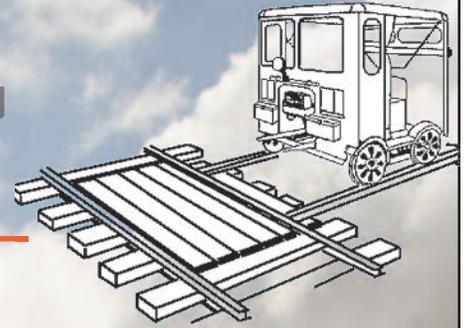


THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION

JAN / FEB 2013

VOLUME 27 No. 1



LLANO BRANCH EXCURSION
DELAWARE AND LACKAWANNA RR
AMADOR CENTRAL CHRISTMAS RUN

THE SETOFF

VOLUME 27 - No 1

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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The SETOFF is printed by
Greg Kightlinger, GEK Printing

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

All materials for publication must go to the SETOFF Editor.

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

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PRESIDENT'S MESSAGE

BERNIE LEADON

Happy New Year!

By now you all have your 2013 NARCOA Insurance Applications. Congratulations and well done again to Tom Norman, our able Insurance Administrator. Please get any comments you may have regarding the draft Version 7 of the Rulebook back to your Area Directors as soon as possible. The Board will want to have your comments back before voting final approval to Version 7.

NARCOA is a volunteer organization, which thrives on the energy and work put in by lots of talented and committed people. There are 11 elected Board members and Area Directors, two Directors at Large, many committee chairs and members, a dozen and a half Affiliates (some individuals, and some with over 100 members), and about 130 certified Excursion Coordinators. Others help these job holders to their jobs. And then we each have the responsibility of maintaining our motorcars or hi-rails mechanically, and also operating on track safely. There are new things to learn all the time. And it's a lot of fun.

Enjoy the downtime here in the beginning of the year, and I hope you all get on some great runs this season. I hope to see you all somewhere out there on the rails in 2013.

God bless

Bernie

Al and Gary Tyson approaching the Moscow Station on the Delaware and Lackawanna railroad. photo by Jamie Haislip



FROM THE EDITOR

BRIAN DAVIS

Happy New Year!

I do hope you all had a safe and happy holiday season! Jane and I had a great time, and now we are looking forward to a wonderful 2013 both at home and out on the rails!

This year is starting off with a great issue where we highlight the efforts of contributors Becky Whisenant, Leland Stewart, Tom Schmieder, Ric Martin, Larry Bowler, and Leon Sapp. Thank You folks for the time and effort you put out to make this issue a great one!

Stay safe, and we will see you on the rails!

Brian

PS: Has everyone gotten their new radios yet?- BD

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AREA FOUR

(KY, NC, SC, TN, VA, WV)

BERNIE LEADON

Howdy Area Four members-

Great news in the tidewater area: New ECs Jaime Haislip and Boomer John Schmidt have received their certification as Excursion Coordinators. Many thanks to their EC mentor, Gary Shrey, who conducted their training.

Jaime and Boomer both have a lot of energy, and have a list of railroads in the Virginia area to get working on. We wish them all success.

Don't forget to do your routine maintenance on your motorcars this winter. Hi-rails are required to have annual FRA checkups, and the form for that is posted on the website, under Documents.

Have a great New Year, and hope to see you on the rails soon,

Bernie

AREA FIVE

(MS, AL, GA, FL)

WILLIAM THOMPSON

Hello to all area members and interested parties. It is now winter, a good time to check your cars out from top to bottom. I have had one or two members show up for a run in the past whose cars would not run because they had been parked for six or eight months under an oak tree and then pulled to the run and before finally trying to crank them. They spent most of their time working on their cars and being towed. I like to take my car and raise it up and wash out from under it with a pressure washer. Next I check for

cracks in the frame and for loose bolts. This is also a good time to check the wheel alignment and your thrust collars to make sure that your axles don't have any slack from side to side.

I have bought some cars in the past that the alignment was off a good bit and wondered how it could run without derailing. This ethanol gas that we are using now is eating up the rubber hoses on our cars. I have been changing mine about every two years. Your fuel tank may need cleaning or replacing. Maybe by doing all of this, when the cold weather breaks, you can hook it up and go to the nearest run and run all day without being towed.

If Cabin Fever is starting to set in, it might be a good time to head south. The weather down here allows us to have winter time runs. We will be more than happy to have you. Gas prices have started dropping and I hope they continue. This makes traveling easier on a lot of us. I know the cost of participating in a motor car run has gotten expensive. You can spend 500 or more dollars on just gas, food and lodging along with the cost of the run. The days of buying \$1.50 a gallon gas and a new \$50.00 trailer tire are long lost. Hope to see you on the rails somewhere.

Will

AREA SIX

MN, WI, IL, UPPER MI

BOB KNIGHT

Greetings and happy 2013 New Year to all the great members of Area 6. We have managed to have 2 successful and safe motorcar runs

in the month of November. The first was the Eastern Illinois Railroad excursion Nov 10th. Please read the report in another area of this Setoff and enjoy the photo's by Karen Stroemer.

The second was at the Indiana Transportation Museum the Saturday after Thanksgiving. This is the annual Great Lakes Christmas Excursion with Santa. It is also fun to decorate the motocars for this holiday run.

Please keep our two Area 6 affiliates' annual meetings in mind. Dave Otte, NCR president, usually holds the North Central meeting in March. The Great Lakes meeting also may be held this coming March. Notice will be sent soon and all members are invited to these two informative meetings. EC, Mike Ford will be sharing his list of 2013 season planned excursions.

As your area 6 director, I would encourage each member to use every opportunity to promote our great hobby to the general public this winter season. Please take time to speak at your local Rotary, Lions Clubs, schools or civic groups.

Many of these groups are always looking for "interesting subjects" and you know we have one! If you need support materials, just let me know at railbuff@indianvalley.com or call me at 1-815-786-3096.

Keep warm, safe and I look forward to seeing you on the rails in a few months.

Bob Knight

AREA TEN

WA, OR, ID, MN, AK, WY

BILL TAYLOR

In addition to my duties as Area 10 Director, I also am a member of the NARCOA Judicial Committee as are Area 10 members Jim Spicer

(Oregon) and Terry Wade (Washington). Jim is the JC chairperson and does an excellent job. Thank you, Jim. His is a difficult role and is complicated because everything the JC does is confidential to protect members' privacy.

So, I cannot talk specifics, but I can say that NARCOA as a whole has had a number of cars coming together in 2012. Fortunately, there have been no serious injuries or damage, but the potential for both remains high if these continue. It would seem the common element in most of these has been the operator's inattention and/or failure to notice stopped cars ahead. Remember, it is the following car's operator who is responsible to leave space enough between cars to react to conditions appropriately - REGARDLESS. As one former NARCOA president was fond of saying, "If you hit a car ahead, by definition you were following too close or going too fast." Large gap between cars = possible delay. Small gap = probable collision.

The concern is the "inattention." Whether distracted by the car's mechanical circumstances or directing your attention elsewhere, your primary duty as a NARCOA operator is to focus on the rail ahead. My grand dad taught me to drive by having me concentrate AHEAD of my car. As we went along he would ask, "What if that truck to the right blows through the stop sign? What

if that car ahead has to stop suddenly to avoid a deer?" By doing that he taught me to be mentally prepared for things before they were upon me. While you cannot anticipate everything, of course, over the last 50 years I have found his advice well founded whether driving my car on the freeway or my motorcar on a railroad. If NARCOA's 10 second rule helps, fine, but there is no substitute for an attentive driver - or as Fairmont Railway Motors told us, "The best safety device known is a careful man [or woman]."

Hope you all had a great holiday season and Santa was good to you at Christmas. The 2013 operating season will be soon here, and there are several great runs in the offing. Stay tuned to the websites for announcements, and make sure your motorcar is serviced and ready to go for the first set on.

Bill Taylor

AREA ELEVEN

CA, NV, UT, AZ, NM, HI

BILL SCHERTLE

Even though I live in "sunny" Southern California and much of Area 11 is in the desert, the motorcar year has basically come to an end until Spring. With the exception of a New Years excursion on the Mendocino (Skunk) Railway on the northern California coast, our motorcars will not see any action for awhile - a good time to do preventive maintenance.

Two of the three clubs in the west, PRO and MOW, have held their annual meetings recently. In both cases, new regulations were a prime area for discussion, mainly the new

narrow band requirement. The last issue of the Setoff was referenced as a good resource. Also mentioned was the dropping of the spousal membership requirement as a condition for operating under the other spouse's insurance.

One operating rule that needs emphasizing at every safety meeting now is in regards to electronic devices. Remind all your operators that using these devices while under way is a serious rules violation. Given the ease of taking photos and videos today, it is tempting to do so while moving. Don't do it!

I'm sure that most of the clubs nationwide are beginning to set up their runs for next year as we are doing here in the west. Good luck in your planning and I hope that all will work out as you wish. Have a great year!

Bill Schertle



Dear Editor

Recently I have seen a new emphasis in NARCOA on the care and feeding of hi-rails, especially the very well written SETOFF article by Tom Falicon, and I wanted to add a couple of things I have learned in two years of hi-railing.

I got the hi-rail bug three years ago from Doug Gentiles on one of Warren's runs on the Lehigh RR. Doug gave me some good advice as well as his opinion that RAFNA Railgear, made and sold by G and B Specialties in Berwick PA. was as good as it gets. Doug puts 6000+ miles on the rails each year, so when my wife and I decided to build a new hi-rail I went and spent a day with Jake Sanute, the gentleman who installs the Rafna gear in Berwick and travels all over North America training others to do the same.

I had pretty much decided to upgrade from my 7.3 liter Ford workhorse to a new Ford diesel, but Jake changed all that when he explained the difference in front end construction between Ford and GMC trucks. They are both well built, but the geometry is very different so when the large hi-rail rims and tires are put on, the Fords have to have steering stops welded in to keep the tires from hitting the truck. This really increases the already big turning radius. Steering stops are not required on GMC trucks, even with the 19.5 inch 16 ply tires I run. So the choice was easy, and I am very glad I didn't buy the truck first!

During the installation, Jake mentioned that anytime I felt that the gear might be out of alignment to just spray some paint on the wheels and run a few miles to see how it wore off. I went him one better because I take a moment after each run to paint the wheels so they look decent 'till the next run and don't get all rusted. This year, during the Lehigh run I looked at the front wheels, and as you can see from the pictures I attached, the gear had been tracking with the flange of one wheel tight to the railhead, as evidenced by the total lack of paint near the flange on one wheel. This makes it far more likely that you will "pick a point" and possibly end up on the ground.

When Jake and I did the annual inspection this year he taught me how to align the gear and I bought a set of fixtures "just in case". We set the truck on our 2x4 tracks and checked it out. One wheel was 1/4 inch out of position and about 1/8 inch out of perpendicularity with the rail, probably as a result of some of the less-than-perfect rail I had run on. With those seemingly tiny adjustments made to put the gear back in specification the tracking went back to right down the middle of the wheels. I found it hard to believe that such small adjustments made such a noticeable difference in tracking.

So after two seasons and about 1800 miles of hi-railing I still don't have any tire tracks on my re-railing blocks, and I have a very happy spouse!

Keith L. Knowlton



MOTORCARS COME TO THE STATE RAILROAD

BY BECKY WHISENANT

REPRINTED WITH PERMISSION OF TO THE CHEROKEEAN HERALD NEWSPAPER, RUSK, TEXAS.

Quite unlike the indiscriminate and intractable amphibian character named Toad with his infamous motorcar in “The Wind in the Willows”, the operators of the caravan of motorcars which recently rode the Texas State Railroad line were trained, responsible drivers.

On Nov. 10, between two steam excursions, 15 members of a national organization of private-owner motorcars took advantage of the opportunity to travel the 25-mile state rail line. Motorcars are self-propelled railroad vehicles previously used to carry railroad workers, but have been mostly replaced by pickups with adaptable wheelsets.

Journeys by rail used to be an accepted mode of transportation. As years have passed, rail travel has morphed into high-speed passenger and commuter accommodations or utilitarian freight conveyance. The exception is the transformation of many rail lines into tourist attractions across the U.S.

Overlooked routes through forgotten countryside can now be revisited and enjoyed via vintage railroad cars pulled by survivors of another era, iron horse steam locomotives. And if you are an avid rail fan, there is yet another option for traveling the steel rails.

The North American Railcar Operators Association (NARCOA) is comprised of more than 1,800 members in local chapters who are licensed, insured and trained owners of private motorcars. They receive permission from railroad lines to bring their motorcars and travel the rail lines, safety being the primary concern.

Arlo Guthrie sang it best - “ride their fathers’ magic carpets made of steel.” Clacking along the rails in a noisy, open motorcar just inches from the tracks through beautiful scenery is somewhat akin to being left alone unchaperoned in the candy store after everyone has gone.

Besides the exhilarating experience of rolling through the mixed pine hardwood forests beneath a shower of falling leaves, there is an added bonus in Rusk. This is the only location in Texas where one can experience close proximity with a steam engine. As one driver put it, “There’s nothing like being only a few feet from the hissing power of a steam locomotive on the same tracks.”

Emerging from the woods after taking photos of the trains, I was privileged to find an idling caravan of motorcars on the Mewshaw siding, waiting for the Palestine-bound train to get a head start. An invitation was extended to join them and, alas, the next step for me is a fanatic’s support group.

I confess to being one who relishes standing close as possible to a moving or idle train and to riding any form thereof. I dig the thrill.



2012 FALL EXCURSION ON THE LLANO BRANCH

BY LELAND STEWART

The annual Railroad Partners, Inc. Fall Run on the Llano Branch of the former Southern Pacific was held on October 28 and 29, 2012 in Llano, TX. This run is normally a 1 day event but was extended to 2 days this year to offer more mileage to the attendees. The weather on Saturday was mild albeit a little breezy.

Arriving at the Llano wye, for set on, were 12 motorcars and one hyrail. A couple of RPI members were debuting newly acquired motorcars for their maiden runs. Also, this run is the start of RPI member, Frank Glatz's period of training to become a NARCOA EC. After registration and inspection at the wye, the cars were backed to the Llano Depot for the safety meeting. The Llano Chamber of Commerce had graciously opened the Depot early so the excursion participants could use the facilities and enjoy a cup of coffee and hot chocolate.

After the safety meeting, we departed eastbound for Kingsland. The early morning run along the scenic Llano River produced the usual sightings of deer, fox, turkeys, and wild hogs. About 5 miles into the run we passed a large tree with an eagle nest that was already occupied by a pair getting the nest ready.

Upon approaching Kingsland, we made radio contact with RPI member, Marty Reimer, who was stationed in his boat on Lake LBJ to take a group photo of the consist crossing the 800' bridge over the lake. As we rolled across the bridge, we waved to the waterborne photographer on the choppy water. Marty has several motorcars but sacrificed rail time with us to get some unique photo angles. After exiting the bridge, we rolled another 100 yards to our lunch stop at Spyke's BBQ.

After a tasty lunch, we headed east to Scobee Spur which is the end of RPI's leased trackage. Using RPI's portable turntable, we turned the cars and after a short break, headed back west to Llano. One of the highlights of this run is the Antlers Hotel in Kingsland. Situated next to the tracks near the lake, the Antlers is a restored railroad hotel that includes an old wooden passenger car and 4 cabooses that are available for overnight stays. In addition, there is a restaurant operated out of the house that the Texas Chainsaw Massacre was

filmed in.

The group arrived back in Llano around 2:30 pm and broke up for a 3 hour rest in preparation for the twilight run. About 5:30 we reassembled at the wye and held another safety meeting. The plan was to run east about 10 miles and turn the cars at Long's fishing camp. We would wait for sunset and return in the twilight with lights on. This plan worked perfectly and was a real treat enjoyed by all. After arriving back in Llano we set off at the wye and retired for the night.

On Sunday morning we again set on to repeat the run we did the day before. The weather was even better with full sun and no wind. Most of the participants had chosen to hit the road home so we had only 3 motorcars and one hyrail for the run. This made for a very casual and laid back run to Scobee and return. Many wildlife sightings and several photo stops were made.

All in all a flawless two day run with no issues, incidents, or breakdowns. It makes this EC's life much easier when we have competent and caring operators who conduct themselves in a professional manner. My sincere thanks go to all of you who keep your cars in good mechanical condition and operate safely. We look forward to our winter run on the Border Pacific in February. See you on the rails.

Crossing Lake LBJ Photo by Jason Fowler



NOMINATIONS ARE OPEN

FOR EVEN NUMBER SEATS ON THE BOARD OF DIRECTORS

Area 2- NJ,PA, DE, MD,: John Gonder

Area 4 - WV, VA, KY, NC, SC, TN,: Bernie Leadon

AREA 6 - MN, WI, IL, UPPER MI,: Bob Knight

AREA 8 – Canada & worldwide outside USA:

Warren Froese is not running

AREA 10 – WA, OR, ID, MT, AK, WY: Bill Taylor

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

**1330 Rosedale Lane,
Hoffman Estates IL 60169.**

I will then follow up.

I will also be seeking candidates, as well as receiving nominations from members at large. NARCOA goal is to have at least two people running for each position on the Board. Any member of NARCOA in good standing is eligible to run for the Board seat in their Area. Sets of printable mailing labels that includes all members in the Area are available to candidates for mailing campaign material.

March 15, 2013 - Nominations close

**May 1, 2013- Ballots mailed with May-June
SETOFF issue**

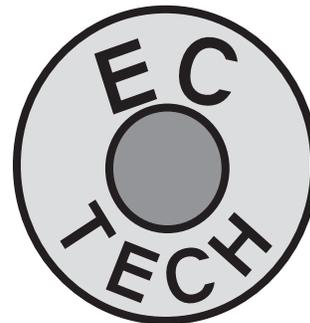
**July 15 2013 - Voting closes, ballots must be post-
marked by this date**

**August 10, 2013 – Election results provided to
SETOFF Editor for publication**

**September 1, 2013 – Election results published in
Sept./Oct. SETOFF issue**

Carl Anderson

Nominations & Elections



BY TOM FALICON

Happy New Year NARCOA EC's! As we start out in 2013 we must make an extra effort to pay special attention to three potential problem areas:

1) Ask your operators to stay focused on what's happening out in front of them at all times, don't follow too close allowing plenty of stopping distance at all times and be aware of changing track conditions.

2) Like it or not, the majority of our operators are not as young as they used to be. When planning your daily excursion schedule keep in mind that very high mileage days and/or long boring stretches of track right after a lunch break can set the stage for a mishap due to operator fatigue.

If you feel an attending operator might not be capable of holding to your excursion's rigorous demands, please take the time to discuss your concerns with him or her before the event to make certain that a problem does not arise mid excursion

3) Ensure proper documentation at all times: verify each operators' membership/operator status, current insurance and make sure every person in each motorcar has signed the latest version of the NARCOA release.

Speaking of the NARCOA release, it was revised in late 2012.... BUT, The operator/passenger release may be revised once again before our 2013 excursion season starts. The latest version of the 2012 revised NARCOA Release is available for downloading on our website now. As soon as the 2013 revision has been created and approved I will immediately inform every EC via a Special Bulletin email and attach a copy of the new release.

Let's all work together to make 2013 our safest year ever!!!!

A DELAWARE-LACKAWANNA HOMECOMING, SCRANTON, PA

BY TOM SCHMIEDER

On October 6 and 7, 2012, the Mid-Atlantic Motorcar Association (known as "MAMA") sponsored a two-day run over the rails of the Delaware-Lackawanna Railroad (D-L) based in Scranton, PA. Many long-time members of NARCOA in the northeastern region know that the former Delaware, Lackawanna & Western (DL&W) main line from Scranton, over the Pocono Mountains, down to the Delaware River and through the Delaware Water Gap would be a fantastic place to run motorcars. However, for many years, motorcar enthusiasts have only been able to see glimpses of the line from the roadway as there has never been a NARCOA run on it. Craig Hartman, MAMA EC changed all that this year when he worked with David Monte Verde,



Top: Steve Weiss' home built car sits on Track 2 on the former Route of Phoebe Snow. Rob Piligian spoke with the operator of the second car. Photo by Steve Weiss

Bottom: DL&W 527, a 1946 Fairmont M-19 returned home again and posed in front of an original Lackawanna Railroad speeder shed in Scranton. David Monte Verde had the century-old structure moved there from Taylor Yard. Photo by Tom Schmieder



President of Genesee Valley Transportation, the parent company of the Delaware-Lackawanna Railroad and current owner of the former Lackawanna main line to set up what would be a landmark run.

Scranton, Pennsylvania is not only the current home of the Delaware-Lackawanna Railroad, but it had formerly been the corporate headquarters of the Lackawanna Railroad where all of the railroad's major facilities were located. Today, a portion of these facilities serves as the location of Steamtown, National Historic Site, a U.S. National Park. A portion of this trip would take place on the Park property as the D-L passes through their facility.

I was particularly interested in this run as I recently completed the restoration of a Fairmont M-19-D that was owned by the Lackawanna Railroad (car #527). The Fairmont birth papers state that the car was built and shipped to Scranton PA in September 1946. Participating in this run would mean returning the car to home rails 66 years later. Unfortunately, the weather forecast for Saturday's run over the D-L main was less-than-favorable, with a 40% chance of showers through the day and temperatures in the 50's. The DL&W car is an open car with no cab, so I opted to take my other car, a C&O M-19-E with a pointed steel cab that day.

Set on was at Steamtown NHS at the still-dark hour of 6:00 am on Saturday for our run on the D-L main over the Pocono Mountains. A former connection to the D&H branches off the main line at Steamtown and cuts across an overflow parking area, making the set-on quick and easy for the 33 motorcars



***Above:** Tom Schmieder's DL&W M-19 and MAMA EC Craig Hartman's Tamper Car stopped briefly in the 4900' long Crown Avenue tunnel just south of Scranton on the Laurel Line. **Below:** Larry Ten Hove and his dad rode in a Woodings as the motorcars headed east through the Delaware Water Gap. Photo by Susan Lloyd*



that arrived that day. David Monte Verde, President of the Delaware-Lackawanna Railroad was one of our pilots for the day and led the procession east over the Poconos in his own MR-19 (former Lehigh Valley). At the safety meeting, MAMA EC Craig Hartman presented David Monte Verde with a NARCOA lantern as a token of appreciation. We backed onto the main and climbed up the grade out of Scranton, passing the former DL&W passenger station and traveling through Nay Aug tunnel. David Monte Verde set a good pace as the line curved its way around and over the Pocono Mountains and down to East Stroudsburg, PA where we had to



Top: At the south end of the Laurel Line, the motorcars prepared to turn around just outside of the Electric City Trolley barn. Chris Vitz (left) and MAMA EC Craig Hartman (center) look on in anticipation.

Bottom: An industrial spur off of the Laurel Line included a switchback. MAMA EC Craig Hartman monitors the radio in his Tamper Car, waiting for the reverse move off the tail track. Photos by Tom Schmieder



tighten up to negotiate a group of grade crossings. After we cleared, we rolled along the Delaware River through the Delaware Water Gap and down to Slateford, PA where the Delaware-Lackawanna has an end-to-end connection and interchange with Norfolk Southern's Portland Secondary.

After turning the cars, at Slateford, we headed back to East Stroudsburg for our lunch stop. MAMA EC Craig Hartman had made arrangements with the Erie-Lackawanna Dining Car Preservation Society to provide box lunches for all interested participants for a very reasonable fee and all seemed quite pleased with their meal. Up to this point, I had lamented taking my C&O car as it had not rained, but as we headed west up the grade of the Poconos, I was glad I had the cab on the car as the temperature began to drop. Some mechanical problems among the group slowed the pace on the return run, with some participants finding out that it's not easy use a popper car to tow another car up the 1.6% grade on the east side of the Poconos. Just west of Tobyhanna, we crested the grade and began the long descent down the west side of the mountains.

As we drifted past Moscow, through Nay Aug Tunnel and by the Lackawanna Railroad Scranton passenger station, the clouds cleared and a beautiful clear sky opened up over the city of Scranton. With the break in the weather, my chance had come to return DL&W 527, a 1946 Fairmont M-19-D to home rails where she was delivered. This run was actually a two-day event with the participants having the opportunity to park the

motorcars overnight inside of Steamtown NHS property and run them on the Laurel Line on Sunday. Those who opted to not run Sunday were switched out at the Bridge 60 tower (former interlocking) and routed back to the set-off area. I headed there with the C&O car and swapped it out for DL&W 527. A huge bonus for me was that the track that leads to the set-off area passed by a newly restored Lackawanna Railroad speeder shed. D-L President David Monte Verde is a dedicated Lackawanna historian and preservationist who relocated the historic wooden structure from Taylor Yard to its present location next to Bridge 60 and across from the interlocking tower. Mr. Monte Verde graciously invited me to pose DL&W 527 in front of the speeder shed for some photos, which were perfectly illuminated by the afternoon sun. After the photo op, I ran the car back and forth through the former Bridge 60 interlocking switches in order to access the Steamtown NHS yards where the other motorcars were parking for the night.

An early start on Sunday found the weather clear and crisp. The Laurel Line is actually the nickname for the former Lackawanna & Wyoming Valley Railroad, an electric interurban line that ran from Scranton through the Wyoming Valley to Wilkes Barre, PA. Although the Laurel Line used electrified 3rd rail back in its operating days, today's electric is only in the overhead wire and is used by the trolleys of the Electric City Trolley Museum. As we headed up hill out of Scranton, we entered 4900 foot Crown Avenue Tunnel. At almost a mile in length, this tunnel is long, but not dark as it is illuminated by lights strung along its entire length. The 3.75 mile long Laurel Line then follows the tree lined banks of Roaring Brook and presently ends in Moosic at the trolley barn where we turned our cars. On our return trip, we diverted off the Laurel Line and rode on an industrial branch which ascends a hill and has a switchback on it (making for lots of practice



Top: After completing an early Sunday run on the Laurel Line, the cars returned to Steamtown to setoff. Here, they stack up as they work their way back and forth through the switches of the former Bridge 60 interlocking plant.

Bottom: Pulling to the west end of Scranton at the wye track to the CP Rail main line, MAMA EC's Craig Hartman and Chris Vitz give thumbs up for a fantastic run! Craig's Tamper Car, Tom Schmieder's DL&W M-19, and Chris Vitz' M-19 head up the group. Photos by Tom Schmieder



on reversing the engines of the two-stroke cars!). We returned to Scranton before 10 am in order to clear the line for the scheduled trolley service which gave everyone an early start home

Many thanks are offered to Craig Hartman, MAMA-EC, David Monte Verde, President, Delaware-Lackawanna Railroad and to our D-L pilots Pete Nicholas, Nick Anderson, and Dave Crosby. Their efforts paid off with what was hopefully the first of many enjoyable trips on the D-L RR's parent company, Genesee Valley Transportation System.

BURLESON TEXAS INTERURBAN MOVING DAY

Here is what keeps me busy when I am not working on speeders. Saturday, October 6th, was moving day for the second Interurban Car for display in Burleson, Texas. For the past seven years I have been working with a small group restoring two cars that once ran through Burleson during the early part of the last century. Two years ago we placed a freight motor on display and converted the inside to a museum of Interurban and railroad memorabilia. Now we have one of the few remaining passenger cars from the same North Texas Traction Company on display next to the last remaining brick station of the line which closed in 1933. The car has been complete refurbished and over the next few months we will cover both with protective canopies and apply the proper stripes, signs and lettering

Leon Sapp



FIRST CASEY JONES MOTORCAR

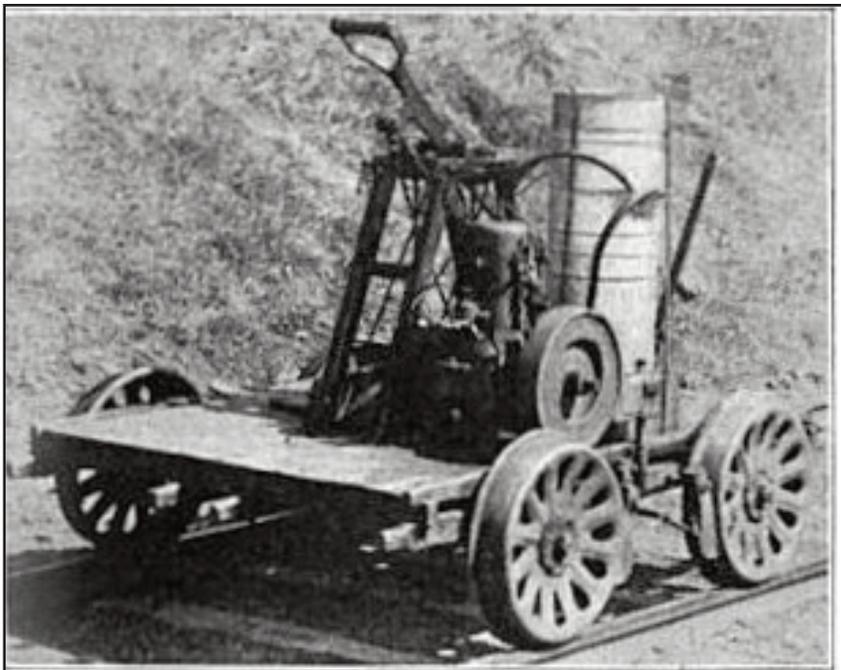
LEON SAPP



The group that would become the Northwestern Motor Company has been around nearly one hundred years. The current company name is NMC-Wollard Incorporated and they still occupy the original factory site. The plant is located in Eau Claire, Wisconsin where nearly 100 years ago they manufactured motorcars under four names; National Autocar, National, National Standard and Casey Jones.

At first Northwestern sold engines manufactured by the M. W. Savage Co. of Minneapolis, Minnesota. But, by 1909 they were marketing a variety of their own engine designs. The company built marine engines, both inboard multi-cylinder and an early outboard engine for rowboats. In 1909 a Mr. K. Rosholt had received a patent for an engine design which he assigned to Northwestern to manufacture. They officially incorporated as the Northwestern Motor Company in 1913 with a release of only \$25,000 in stock and immediately applied for the trademark name of "Casey Jones." Their first railroad products were conversion kits for handcars.

The Santa Fe Magazine of December 1915 carried an advertisement for a Casey Jones Handcar Engine Kit which produced 4 horsepower in high gear and 8 in low gear. The complete kit could be had for \$85.00 cash or \$90.00 in \$5 monthly installments. Later issues contained ads for a "Casey Junior" engine kit of



FIRST CASEY JONES TRACK MOTOR CAR MADE AT EAU CLAIRE, WIS.

2.5 horsepower for conversion of a Velocipede. The ad claimed the engine could be controlled like an automobile and could be started, stopped or reversed without the operator leaving his seat. It could be installed in two hours on an existing car of any make.

About 1916 Northwestern began to offer complete cars and not surprising was the fact that it was a converted handcar. Northwestern bought the cars used and simply did the conversion at the factory. Obviously it was only a temporary measure while they brought their assembly line up to speed. By 1918 their line up had

expanded enough to warrant a small display at the National Railway Appliances Association Convention. As an indicator of growth, four years later they would rent an oversize double booth on a favored corner location.

Northwestern stopped production in the late 1950's but continued manufacturing parts. Production did not officially end until 1961 when that part of the company was bought by Fairmont who continued to supply parts until the stocks were depleted. The old Eau Claire plant has never closed but continues to employ skilled craftsmen today manufacturing airport tow motors, front end loaders and fork lifts.

"MR. RAILROAD MAN"

WHY PUMP THE OLD HAND CAR WHEN YOU CAN RIDE IN COMFORT ON A "MOTOR CAR"

ALL YOU NEED IS A **"CASEY JONES" ENGINE**

Which Is Made for Converting Hand Cars and Velocipedes Into "Motor Cars"



A FEW HOURS WORK TO PUT IT ON, CRANK IT UP AND AWAY YOU GO.

We Manufacture Both Air-Cooled and Water-Cooled Hand Car Engines = = =

EASY TERMS
\$5.00 PER MONTH

North Western Motor Co.
EAU CLAIRE, WIS.

“RAILCRUISING” IN NEW ZEALAND

BY RIC MASTEN



It was a beautiful Spring day in Mamaku, Rotorua, New Zealand, and we were really looking forward to riding the rails, just like we do in the States and Canada. We were not disappointed as we rode the 3' 6" narrow gauge rails from Mamaku to Rotorua and back, a total distance of 24 miles (40 kilometers).

We enjoyed gentle curves, long straight stretches, steep climbs with beautiful views of Lake Rotorua and the natural bush scenery.

You can see from the photo that this is not your everyday speeder, but rather something designed from the ground up to give an excellent railroading experience. The RailCruiser has comfortable seats with unobstructed views, is fitted with clear drop down waterproof sides and comes with onboard heating.

The RailCruiser V3000 is the world's first fully automated, state of the art, gas-electric four seat self-drive hybrid rail vehicle. The RailCruiser is powered by an eight horsepower Briggs and Stratton engine, which in turn powers a three stage electric motor which propels the car at speeds up to 12 mph (20 kilometers per hour),

fast enough for the inexperienced.

Our guide on this special trip was Neil Oppatt, Railway General Manager. I drove Neil and my wife, Linda, in one car. Another couple, friends from California who had never ridden in a speeder, drove and rode in the car behind us. Here we were, two cars, out of the seven currently in their fleet, on their own, but with no concern about the inexperienced driver.

As mentioned, the car is fully automated, so all you do is release the brake. The car accelerates smoothly to its track speed. You just sit back, relax, and enjoy the ride..., and the scenery (including venison on the hoof, sheep, cattle and birds). You can even listen to the audio tour and discover a unique piece of New Zealand railway history at the same time.

Just as with our railcar excursions, prior to the start, a Rail Guide (EC) undertakes with all customers, a trip safety briefing. Here the customers have explained important safety requirements and are given a brief overview of how the excursion will operate.

Along with that, an onboard computer controls the



speed (something which can only be overridden by management). At certain places along the track the RailCruisers automatically reduce or increase in speed. They also come to a stop at the end of the line. Each car is equipped with a system that ensures that should a RailCruiser ahead on the track stop, the cars following will automatically stop 16 feet (five meters) apart.

Comparing New Zealand rails with ours, in NZ (and Great Britain) the rail joints are parallel so that instead of the click-click, clack-clack we normally hear, it's just clack-clack. Neither does your car bounce from the rail joint on one side to the next joint on the other, as both sides bounce together.

You should know that every aspect of the operation is covered by the company's Safety System, which is approved by the rail regulating body, the New Zealand Transport Agency.

Neil's dreams are far reaching. As to the variety of motive power, he's working on four seat pedal powered RailBike excursions, and RailCruisers which can run at speeds up to 50 mph (80k).

Neil's rail empire now extends more than 25 miles (40 kilometers) on part of the historic Rotorua-Putaruru Branch Railway Line (now known as the Rotorua Railway), and while the runs now start at the Mamaku Station, the main base and booking office in the future will be close to main highway from Auckland to Rotorua.

Neil's also working on excursions on other parts of

New Zealand Rail and privately held railroads in NZ as well. He already has lease agreements with six railroads in Australia. RailCruising in British Columbia and ultimately the USA are also in the dream stage.

Care to ride? Go to www.railcruising.com and book it.
Ric Masten



AMADOR CENTRAL RAILROAD CHRISTMAS RUN

BY LARRY BOWLER

Saturday, Dec. 8th, was a busy day in Ione, CA as well as on the Amador Central Railroad. Rail motorcars began to arrive on Friday night from all around California in the AMCRR railyard. From all over California, rail motorcars arrived to set on and to form a consist with a Christmas twist. Excursion Coordinator (Journeyman) Chuck Ratto of Pacific Railcar Operators (PRO) handled the details under the tutelage of EC Steve Paluso. Chuck's year of training will end in May after one full year of practice, discipline and seasoning on the



rails. At that time, the identifier of 'Journeyman, or "in training" can be dropped from his Excursion Coordinator classification.

In the meantime, the consist departed at 9:30am on a daylight run from Ione to Cyclone Turning Pad in Martell. The daylight run would be nice, as usual, but all were focused on the evenings Christmas Light night run. While the consist was setting on, the City of Ione Christmas Parade was assembling alongside the rail motorcars in preparation for this annual community event. Thornton Consolo, an Amador County Historical Society member and active volunteer on the railroad, volunteered to operate the RRCHS/ACHS float. This would be the first time the railroad had entered this parade which began at 11:00am. There would be no conflict with the railroad activity on the tracks of

the AMCRR.

Upon return from the daylight run, the rail motorcar operators began immediately to decorate their machines in Christmas themes in preparation for the much anticipated night run. Lights, Christmas Trees, Reindeer, Christmas horns, wreaths and garland was affixed to the motorcars in demonstrations of the operators sense of artistic Christmas flair.

Departing at 3:55pm, the now decorated consist departed on the second round trip of the day. Timing was perfect as we watched the sun setting in the western sky. Upon arrival at Cyclone Turning Pad, Chuck Ratto kept an eye on the clock to insure the departure would be made on time to enjoy the encroaching darkness. Winding through the night of Amador County's various arroyos and mini-canyons was a rare experience

and a sheer delight. The only lighting available in the darkness of the open rangeland was our head lights and the multi-hued Christmas lights adorning the motorcars.

Our friend and Amador County's own Photographer, Larry Angier, was present to make a photographic record of this rare event. His technique of making the lights appear to be moving while focusing on the wheels of the motorcars made for a unique and colorful picture of Christmas on the AMCRR rails.

As this was a Christmas event, a large quantity of toys were collected to be delivered to the Amador Sheriff for distribution to needy children.

All in all, another great day and night of recreational/educational railroading on the AMCRR.

Larry Bowler

Opposite: Annual Christmas run on the Amador Central Railroad rail motorcars lit with festive lights on a journey from Ione to Martel in the evening, Amador County, Calif.

Top: Another festively decorated car.

Middle and Bottom: The photographers wide angle lense adds a unique perspective to these two cars on the 6th Ione Rail Fair, running the rails from Ione to Martel in the evening, Amador County, Calif.

All photos by Larry Angier



LONG ON INNOVATION, SHORT ON FUNDS

BY LEON SAPP

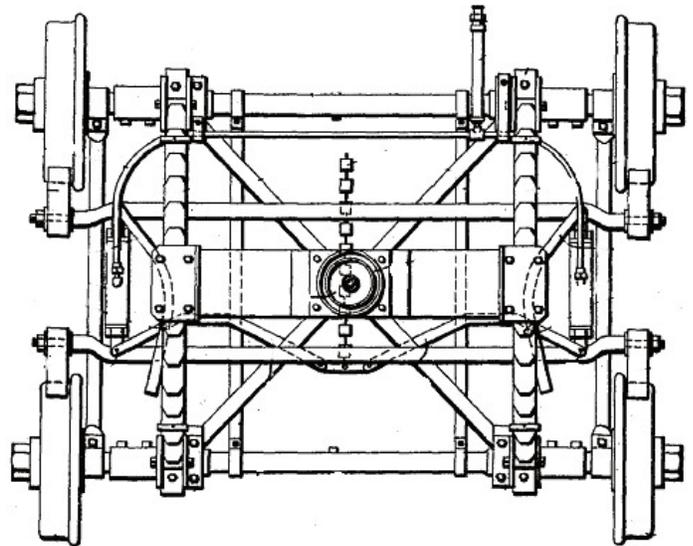
Not all motorcars were built by manufacturing companies. The railroads themselves often fabricated machines using what spare parts they had on hand. This was especially true of the smaller (and poorer) lines. A used car, particularly if it were one of Henry Ford's low cost Model T's, was often cheaper to convert than to buy a factory built motorcar. For the most part they were one-of-a-kind machines and were never duplicated. However, once in a while some of the innovations used in the conversions were worthy of applying for a patent. A case in point might be the creations of Mr. J. F. Kehrman who adapted at least four automobiles for service on his short line railroad.

J. F. Kehrman was the Chief Engineer of the Mississippi River and Bonne Terre Railway. The line was a 47 mile railroad just south of St. Louis Missouri and was known as the Lead Belt Short Line. The Railroad had once been narrow gauge that had converted to standard gauge in 1893. However the line always suffered from its narrow gauge heritage having three percent grades and several twelve degree curves. The longest straight stretch on the railroad was only nine-tenths of a mile.

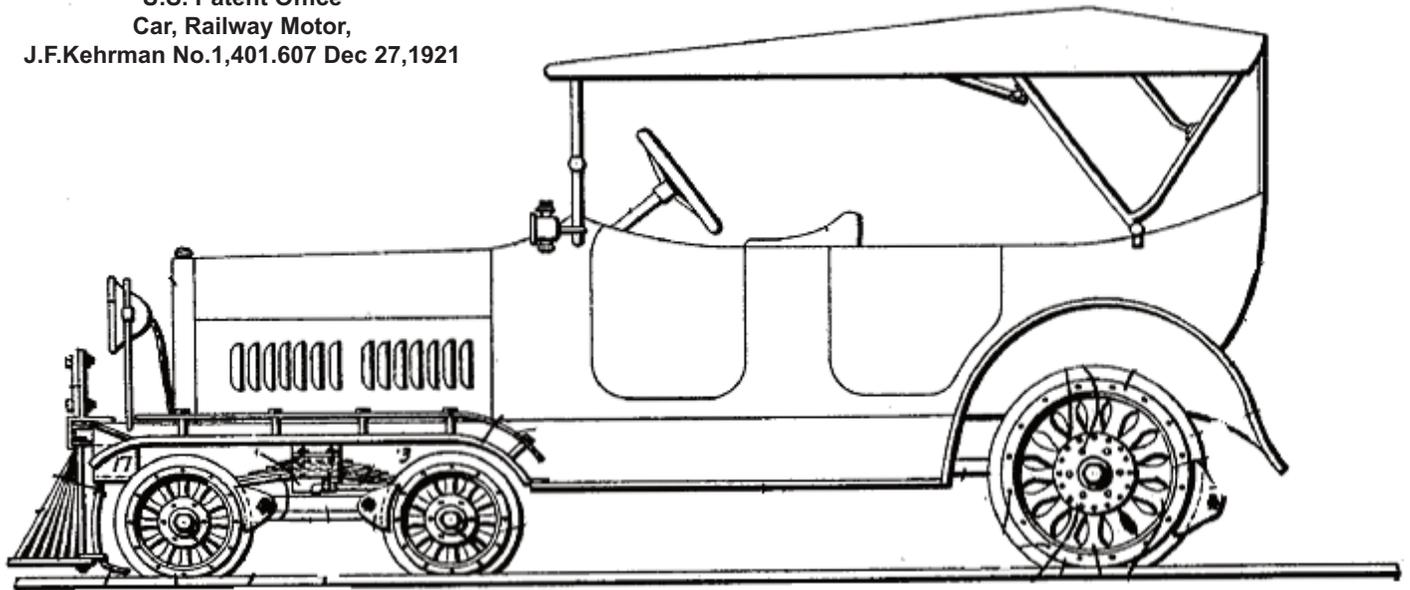
When the railroad wanted to replace their expensive steam drawn passenger trains, several large speeders were pressed into service but paying passengers demanded something a bit more comfortable. The railroad turned to its Chief Engineer for a solution. Long on innovation but short on funds, Mr. Kehrman de-

signed and built some unique second-hand automobile conversions. The abundance of tight curvature on the railroad meant considerable flange wear if a long but rigid wheel base was retained. Mr. Kehrman answered that problem by designing a swiveling front four wheel ruck with an innovative center chain pull to apply mechanical brakes.

Kehrman constructed at least four cars in this configuration and they served the railroad for many years. They were so successful that in 1921 Mr. Kehrman applied for a patent to protect his many small innovations. Several of Mr. Kehrman's ideas were later bought and used by others, in particular his design for that unique front swiveling truck and its mechanical brake system.



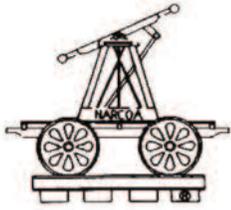
U.S. Patent Office
Car, Railway Motor,
J.F.Kehrman No.1,401.607 Dec 27,1921





Kehrman modified at least four second-hand sedans, both open and closed models. Prior to the automobiles, the railroad operated several large Buda motorcars in passenger service.

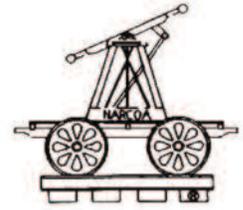




NARCOA EXCURSIONS AS OF DECEMBER 16TH, 2012

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.



January 12 - GA Blue Ridge Scenic RR

Final destination unknown due to track work, but - Blue Ridge, GA to Ellijay, GA to McCaysville, GA - Approx 70 miles. Price: \$5 per car active Blue Ridge Scenic Railroad Volunteers. All others \$10. No car limit but please call or email if you plan on coming on the ride. Coordinators: Carl Hymen (706-455-0492), Barry Vincent (706-276-2283) and Ron Long (706-633-9091). Details on NARCOA website.

February 9 - 10 - TX Border Pacific Railroad (former Missouri Pacific) 60 round trip miles between Penitas and Rio Grande City each day. Track parallels the Mexican border along the Rio Grande River. Sturdy shoes and long pants required. No shorts or tennis shoes. Mentoring by permission only. Hyrails welcome. Trip fee of \$50 includes railroad fees. Trip information available at Railroad Partners, Inc. EC Leland Stewart, 10057 Palomino Canyon Converse, TX 78109 (210) 863-5397 cell

Excursions Held On A Regular Basis

January 1, 2013 - January 31, 2014 - 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.

January 1, 2013 - January 31, 2014 - 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

January 1, 2013 - January 31, 2014 - 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.

January 1, 2013 - January 31, 2014 - 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.

January 1, 2013 - February 1, 2014 - TX - Capitol Metro Transportation Railroad Partners, Inc. will host NARCOA motorcar runs from Llano, TX to Scobee Spur, TX - Approx. 54 miles RT on various dates. EC Leland Stewart. 10057 Palomino Canyon Converse, TX 78109 (210) 863-5397 cell or email at poppermaker@gmail.com. Additional information on RPI website

PLEASE NOTE:

Advertisement of an excursion at the NARCOA Web Site does

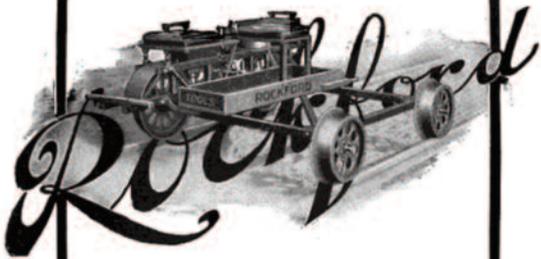
not constitute responsibility by NARCOA and/or its officers nor the NARCOA Web Site manager for event conditions. Excursion attendees must exercise caution in the observance of safety conditions and rules and must accept full responsibility for themselves, their guests, and their equipment when attending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

Information for excursion coordinators

Narcoa affiliates must advertise excursions on this website. Include details of the trip such as time, schedule, total mileage, costs, restrictions, EC name(s) and conditions for attending. Email all excusion 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".

The Most Perfect Motor Car on Earth



ANOTHER SATISFIED USER
Duntley Manufacturing Co.,
Chicago, Illinois.

Gentlemen:
Yours of the 3rd inst. at hand. In reply will say that my No. 2 Rockford car has given entire satisfaction at all times. Have run the car in all kinds of weather and it has its first time to refuse to go. Have had three men on the car besides the one that operates it and this seemed to have no effect on it whatever. If I was going to purchase another car it would be a Rockford. We have three other cars here but the Rockford has them all laid in the clear. If I can assist you any in the sale of your cars will gladly do so.

Yours very truly,
C. Moxin,
Lineman

Santa Fe employes, write for Catalog and our Special Terms.

Duntley Manufacturing Company
234 Michigan Ave. Harvester Bldg. Chicago

Santa Fe Employee's Magazine October 1910 page 125 Digitized by G3

SUPPLIERS

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

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

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

Brown Railroad Equipment / Dan Brown, www.brownrr.com. 4 Amersham Court, Glen Carbon, IL 62034. (618) 288-6698. The entire remaining Fairmont factory inventory of motorcar parts was bought by Brown when Fairmont stopped making speeders in the early 1990's. Web site has NOS inventory look up by part number. Over 200 cars for sale. Se habla espanol.

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

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

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

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

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

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

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

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

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



