted by NARCOA.

Meeting recessed for the day at 5:15 P.M., CDT.

Called to order at 8:22 A.M., CDT, on Saturday, September 29, 2012, by President Bernie Leadon.

(New Business Continued)

Motion by John Gonder for preliminary approval of Rulebook Version 7 for presentation to the membership. Second by Warren Froese. Motion carried with all voting in favor.

Motion by Bill Schertle that the penalty in the Judicial Policy for violation of the Electronic Devices Rule will be five (5) points. Second by Carl Schneider. Motion carried with all voting in favor.

Motion by Warren Froese to add the following language to Rule 4.20, Operator Certification/ Insurance, in proposed Rulebook Version 7, "Violation of this rule is considered to be misconduct under NARCOA Judicial Policy." Second by Bill Taylor. Motion carried with all voting in favor.

Motion by Bill Taylor to approve the re-write of the NARCOA Policy Book. Second by Bob Knight. Motion carried with all voting in favor.

Motion by John Gonder to delete Section 11: Radios from the NARCOA Policy Book as it is now listed in the NARCOA Rule Book. Second by Warren Froese. Motion carried with all voting favor.

Motion by Bill Schertle to add a Confidentiality section to the NARCOA Policy Book which reads, "Judicial Committee Members, NARCOA Board Members, and Officers will maintain confidentiality of JC investigations, reports, and outcomes, and will not discuss them outside of official business." Second by Warren Froese. Motion carried with all voting in favor.

Meeting adjourned at 11:23 A.M., CDT.

# DRAFT RULEBOOK VERSION 7

(SUBMITTED FOR MEMBER COMMENT, PER POLICY BOOK ITEM #25)

Jim McKeel's Rulebook Committee has completed a re-write of the Rulebook (draft Version 7) and the additions/changes appear below for your review and comments. This new Version 7 has been preliminarily approved by the Board, and is now submitted to the membership for comment. Please send your comments to your Area Director, not anyone else.

Most of the additions are items which already existed in the Operations Manual, Policy Book, or JC Policy Book. These were items which placed a directive or responsibility on a motorcar or hi-rail operator, and it was felt that these properly belonged in the Rulebook.

LINK to web-based copy of entire Version 7:  
<http://tinyurl.com/986qke2>

## CHANGES:

Beginning in the Index, notice that there are now three sections which apply to Mechanical Standards: Section 1, "General Mechanical Standards" contains all items applying to all on-track vehicles; Section 2, "Motorcar Mechanical Standards" applies specifically to motorcars; and new Section 3, "Hi-rail Mechanical Standards" contains items moved from the Operations Manual regarding hi-rails. A few rules such as those applying to Tow Hitches, Lights, and Seat Belts are now essentially duplicated in both the motorcar and hi-rail sections, because there are minor differences regarding the different vehicle types.

In looking at the new Section 1, you will notice there is a new numbering system in this Rulebook version. Each rule number now contains the Section as well as rule number, i.e., "1.01". In Section 1, some items have been moved in order, and others have been removed to the Motorcar and Hi-rail Mechanical sections, 2 and 3.

Draft Rule 1.08 "Tow Bars & Pins" is now addressed to on-track equipment:

*1.08 TOW BARS & PINS. All on-track equipment must carry a metal tow bar strong enough for pushing or towing other equipment. It must be at least 20 inches long. The ends of the tow bar shall overlap the top and bottom of the hitch. Tow pins must be between 3/4 inch and 1 inch and must have a retainer clip to prevent*

*them from falling out. Bolts and nuts are not acceptable unless drilled for and used with a retainer clip. "Swivel lock" hitch pins and "bent" hitch pins (see examples below) are not allowed with the exception that the "bent" hitch pin can be used in a horizontal application to secure a hitch insert into a hitch receiver. It is the responsibility of each operator to make certain that the length of the tow bar is sufficient to clear any structural overhang or attachments on the end of the equipment that might otherwise prevent safe coupling to other on-track equipment.*

Draft Rule 1.09 is added and is new: *1.09 CUSTOM BUILT AND MODIFIED EQUIPMENT. On-track equipment that is other than original factory built equipment or that has been modified by replacing original factory components with non-similar components will be considered to be "custom built" equipment. Intended use of custom built equipment must be declared and equipment described to Excursion Coordinators in advance of planned use at any event. The Excursion Coordinator may refuse use of said equipment at any particular event.*

Section 3, "Hi-rail Mechanical Standards" includes items moved from the Operations Manual, Section 12, as well as new Rules 3.02 and 3.03 relating to FRA mandated annual inspections, and pre-trip hi-rail inspections. Rule 3.04 "Tow Hitches" is identical to the similar Rule 2.07 for Motorcars, except that the minimum height for Hi-rail hitches is 8 inches, as compared to 6 inches for motorcars. This distinction was previously made in Ops Manual Sec.12, B.

The entire contents of the new Section 3 are printed below (another change to observe in 3.06 is that in Hi-rail vehicles, use of seatbelts is mandatory, since state laws require their use. Seatbelt use in motorcars remains optional):

*3.01 GENERAL. Hi-rail equipment includes any vehicle that is designed to ride on the highway and rails. It is clearly understood that this equipment usually outweighs motorcars and should be placed in the excursion lineup at the discretion of the Excursion Coordinator.*

3.02. *ANNUAL HI-RAIL INSPECTION.* In accordance with CFR 214.523, the hi-rail gear of all hi-rail vehicles shall be inspected for safety at least annually and with no more than 14 months between inspections. Tram, wheel wear, and gage shall be measured and, if necessary, adjusted to allow the vehicle to be safely operated. Proof of a current inspection must be available to the Excursion Coordinator and/or any host railroad official upon request.

3.03 *PRE-TRIP HI-RAIL INSPECTION.* The following pre-trip inspection is required. To prepare a hi-rail for on-track operation, visually inspect the guide wheel arrangement to ensure there is no uneven or undue wear of the guide wheels, that safety pins and other wearing parts are in good condition, and that guide wheels turn freely. After placing the hi-rail in the on-track position, walk around and inspect the vehicle to ensure all guide wheels are down on the rail with flanges inside the gauge of the rail, ensure all safety pins are locked in place, and secure the front tires in the straight-ahead position using the steering wheel lock located on the steering column.

3.04 *TOW HITCHES.* All hi-rails must be equipped with securely attached horizontal tow hitches capable of accepting a 1 inch pin, mounted on the front and rear of the car 8 inches to 16 inches above the railhead. The hitch must be constructed of material at least as thick as the member that it is attached to. Eye bolts used as tow hitches must be of 1/2 inch stock or larger, and must be welded closed or cast. Hitches must be mounted on the center-line of the vehicle. Many hi-rail bumpers do not have the structural integrity to handle the loads associated with towing. If that is the case, hitches must be frame mounted.

3.05 *LIGHTS.* All hi-rails are required to be equipped with operable white headlights and operable red tail-lights.

3.06 *SEAT BELTS.* Seat belts are to be worn at all times the vehicle is in motion.

3.07 *RE-RAILING EQUIPMENT.* All hi-rail vehicles must carry the necessary tools and equipment sufficient to safely and effectively re-rail their vehicle. This would include, at a minimum, a sufficient number of wedges and blocks, and a jack.

3.08 *WHEEL RIMS AND TIRES.* Hi-rails must comply with the hi-rail manufacturer's recommendations in regards to wheel rims and tires.

3.09 *NEW HI-RAIL VEHICLES.* A new hi-rail vehicle shall be equipped with an automatic change-of-direction alarm or backup alarm that provides an audible signal at least three seconds long and distinguishable from the surrounding noise and an operable 360-degree intermittent warning light or beacon mounted on the outside of the vehicle.

Section 4, "On-Track Operating Rules" replaces the section which used to be called Section 2, "Motorcar Operating Rules. The use of the term "on-track equipment" was chosen to cover not only motorcars and hi-rails, but also other permitted track vehicles, such as velocipedes, hand cars, and others.

Draft Rule 4.03 "Alcohol and Drugs" now states that you must not drink alcohol or use drugs within 8 hours of entering RR property, as well as while on RR property:

4.03 *ALCOHOL AND DRUGS.* NARCOA excursion participants are prohibited from:

- (1) Use of alcohol, illegal drugs, prescription medications, OTC medications or any other substance that may adversely affect safe performance while participating in a NARCOA excursion;
- (2) Possession of alcohol or illegal drugs in open or unopened containers aboard any motorcar or on railroad property; and
- (3) Use of alcohol or illegal drugs while on or off railroad property during the 8 hour period prior to entering railroad property and while on railroad property.

NARCOA officers, NARCOA affiliate officers, excursion officials and officials of the host railroad retain the right to inspect equipment and personal effects to enforce this rule. Excursion participants who are found to be in possession of, or under the influence of, alcohol or drugs during a NARCOA excursion will be requested to immediately leave the excursion and railroad property. Those failing to do so will be in violation of trespassing laws. Registration fees will be forfeited. Violations will be referred to the Judicial Committee.

Draft Rule 4.08 "Speed" adds language regarding hi-

rail maximum speed, and mandates slower speeds for special conditions:

*4.08 SPEED. On-track equipment (OTE) shall be moved slowly over frogs, switches, around sharp curves, and when running through interlocking plants. OTE shall be moved very slowly when operating through spring frogs on a diverging route, over self-guarded frogs, and across flange-bearing frogs in switches and diamonds. Go slow and use extra caution when approaching people or animals along the right-of-way. Maximum authorized speed for hi-rail inspection vehicles is 40 mph and for crew-cab pickups with hi-rail gear is 30 mph. Hi-rails must use extreme caution when operating on wet rail and reduce speed accordingly. Special care must be taken and vehicles operated at very slow speed when operating hi-rail vehicles over switches, grade crossings and self-guarded frogs as these structures can cause the guide wheels to be lifted off the rail and can easily derail a hi-rail vehicle. OTE shall not, at any time, be operated faster than a speed that is reasonable and prudent due to existing track conditions. (See definitions.)*

Draft Rule 4.20 “Operator Certification/Insurance” adds the sentence that violation of this rule will be considered Misconduct:

*4.20 OPERATOR CERTIFICATION/INSURANCE. All persons operating on-track equipment on any NARCOA insured excursion must have successfully completed the NARCOA rulebook examination, obtained a NARCOA Certificate of Examination, have current NARCOA liability insurance coverage through the NARCOA insurance program, and (if they joined NARCOA after June 1, 2005) have been or are in the process of being mentored in accordance with the NARCOA operator mentoring program. All persons operating on-track equipment on any NARCOA insured excursion must have a current Certificate of Examination card and a current NARCOA insurance card in his/her possession. (Exception: persons designated by the railroad on which the excursion is being run who are in the performance of their duties as railroad liaison/escort.) On-track equipment owners/operators shall not allow any person that does not meet the above qualifications to operate equipment at a NARCOA insured excursion. Violation of this rule is considered to be “Misconduct” as described in the NARCOA Judicial Policy.*

Draft Rule 4.24 “Use of Radios” summarizes what was already stated in Ops Manual Sec. 5, B, and also in Policy Book item #38:

*4.24 USE OF RADIOS. The on-track equipment operator is responsible for the appropriate use of radios associated with his/her vehicle including those in the possession of passengers in that vehicle. Radios used in association with NARCOA events and/or on the NARCOA licensed frequencies must meet current FCC regulations and be operated in accordance with those regulations. Radio usage at NARCOA events shall be limited to that necessary to safely and efficiently conduct the event. Unnecessary and inappropriate transmissions (vulgar language, music, etc.) shall not occur. Nothing in this rule shall prohibit the use of any radio frequency in the event of a true emergency.*

Draft Rule 5.13 “Reporting Incidents- Individual Operators” is an expansion of Policy Book item #19. This rule applies when operating at a non-NARCOA organized excursion:

*5.13 REPORTING INCIDENTS – INDIVIDUAL OPERATORS. If an incident occurs at any time other than when involved in a NARCOA insured event when an operator is using equipment that is insured under the NARCOA insurance program and which results in damage or injury, the operator(s) involved will complete an Incident Report Form and forward it to the NARCOA Insurance Administrator within 30 days of the incident. If there is an Excursion Coordinator conducting the event, the Excursion Coordinator shall file this report within 30 days of the incident.*

The related draft Rule 6.08 “Reporting Incidents- Excursion Coordinators” is a summary of requirements already existing in the JC Policy Book Section II. This applies to activities on regular NARCOA insured excursions:

*6.08 REPORTING INCIDENTS – EXCURSION COORDINATOR. Should an incident occur at a NARCOA insured event that results in damage or injury, the Excursion Coordinator shall complete an Incident Report Form and forward it to the NARCOA Insurance Administrator within 30 days of the incident.*

And finally, draft Rule 7.01 “On-Track Equipment” under Section 7 “Definitions” states which types on on-track equipment are permitted on NARCOA insured excursions:

*7.01 ON-TRACK EQUIPMENT. NARCOA defines “on-track equipment” to include only the following types of equipment: hi-rails, motorcars, steam cars, push cars (trailers), velocipedes, and handcars.*

I feel it is important to say that this re-write is part of a general Document review. I have been aware since joining the Board 7 years ago that we had “hidden” rules in the Ops Manual, Policy Book, or JC Policy Book. How could we require compliance with rules which were not in the rulebook? In addition, I have long felt that hi-rails will become more prevalent in our hobby going forward, partly because younger members have only ever seen hi-rails in actual day to day railroad use.

Therefore, Jim McKeel, Tom Falicon, Wayne Parsons, Keith Mackey, and myself have been working on this topic for the past year. These guys all deserve our gratitude for many hours of detailed work, and the result is very good, I believe. Tom contributed much insight into hi-rail operation and concerns, as a working Roadmaster on the Great Smoky Mt. RR, as well as chair of our Hi-Rail and Custom Built Committee.

Another factor in making these improvements to the Rulebook is my belief that although we are a hobby group, we operate in a very serious industry which customarily has close supervision, and we must become as professional as we can, in the areas of our safety and operations. The doctrine of “Continual Improvement” is one that is now part of all successful global enterprises, of which I believe we are one. Thanks to you all for your comments, thoughtfulness, and spirit of helping the group and one another.

Bernie Leadon  
President

## IMPORTANT CHANGES TO NARCOA RELEASE FORMS

There has been an edited version of the Affiliate Release form approved at the recent Annual Meeting. Basically, it adds the word “hi-rail” in the first paragraph, and more specifically releases Excursion Coordinators in the first and second paragraphs. The edited first two paragraphs are printed below:

***“By signing this release, you acknowledge that rail-roading in general and riding on a railroad motorcar or hi-rail truck in particular are dangerous, and you agree to accept all risks associated with your voluntary participation in this excursion, and release NARCOA, the Affiliate, the Excursion Coordinators, and the Railroad from all liability for your property damage and/or personal injury.***

*In consideration of the \_\_\_\_\_ (RR) (including their respective officers, agents, servants, employees and lessors) granting the undersigned permission to enter its property on the date(s) of \_\_\_\_\_ for the purpose of motor car excursions, of \_\_\_\_\_, a NARCOA Affiliate (AFFILIATE) (including its excursion coordinators, officers, directors, members, volunteers, and agents) and of North American Railcar Operators Association (NARCOA) (including its officers, directors, affiliates, excursion coordinators, members, volunteers, agents, servants, employees and lessors) hereinafter collectively and individually referred to as “AFFILIATE/NARCOA/RR”, the undersigned agrees that:”*

In addition, the old General Release form, which did not mention Affiliates, has been discontinued from use, as it was in use before Affiliates came into existence, and it was not relevant any longer.

Please discard any old Release forms or files from which you print forms, and download the new PDF from the Documents section of the narcoa.org website. The newly approved Affiliate Release form has the active date of 10-1-12.

# NERCA LEHIGH RAILWAY EXCURSION SEPTEMBER 8TH & 9TH, 2012

BY ROB PILIGIAN



The Northeast Railcar Association operated its third excursion on the Lehigh Railway located in north central Pennsylvania. While runs were scheduled for 2009, 2010 and 2011, the 2011 run was cancelled due to the extreme flooding of the Susquehanna River that saw several washouts, freight cars lift off the tracks, and debris scattered over miles of railroad. This year, different than previous years, a Saturday run was to be made over the Lehigh Railway from Athens, PA, to a point just north of Mahopany, PA, and a Sunday run was scheduled over the sister railroad Owego & Harford, just over the Pennsylvania/New York state border. As luck would have it, the O&H was full of freight cars along with some minor obstructions, limiting motorcar operations to just 4 miles of trackage. NERCA President Warren Riccitelli made a request to the owner of both railroads if a second day of running on the Lehigh Railway was possible and it was approved.

Saturday the 8th dawned cloudy and humid and the weather prediction for the day included heavy rain, strong, gusty winds in excess of 70 MPH, as a pressure ridge moved thru the region. The set on was at the South Elmira Street grade crossing in Athens and the unloading/seton process went smoothly for the 16 motorcars and 1 additional hyrail truck. After a detailed safety meeting and discussion of the anticipated weather, the trip got underway around 8am. A stop was

made at Towanda, PA and then the trip over the 1,600' "S" deck-girder bridge over the Susquehanna was made. We continued, with a few stops for a couple of breakdowns, to "Rock" block limit station, just north of Wyalusing, PA, where we met the Lehigh Railway freight crew switching their cars. In the years since the first NERCA excursion, the Lehigh Railway has seen a tremendous increase in rail traffic, mostly due to the "fracking" of natural gas found in the Marcellus Shale region, stretching from western Pennsylvania into the Catskill Mountains of New York state. Newly laid sidings were choked full of covered hoppers of fracking sand and there were several new trans-load facilities to transfer the sand from the rail cars to over-the-road trucks for final delivery to the well sites. Also seen were carloads of pipe, both for pipelines now being laid and also well casing materials. It is clear that the Lehigh Railway is a key player in this area for the delivery of materials for gas extraction.

The run continued south to the Bud's Lane crossing, approximately 2 miles north of Myobeach, our previous turning point. During lunch, the offending cars were repaired and lunch was eaten quickly as the skies were getting darker and darker. Finally, just as the rain was about to begin, we started our return trip. The excursions encountered several bands of storms with high winds and pelting rain but we continued north. Once

again, a slow run across the “S” curve bridge at Towanda was made along with a stop to use the facilities. The return to Athens was uneventful and all the cars were set off the tracks before 6pm. It was discussed that Sunday’s trip would require a very early set on, 6am, with departure at 7am to avoid interfering with yet another Lehigh Railway freight train, called for an 8am start at Towanda. Several attendees decided to skip the Sunday run and left Saturday evening.

Sunday morning came rather early and by 5:45am, the railroad pilot already had his hyrail truck set on the tracks, waiting for us. A total of six motorcars showed up for this day of running. Departure was on-time and the group passed the locomotives in Towanda with several minutes to spare. The run continued to Wysox where a stop was made for a visit to the Dandy, a local convenience store, for coffee. With only six motorcars, all experienced operators, there was a real sense of camaraderie amongst the group. The run to the south end of Wyalusing was a real treat with a nice, steady pace that allowed for viewing the spectacular scenery along the Susquehanna River but not too slow. The turn was made on a farm crossing next to, appropriately named, Railroad Street and the return trip began.

Our pilot informed us that we would need to meet and pass the freight train at Wysox expected there around noon. A diner is located next to the tracks and several attendees ate their lunch there. Sure enough, at 11:59am, the freight train rolled by with two locomotives and a large train of gondolas and covered hoppers, more fracking materials. Departure for the motorcars was soon there after and a stop was made at the Towanda bridge once again for photos. One of the meet participants wanted to shoot some video of the trip across the bridge and a rider in another car graciously offered to run the videographer’s car over the bridge, all in compliance with the new rules of NARCOA and with FRA Emergency Order #26 concerning electronic



*Opposite Page: a brief stop is made at the Milan, PA depot constructed by the Lehigh Valley Railroad in 1911; This page top: The Lehigh Railway freight train passes the motorcars tucked safely into the siding at Wysox, PA; Bottom: The Lehigh Railway hyrail truck and Al Elliott’s MT19M prepare to cross the 1,809-foot long, 14-span deck girder bridge spanning the Susquehanna River at Towanda, PA. This bridge was constructed in 1907 and includes superelevation thru the curves.*

device operation. All day, the sun would pop out of the clouds from time to time and it even dripped rain a moment or so. The group arrived back at Athens and all the motorcars were off the rails by 2pm with a slightly early departure for those who had long trips back home.

Thanks to Warren and Al Elliott, the excursion operated in a safe and timely manner. The Lehigh Railway also deserves a thank you for allowing this 167 mile trip and accommodating our requests. If you ever get a chance to motorcar along the Susquehanna River on the Lehigh Railway, do it. Several eagles were spotted during the run along with a variety of local wildlife and the scenery is great too.

# SPEEDERS RETURN TO THE VIRGINIA AND TRUCKEE RAILROAD

BY KEN MARTY

BelOn October 6th, 2012, 14 Speeders returned to the Virginia and Truckee Railroad to operate between Eastgate (the station name for Carson City) and Virginia City Nevada. This run was hosted by Pacific Railcar Operators, and West Coast Railroaders Group (WCRG). West Coast Railroaders Group Provides fire patrol for the steam season that runs from May thru October. West Coast Railroaders Group Officers where the designated railroad escorts for the day, also performing fire patrol with the excursion.

The morning was off to a great start, as EC Steve Paluso and EC in training Chuck Ratto had all the cars set on and inspected by 8:30 AM. The safety meeting (or job briefing as the railroad calls it) was held at 9:30AM, With the Train Crew, WCRG officers, and all participants explaining the operations for the day and how the excursion would fit into the puzzle of the steam train, the local diesel train, and fire patrol, all on a very tight schedule. There was no extra time for breakdowns, if a car fails, it gets towed immediately. The meeting concluded with everyone upbeat and ready make the trip up the hill.

The steam train we where following departed Eastgate at 10:05 AM, and after a few Minutes to let the train get moving, we were moving north also. The steep grades on the railroad range from 2.0 to 4.2, a continuous climb to Virginia City, with the grade claiming a few cars as its victims, causing small delays as the cars where hooked up to be towed. We caught up to the steam train at gold hill, and received authority to follow them into Virginia City, and clear the main track ahead of the diesel train without delaying them. We got all the cars off the main without delaying any trains.

Upon arriving at the roundhouse, the cars that needed to be turned where turned and positioned for their trip south after lunch. Participants where then free to explore Virginia City, choosing the restaurant of their choice for lunch. Everyone was back to their cars at 2:30 PM, and ready to go south, following the fire patrol. As the fire patrol pulled up to the main line, the group followed, preparing to depart behind the steam

*Below: Cars lined up at Eastgate ready to go North, Opposite top: Fire patrol following the steam train; Opposite bottom: Cars stopped for photo shot at Donovan siding, Photos by Ken Marty*



train at 3:00 PM following them down the hill.

The trip downhill included a photo stop at Donovan siding, where participants could take photos of the railroad as it curves its way downhill back to Eastgate. Drifting downgrade near MP 11.5, a pack of wild mustangs gathered near the track, watching as the group passed. We returned back to Eastgate around 4:15 PM, and after the participants cars were set off, the fire patrol cars headed north to Virginia City, to tie up for the night.

This spectacular run on one of the most historic lines

on the west coast was a huge success; The Railroad complemented the EC's for a job well done. This was no easy excursion, following trains, train meets, fire patrol, well you get the picture. NARCOA will be back next year, and if you're anywhere near the west coast, come out and enjoy this great railroad.

Special thanks to Tom Gray, owner of the Virginia and Truckee Railroad, Ben Pechner, Manager of Operating Practices of West Coast Railroaders Group, Steve Paluso, EC Pacific Railcar Operators, and Chuck Ratto, EC in training.



# THE MOTORCAR AS A PORTABLE POWER PLANT

LEON SAPP

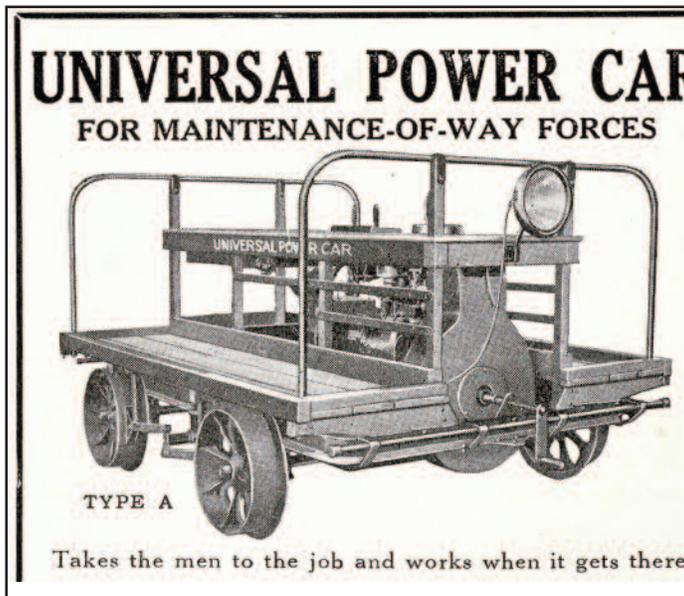
The downturn of traffic following World War I left railroad managers anxious to economize. The poor economic climate of the 1920s only made matters worse. The need to cut pay-rolls and still maintain productivity seemed an impossible goal. That is until the advent of portable power supplies for adzes, tie tampers, drills and drivers of all kinds came on the scene. Many of the motorcar manufacturers wanted badly to capture a piece of that new market and came up with some remarkable innovations.

New and better electric tools were being offered by General Electric as well as a multitude of small shops around the country. As electric tools became lighter, more dependable and cheaper, several companies would begin to think of marketing portable power that could be easily taken to the field. Ingersoll Rand and others were already in the market with an air compressor car that could also double as a conventional motor car, hauling its crew to the field and then powering a variety of air powered tools. However, their large and heavy machines were difficult to manage.

The power required to produce usable voltage usually exceeded what a conventional section car engine could manage. As smaller and better generators became available several companies would begin to build smaller cars that could also take the crew to work and still power their electric tools when they got there. Of course, the ideal combination would be to reduce the amount of machinery by having the generator power the car as

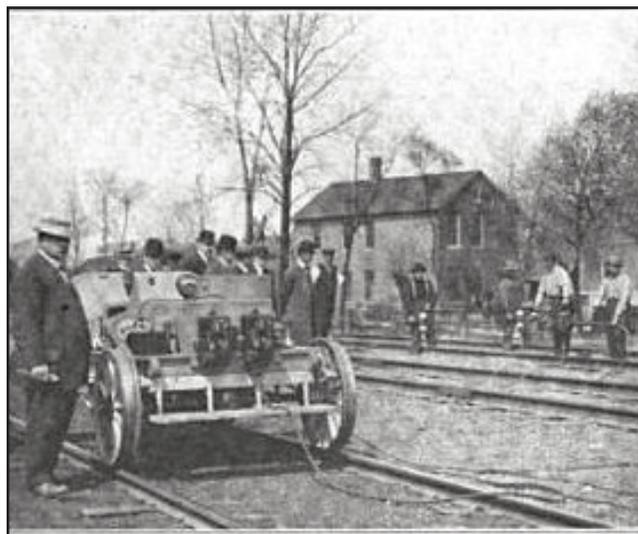
well. One company who tried to do just that was the Euclid Electric & Manufacturing Company.

The September 1926 issue of *The Railway Engineering and Maintenance Journal* carried a small quarter page ad for the Type A Universal Power Car built by Euclid of Euclid, Ohio. About all we know about the company or the car is gleaned from this one advertisement. The steel frame car was about the size of a typical Type-A car and easily capable of carrying eight men. A hint as to its weight can be had in the ad which states "*Four men could easily remove*



*the car from tracks."*

Being electrically driven there were no friction discs, gear shifts or clutches to wear out or maintain. The ad gives a tantalizingly reference to the car being a Type-A which could indicate other models were at least planned. This oddity was certainly one of the smallest



Early Type of Snow Car on the Rock Island Near Chicago.

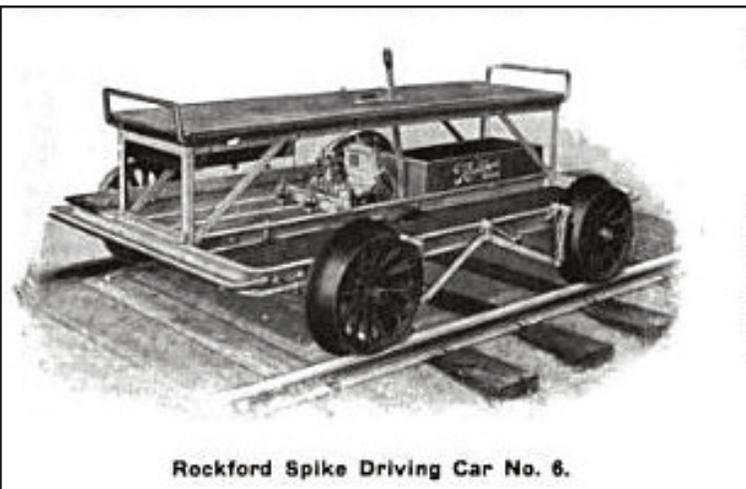
gas-electric cars every built and only the second of that era that we can be sure was designed specifically for maintenance- of-way gangs. However, the car was expensive and was marketed for only one year. The idea of an electric driven motorcar would continue to appeal largely to underground mining railroads.

There had been previous attempts to get electric power to the field in a small motorcar.

One of the first was the Snow Spike Driving Car. The company had apparently been around as long as the turn of the Twentieth Century and built at least two models of spike driving cars. Two articles appeared about Snow, first in the March

1913 issue of *Railway Age Gazette* and a second in the April 1913 issue of *The Railway and Engineering Review*. Several illustrations of their machines at work appeared in contemporary publications through 1920. The Snow Tie Boring and Spike Driving Car represents a highly developed machine for setting of screw spikes which were becoming more common now that proper driving devices were available. The first model appears to be a special built car as opposed to a modification of an existing motor car. However it was capable of supporting only one or two drills or drivers at a time.

In 1920 the Kalamazoo Railway Supply Company would join the electric power car market with its



**Rockford Spike Driving Car No. 6.**

things and the name can be found on many modern machines out and working today.

In something of a departure from their norm, Chicago Pneumatic built a small car to power electric spike drivers. They apparently chose not to try and fit a large and heavy air compressor into one of their small gang size car designs. The car was capable of carrying up to eight men to work.

Another Rockford, Illinois company, the Greenlee Brothers, came up with a small motorcar that could power a single spindle for driving screw spikes. The power for the spindle was mechanical using a shaft drive. The small car could take a section gang to the field and could perform both boring and driving operations. The company advertised that up to 2,000 spikes could be driven in a normal work day.

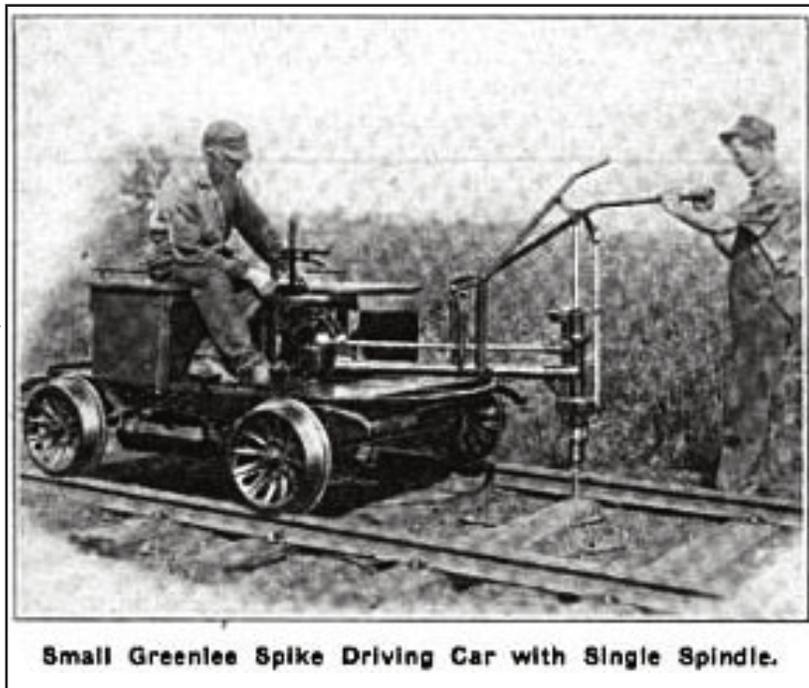
Even Fairmont got into the act. Their Model M22



**Motor Generator Car with Deck Boards Raised**

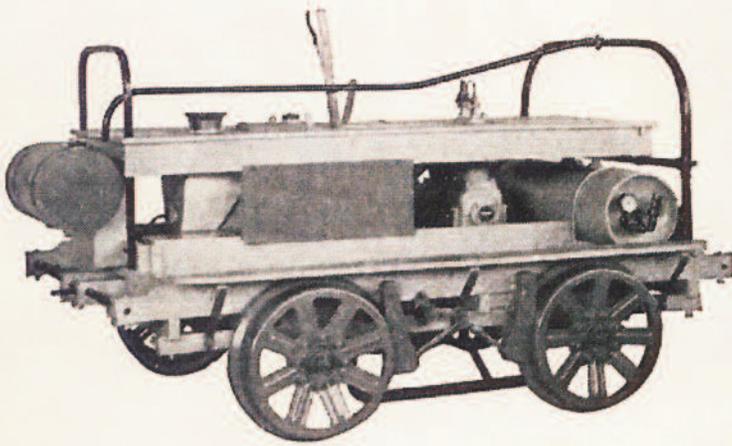
Jackson electric tie tamper. Mr. C. Jackson of the Kalamazoo company had designed an interesting electric tamper that used an eccentric weight on the motor. The motor-generator car built to power the new tools was based on the general design of their Model 25 hump car and was capable of transporting 25 to 30 men as well as pulling a trailer loaded with tools and materials.

The generator was a relatively new type of self-excited model powered by the motorcar engine once the machine had reached the work site. Electric cables carried on reels allowed two tools to work simultaneously. Although advertised as a tie tamper, the machine could also be used to power drills and spike drivers. The name of Jackson in the world of track maintenance would go on to greater and greater



**Small Greenlee Spike Driving Car with Single Spindle.**

**World's Largest Railway Motor Car Builders**



**M22 Paint Spray Car  
Moves Gang Without Delay**

Spray painting saves 2/3 labor cost.  
The FAIRMONT M22 supplies compressed air  
for 2 to 3 guns of any make of paint spraying  
equipment designed to be used

paint spray car was built on their popular S-series frame and had an onboard compressor that could be engaged by shifting the drive belt to the two cylinder air pump. An onboard air supply tank and eight gallon tank for paint completed the set up.

Even before World War I, one company would provide portable power capable of supporting more than just one or two tools at a time. In 1908 a Print was filed with the U.S. Patent Office (*No. 2,238, March 10, Vol. 133, pg. 511*) by Mr. H. W. Jacobs of Topeka, Kansas for the Atchison Au-Tra-Kar de-

scribed as, "a self-propelled car adapted for use in working upon tracks of railroads." Mr. Jacobs was the Assistant Superintendent of Motive Power for the Atchison, Topeka & Santa Fe Railway. Only two years later the same unique Au-Tra-Kar was advertised under the name of Railway Speciality Co. of Atchison, Kansas. The car that our Mr. Jacobs designed was truly unique. It was described as being at once, a section gang car, an auxiliary locomotive, a power plant for roadside shop, and a drilling and spiking machine using flexible shafts from a separate clutch.

The car was a veritable 'Swiss Army Knife' of a maintenance of way vehicle. In the March 24, 1910 issue of *Motor World* there appeared a lengthy article describing the machine. And, in the February 20, 1912 issue of *American Machinist* there appeared an equally long article describing its use on the Panama Railway. The Santa Fe, Rock Island, Union Pacific and many other railroads, would use the machine right up to the great depression when large scale rehabilitation projects were greatly curtailed.

For a number of years there would be a friendly war between manufacturers of electric and pneumatic track power cars. Eventually the availability of large dedicated track machines would spell the end of both as one-man/one-tool/one-job operations. But for a time the little motorcar showed that it had far more uses than just simple transportation for the trackman.

*The Au-Tra-Kar at work Gas Engine Magazine, November 1911*



# A SAFETY TIP FOR 2-CYCLE CAR OPERATORS

DICK RAY WM M9 #67

Ever see an operator of a 2-cycle car get injured while starting his car?

Quite a few years ago I did.

The cars were on the track and had been inspected, and the safety meeting had been conducted. Everyone was starting their car. One twin cylinder car with a muffler was positioned among a bunch of un-muffled two-cycle cars that were running. The unfortunate person gave his car a crank but concluded that it did not start. So he put the crank back into the hole, only to discover that the car was indeed running but he did not hear it among the other loud cars. Of course the crank came around and whacked him in the wrist, breaking it.

This has almost happened to me several times, but I escaped injury. Eventually I came up with something that at least gave some warning that the engine was running.

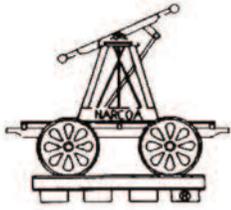
The picture of a pulley shows a band of white paint on the inside and flange of the front pulley. The rest of the inside of the pulley is painted black. The pulley is mounted such that the white section is positioned downward when the engine has come to a complete stop.

When inserting the crank I expect to see only the white section. If I see black, it means don't turn on the ignition until the engine is rolled to the place that the white band is visible. And if I see the flashing of the white-black it means the engine is running.

With some care, the painting can be done with the pulley on the engine. I took mine off, though. And I tried the red engine color with a silver band, but it did not reflect well and I re-did it.

While this is not a total preventative system it at least gives the operator some guidance on when not to insert the crank. Incidentally, the '42 and earlier Buicks (maybe others) had a system where you only pressed down on the gas pedal to start the car. When it was running you could not engage the starter. High-end autos now have this feature.



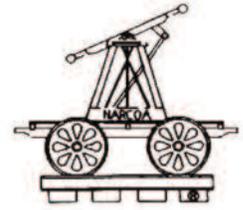


# NARCOA EXCURSIONS

## AS OF OCTOBER 16TH, 2012

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

These announcements are condensed from the website  
which should be consulted for the most current information.



### **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. Details on Narcoa web site.

### **November 3, 2012 - OK A-OK Railroad**

Oklahoma Railway Museum run from McAlester. Cost \$40 per unit. 92 mile round trip. For details contact EC Drake Rice 405-478-3225.

**November 3 - 4, 2012 - GA Heart of Georgia RR / Cater Parrott RailNet** Saturday Pitts to Vidalia . Sunday Valdosta to Willacoochee. Approx: 240 miles Total for the weekend This is a Sero Run. \$170. per car. Details on Narcoa web site. EC. Will Thompson Home: 229-723-8231 Cell: 229-359-5701 Asst EC. Larry Crowe, Asst EC. Bill Delmar

### **November 10, 2012 - TX Texas State Railroad**

Gulf Motorcars & Iowa Pacific Holdings will host a motorcar excursion from Rusk to Palestine TX. 50 mile RT. \$50.00 per car. NO mentoring. For details call EC Kelley Rick at 713 665 0032 or mschwandt1@tampabay.rr.com

### **November 10, 2012 - CA Western Railroad Museum**

Rio Vista, California - Motorcar Operators West will have their Annual General Meeting, a guided tour of the Museum car barn, a trolley ride and an excursion at the Western Railroad Museum in Rio Vista, CA. A Narcoa insured event. \$65 run fee. John Haverty and Dave Balestreri are the Excursion Coordinators. Details on Narcoa web site.

**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.

### **November 11, 2012 - KS South Kansas & Oklahoma Railroad**

Heart of the Heartlands is sponsoring a 1 day trip between Burden, KS and Fredonia, KS. Approximately 119 miles round trip. Cost: \$20. Contact EC Mark Springer at 316-721-4804. Details on Narcoa web site.

### **November 17, 2012 - CA Fillmore and Western Railroad**

Fillmore to Piru to beyond Santa Paula and return.. Approx. 45 total miles. \$85 run fee. Lonnie Hughes, EC in training, Bill Scherle, EC. Details on Narcoa web site.

### **November 17 - 18, 2012 - OK Farmrail Railroad**

The Oklahoma Railway Museum will host a motor car excursion on Farmrail out of Clinton. Two days of rides, cost is \$70. per unit,

mileage will be around 200 miles total. For details contact EC Drake Rice phone 405-478-3225.

**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 Details on Narcoa web site.

### **Excursions Held On A Regular Basis**

**February 1, 2012 - January 31, 2013 - GA - Heart Of Georgia-West Railroad** 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 website.

### **June 1, 2012 - January 31, 2013 - GA - Cater Parrott Rail net**

SERO will be having motorcar car runs on the Cater Parrott Rail net from Valdosta to Willacoochee on various dates contact Will Thompson E.C. Home 229-723-8231 or Cell 229-359-5701

**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".

# 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.

**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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