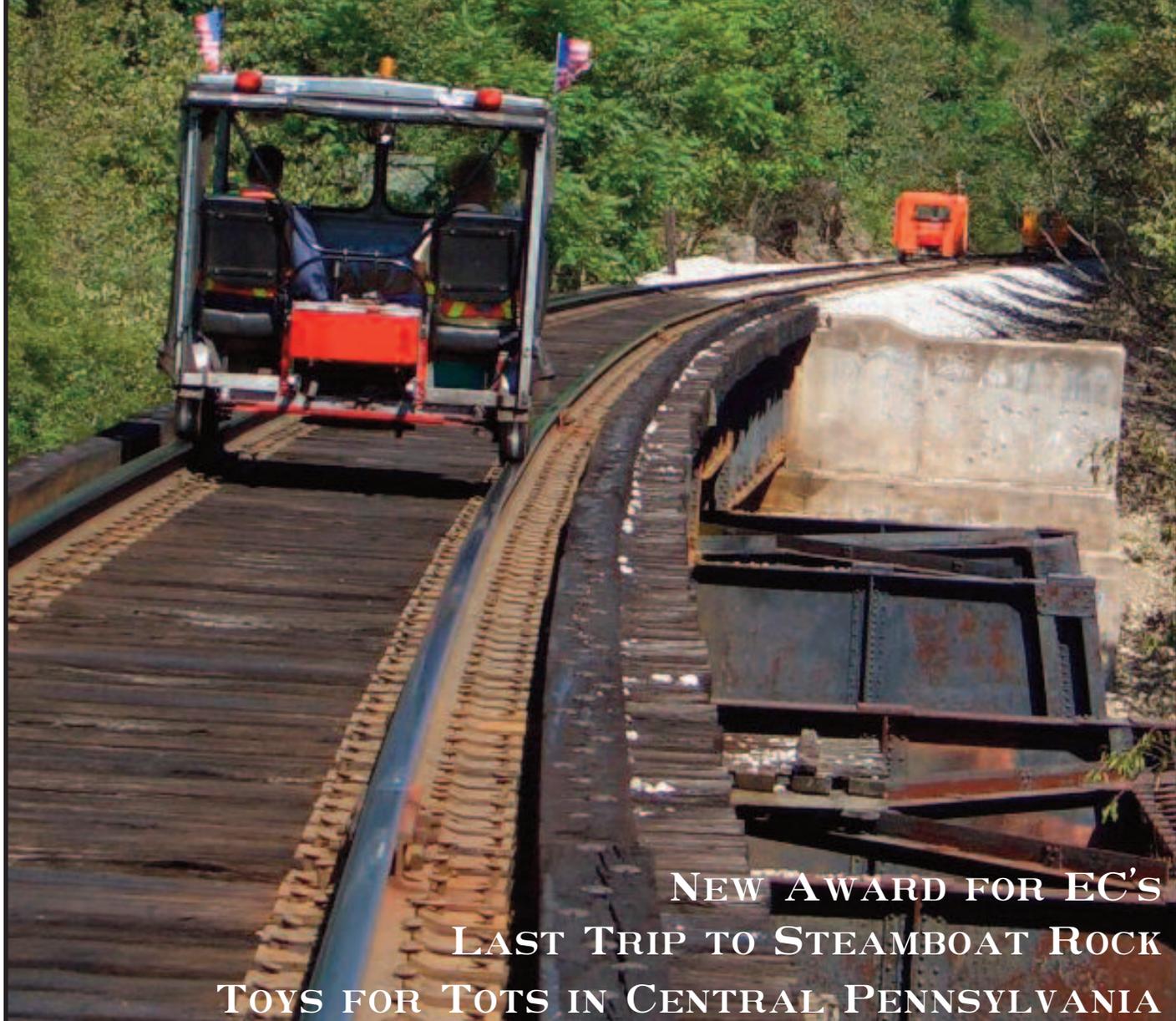
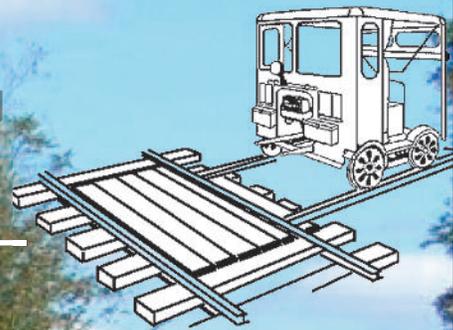


THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION

MAR / APR 2013

VOLUME 27 No. 2



NEW AWARD FOR EC'S
LAST TRIP TO STEAMBOAT ROCK
TOYS FOR TOTS IN CENTRAL PENNSYLVANIA

THE SETOFF

VOLUME 27 - No 2

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: RIDING THE
WHEELING AND LAKE ERIE
IN WESTERN PA.
IMAGE BY JANE DAVIS

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PRESIDENT'S MESSAGE

BERNIE LEADON

Howdy, ladies and gents-

Almost time for fun season, I mean run season. Updates: The Board voted final approval of Version 7 of the NARCOA Rulebook. Only change from the preliminary draft version which was printed in the Nov Dec 2012 Setoff is that the draft seatbelt rule for Hi-Rails was eliminated.

We are printing a new narrow booklet type printed Rulebook this year, the same style as in past years. There will also be a downloadable PDF version posted on the website, as in the past. Please double check that you all have either type of the new Version 7 Rulebook packed with you in your rail vehicle when you get to your next excursion. The new printed Rulebook should be included in the same envelope in which this printed Setoff was mailed. If you're reading this message in a PDF Setoff, please remember to look for your new printed Rulebook in the Setoff envelope when it arrives (probably not until the third week of March- don't write me that you don't have it until April 1, seriously.)

Extra copies of the printed Rulebook will be available for purchase from Secretary Mark Hudson for about \$5 each, TBD. Please check with Mark about getting extras (contact info on second page of Setoff, column one).

There should also be a new version of the Operations Manual ready for PDF download by then also. Please read through that document, especially if you are an EC. There are instructions in there pertaining to use of this year's Member Policy for on-track insurance coverage. Also, the Hi-Rail requirements which used to be in the Ops Manual have been moved to the Rulebook Version 7.

While we're mentioning NARCOA documents, the Policy Book was updated and reorganized also this past September. That's the document which contains all the policies that the Board has created over the years, which govern most everything that the Rulebook and Ops Manual do not (of course, there are also the Bylaws, and JC Policy book). They are all posted on the narcoa.org website. Hey, summer reading?

There's always a lot going on in the hobby. Sometimes I'm amazed when I see all the listed excursions being put on all over the continent. Amazed because I know how much work it is to organize these events. There are many man hours and whole days put in preparing an excursion, over many months. Many EC's never fully get back what they invest in actual dollars in doing all the prep work. Conclusion: EC's basically do it because they love the hobby, and want to give back as well. And of course it's fun when it all goes like you hoped it would when you did all the planning. So take a minute to thank those EC's who host you on those runs you attend this season. They'll appreciate it, and sometimes that's what makes it all worth while.

Hope to see you out on the rails,
Bernie

FROM THE EDITOR

BRIAN DAVIS

Being from Ohio as I am has some disadvantages. One of the biggest is the long winter, especially if you are not keen on winter sports. Judging from the discussions on the NARCOA Forum over the last month of so, a LOT of members have more time on their hands than is good for them. Relax dear friends, spring is just around the corner. The number of excursions on the websites increases almost every day!

One of the best things about Ohio is the large number of excursions which are less than a five hour drive away! It is hard to choose ones to go on, and I cannot wait to get back on the rails again!

Thank you for your support.

Brian

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

Here we go starting another new year of SAFE and ENJOYABLE motorcar trips. Already several of our Affiliates have announced runs and I know that the others have trips in the works as well.

It has been a busy month at NARCOA. We have been working out details on the new rule book and revisions on the Policy book as well. The Radio issue continues to be of some concern for members. A note on this: The FCC has mandated changes to their rules governing what type of radios can be used and that they MUST be narrow banded by Dec. 30, 2012. They have specified that they be Part 90 compliant as well. This is their rule and we are legally obligated to abide by it. Please do not put your coordinators in a bad spot by making them test your radio for compliance. You as a member are solely responsible for the use of any radio that is installed in your car. That means, it is up to you to comply with the rule. Detuned radios or ones that are adjusted to just work, will at some point get us into trouble.. Please do not be misled by those members out there that tell you "Oh this will work, or this will be ok, how are they going to catch you?" etc.

This is an election year for Area Director in Area 2 so please vote when you receive your ballot materials.

This year is going to be a challenge for the coordinators as we have lost a few railroads and also have gained a few. I am trying very hard to get our Pittsburgh rails back again.

The railroads are like a large family. They talk amongst themselves, they have internet connections, they listen to blogs, and believe it or not they listen to what goes on in our hobby. Please be aware that anything you say publically can and will get back to them. The forums on the internet are not private. People forward messages from them all the time. There are folks out there that do that just to start trouble. Also while on Railroad property, please do not go anywhere you are not specifically invited By The Railroad. Stay off their equipment and out of their buildings. It is not alright to climb on anything without direct permission.

If all this sounds like you are being scolded, I am sorry. We are just concerned that we all need to use our heads and common sense. Please be safe and have a great season.

John Gonder

AREA THREE (IN, LOWER MI, OH) JEFF LEVENGOOD

Greetings to all members of Area 3 and all other interested parties. By the time you will be reading this winter will be almost over. Hopefully the repairs or updates to your motorcars are coming together and you are ready for a fun and safe year on the rails. Each morning I check the NARCOA excursion page and its filling up fast. Great Lakes Railcars has their annual meeting set for the depot at the Hoosier Valley Railroad in North Judson, IN. The meeting time is March 10, 10:00 AM, Chicago (Central) time. OVR has not yet announced their annual meeting so stay tuned for that announcement.

I did receive a phone call from the Chairman of the Historical Society of Washington, IN. They are planning a railroad days celebration May 18, and would like to have some motorcars displayed at the event. If someone in that area would like to head up or participate in the event please contact me and I will give you the contact information. The Great Lakes Railcar group has some excursions announced with Mike Ford heading up an exciting lineup, some already marked full.

Please remember that as we start into another season of motorcaring that we keep Area 3 the safest and most incident free region in all of NARCOA. I know you can do it.

Jeff Levengood

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

Based upon all the e-mails concerning motorcar repairs, the new listed excursions and with the temperature today almost reaching 50 and my very green lawn, it must almost be motorcar season in the midwest! Finally! Please take the time to keep watching the new excursion postings so you can be included on your favorite excursion.

Now on some important Area 6 affiliates, you are all invited to two meetings taking place this March. The first one is the annual Great Lakes Railcars BOD and general membership meeting taking place on Sunday, March 10th. The meeting is being held at the Hoosier Valley Railroad Museum railroad station located in North Judson, Indiana. The meeting is scheduled to start at 10AM local time which is

the same as Chicago time. Please also note this the the weekend we “spring” foward the clocks. The meetings will include upcoming excursions being planned, new narrow-band radio updates, website discussion, safety discussion and many more subjects. It is also a great time to meet and greet the members you have not talked with over the winter months.

The GLRC meeting always ends with a trip to the Monon Connection for lunch which is packed full of railroad items for viewing and enjoyment.

The second meeting is the annual North Central meeting being held on Sunday, March 24th. This meeting is being held in Black River Falls, Wisconsin at the Arrowhead Best Western Lodge at 1PM. (Just look for the “orange Moose” in front of the lodge) If you need additional information, please check with NCR president, Dave Otte or their website. He also plans to share and discuss the future 2013 excursions and many other important items for our members living in MN, WI and the Upper UP.

As this issue of the Setoff includes the month of April, I suggest you check two April excursions being planned by EC, Andy Sargent at the Whitewater Valley Railroad in Connersville, IN and the Indiana Transportation Museum RR in Noblesville, IN. Both of these excursions are being operated under the GLRC affiliate.

Keep working on your motorcars, be safe and I look foward to seeing you on the rails soon!

Bob Knight

AREA EIGHT

(CANADA & INTERNATIONAL)

Warren Froese

Winter is coming to a close and chances abound to spend some time in your motorcar, on the rails, renewing old, and making new friends. Where will you travel this year? I would like to extend a big invitation to our friends south of the border to join us for some beautiful Canadian trips this year. Have you never been? Give us a try and I am confident you will be pleasantly surprised!

My time on the Narcoa board is coming to an end this year. I encourage each member in Area 8 to be involved in the coming election and participate in the process. I appreciate the opportunity to have served Area 8 over the last 6 years. It has been an enjoyable and interesting experience and I would encourage you to consider getting involved in the future. It is only through the offering of our various skill sets and time that this hobby continues on down the rails. It has been very encouraging to work with people of incredible commitment and heart in our hobby.

Remember to take time to ensure your equipment is well prepared for the coming year. Time spent as the snow melts checking all facets of your car and equipment is well worth it once you set your car on and know you are really ready to go. Be kind, courteous and helpful every step of the way and know that there are always people waiting to be impressed by our safe operation and respectful communication.

Warren Froese

AREA NINE

AR, CO, KS, LA, MO, OK, TX

CHRIS WEAVER

Hello to all! I hope you and your motorcars are warm and dry this winter. I wanted to briefly expand upon the president’s message.

In the digital age, www.NARCOA.org is one of the most important public faces of our organization. Of course it is a great way for current members to keep up on for sale ads and excursion listings. It's also a recruiting tool for new members who can read up, peruse the Setoff archives, and find out how to join. And even railroad officials will visit to look at our rulebook or "check us out" before a prospective run. Every year it gets more traffic and usage. So, it is important that our website reflect well upon us.

Keith Mackey has has been our webmaster for many years and has done a great job. Since taking over he has poured countless hours into his duties and deserves our gratitude. His work is reflected in the polish and quality of our site. His efforts are often hidden, but it takes an hour every single day just to keep up with excursion listings and for sale ads.

If and when Keith should decide to step back, we will be looking for someone new to pick up the torch and continue forward. In this area there are particular challenges since the job takes unique and specialized skills. Editing web pages, manipulating photos, and maintaining databases is very different than NARCOA’s other day to day work! Plus, we want to add features and keep pace as technology changes. If

See “Area 9” continued on Page 7

NARCOA AND FOOTBALL

SPRING 2013

Football? It's not football season! What are you talking about this time??

Spring is college football recruiting time, and then time for Spring Ball camp. In the NFL, there is the Combine, where selected college players come to compete before the NFL Draft. Teams and coaches have been studying their existing players, trying to understand where the team is weak, and what type of players they need to recruit in order to improve their depth at required positions, and shore up weaknesses.

The analogy to NARCOA is simple: lack of depth at required positions, and a need to shore up weaknesses in the organization.

While the basic points I make will apply generally to all the layers of the hobby, meaning the parent organization, the Affiliate clubs, Excursion Coordinators, and indeed members themselves, I want to focus on the NARCOA parent organization specifically.

There are some required positions in NARCOA that are absolutely vital and necessary, which I call the Thankless Jobs. I call them that because the persons who are doing those jobs are on call, and are the ones who respond to the demands of the membership, prospective members, Affiliates, EC's, and interested parties such as insurance agents, regulatory agencies, and others. They are "thankless" in the sense that it's as if the worker is down in the engine room- as long as things keep working, no one thinks about them much, and forget to say thanks. After awhile, the job holder can burn out.

Some of those jobs are somewhat "periodic", in that they have bursts of activity at certain seasons, and then fall back into much less hectic activity during the rest of the year.

The problem is that we do not have depth at these positions, and historically have not made an effort to deal with this weakness until one of the positions comes vacant, and then usually there is a panic of some sort until a willing volunteer comes forward to take on the job. Sometimes the job has been thrust on the holder of the shortest straw at the last minute, which is not the best way to go about it.

Treasurer, Webmaster, Insurance Administrator,

Setoff Editor, Secretary, Committee Chairs, Membership and Database Managers, President, VP, Operator Certification Manager- all these jobs are vital, and the amount of time and energy each takes to do well is not commonly understood by the membership at most times. If and when that job is no longer being done silently and without complaint by the current holder, the membership will surely suddenly become aware of the vital nature of the job, and the fact that their needs are no longer being met quickly and efficiently.

The problem is that these jobs have a tendency to grow over time. They do so partly because of success, in that the organization is thriving. They do so partly because human endeavors tend to become more complicated over time, and partly because NARCOA is becoming more professional over time. What NARCOA lacks is what more mature organizations do: have succession plans as a regular part of each job. NARCOA tends to not have "on the job training", because many of these vital jobs have been one person operations.

Most of the jobs could incorporate a succession plan. That would include identifying possible successors, and bringing them in and training them. In the short run, you get help, and in the long run, you are doing NARCOA a huge favor and service, in passing on to a likely successor the nuts and bolts of what goes on, and why. If this "passing on" of understanding and expertise does not occur, sudden shifts of job holder may result in the new person having to reinvent the wheel, and spend unreasonable time to get things working and back up to speed.

One job for which it is hard to do the above, is the seat I have been holding, that of President. The bylaws say the president is CEO, and everything pretty much gets copied on his desktop. The pool of possible candidates is very small- the president must be elected from the sitting 11 Area Directors. But the pool of possible candidates is limited further because some Directors may already have served in that office, and some qualified Directors are not willing to take on the extra duties. Add in that someone should ideally spend a few years on the board before trying to lead it, and you end up with one or two default candidates. I have seen the outgoing president approach someone about taking the

job at breakfast a half hour before the officer elections on the first day of the annual meeting.

So my point is that having capable people step forward to serve is vital to the health and continued growth of NARCOA. We need periodic turnover in Area Directors, partly so that new volunteers with fresh energy will become available to lead the organization. We need the existing critical job holders to help by identifying capable candidates to replace themselves BEFORE there is a need, and bring them in to help, so the current job holder can pass on their hard won expertise.

Members in general can help by first considering yourself if you may have time and energy to contribute to the hobby. Sometimes that might mean just helping your local EC with the next excursion you attend, and that is a great way to start. But sometimes jobs come open with NARCOA, as well as the various Affiliates. All of these vital jobs require someone to do them, and to replace those who have been serving in those capacities.

The percentage of willing volunteers will always hover about the 10% range of total membership in any group like ours. But that means that about 180 members are in a significant service position at any given time, if you include all 130 EC's and Affiliate workers. All of these workers will need to be replaced at some point!

Please consider joining this select group who have decided to give back to this really unique and wonderful hobby. If you don't know where to start, contact your area director, or the job holder in an area which you find appealing. Willing volunteers are always welcome.

Thanks in advance,
Bernie Leadon,
President



Area 9 *from Page 5*

you're proficient with these skills please let us know as there may be a way to get involved and help out.

This is shaping up to be another good year. Our insurance is all set, we've just approved a new rule book, and there are some great excursions already posted. Please be safe and I hope to see you out on the tracks soon.

Chris Weaver
Area 9

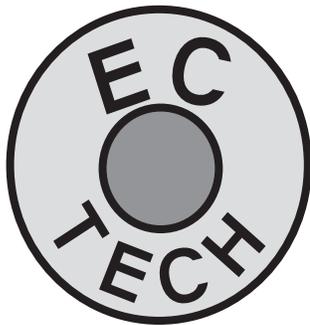
AREA ELEVEN CA, NV, UT, AZ, NM, HI BILL SCHERTLE

“Working together with others for a common purpose” That is how Webster’s Dictionary defines COOPERATION. Motorcar Operators West (MOW) is very comfortable organizing excursions in the West. However, when the club talked about a Rocky Mountain Tour, the comfort level subsided. We knew that the Rocky Mountain Division was very active in Colorado and we did not want to intrude on their territory without their blessing (see Operations Handbook Section 6.1). Chris Weaver, Area 9 Director, was very helpful in contacting various EC’s in his area to tell them of our wishes. All of them were very receptive to the idea and we began working with Jerry Geiger with the Leadville, Colorado and Southern as well as with Jon Keeling with the Creede Branch and the San Luis Central. Both went way beyond in helping us add their railroads to our tour and serve as the Excursion Coordinator. The tour was posted on the NARCOA website and was wait listed in a matter of days.

Another example is a tentative run planned in California on some very scenic new-to-motorcar trackage. Knowing that such a run would be very popular and well attended, MOW and Pacific Railcar Operators (PRO) are working together to make this a combined excursion under the banner of both clubs in order to accommodate all who want to participate.

While all of the western affiliates have their own unique way of functioning, it’s refreshing to think that they can work together when necessary for the benefit of all the motorcar operators in their area. My hope is that this spirit of cooperation is evident throughout all the regions of NARCOA and that all clubs can work together when necessary to put on excursions for the common purpose of putting our steel wheels on steel rails to enjoy our hobby together.

Bill Schertle



BY TOM FALICON

In this issue I have combined my Excursion Coordinator Technical and Motorcar Operators Awareness columns in order to call attention to a safety and trespassing issue that is important to all and must be addressed immediately.

When a host railroad opens its doors to a NARCOA excursion it does not literally mean that they have opened all the doors to their shops, sheds, rolling stock and locomotives.

When we roam into areas of a host railroad's facility where we have not been invited we may be jeopardizing our own safety, prying into corporate business, bothering a work project that may be carefully set-up or possibly just making the host railroad uncomfortable with our presence. Attending a motorcar excursion does not automatically grant open access to a large playground for adults. It grants access to a side of railroading that many of us would not be able to experience if it was not for the hospitality of our host railroads. We can help keep that hospitality in place for years to come by following the access rules put in place by each host railroad.

NARCOA EC's – Meet with your host RR rep. prior to the event and ask if there are any specific areas where they may not want excursion attendees to be. Then, make clear during your job briefing/safety meeting what is off limits to excursion attendees and inform your assistants that you expect them to enforce the host RR's access rules.

NARCOA MOTORCAR OPERATORS - it is important that you listen attentively during the safety briefing for the locations that are off limits to you and your passengers. As an operator you are responsible for the actions of your passengers, so please work hard to keep an eye on them if they want to roam. When in doubt???? Always ask your EC if it is OK to be in a specific area.



A rail yard is a place of business that can be just as important as a corporate board room but is a place where one can get physically hurt a lot quicker! The simple act of climbing improperly down a slippery set of locomotive steps or crawling under a tied up train car is enough to make a host railroad cringe. We all must realize that railroad employees are professionally trained and receive continuous safety and education updates in order to keep themselves safe in a dangerous work environment. Since we are being invited onto a railroad's property without having an extensive amount of training or knowledge about the workings of a railroad we must use extreme caution at all times. We must also understand that what may seem to be a safe, commonplace practice out in public life could kill us on a railroad!

NARCOA EC's – Please point out any potential railroad safety hazards during your job briefing/safety meeting and review these problem areas with your assistants to ensure that they are all doing their best to keep excursion attendees from getting themselves into any unsafe areas that may require additional railroad knowledge to keep them safe.

NARCOA MOTORCAR OPERATORS – When on railroad property, always take the safest course of action and do not perform any action that you are unsure of being railroad safe! Always remain attentive at job/safety briefings because they may contain information about safe passage over or through a specific area.

ALL of us must strive to make sure that the two main goals of every NARCOA excursion are met. These goals are to have every person attending the event acting in a professional manner and remaining safe at all times and to have each attendee adhering to whatever additional rules the host railroad has put in place for us during our visit.

NEW AWARD RECOGNIZES EXCURSION COORDINATORS

The NARCOA Board of Directors has finalized action to create the organization's first award. This award acknowledges the key role our Excursion Coordinators play in making our hobby a reality. It is designed to recognize outstanding leadership and excellence in safety and service by an EC.

The Hank Brown Memorial Award is named to honor the late Hank Brown. Hank played a key role in the founding of the excursion coordinator program, and pioneered NARCOA railroad access all over North America. The award will be presented by the NARCOA Board annually, when a suitable candidate is nominated.

Any NARCOA member may nominate an excursion coordinator for this award. The nominee must be a certified EC in good standing. Nominations should be in the form of a letter which identifies the excursion coordinator and outlines, in less than 500 words, the reasons for the nomination.

Nominations for the award should be submitted to the Chairman of the Operations Committee, Bill Taylor, (wtaylor@bresnan.net) not later than 1 June each year.

The nomination letter should address how the EC meets each of the criteria for the award. The criteria for the award are:

Dedication to safety – nominee leads safety awareness by personal example, conducts excursions professionally, follows rules and procedures out of concern for members safety and the good of the hobby

Outstanding leadership within NARCOA – nominee leads an excursion correctly, helps with the business of operating the affiliate and/or NARCOA, and is a good role model to members.

Service to NARCOA members – nominee maintains good communication with members, makes fair and impartial decisions, and is willing to help other members

Contribution to the growth of the rail car hobby – nominee mentors new members, opens new railroads for runs, recruits new members for NARCOA, and makes excursions enjoyable.

“A formal way to recognize the great work of our excursion coordinators is long overdue,” said NARCOA President Bernie Leadon. “I encourage all our members to consider nominating an EC that truly deserves this award.”

Dan Page

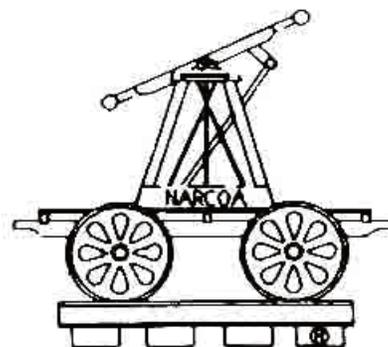
AREA FIVE (MS, AL, GA, FL) WILLIAM THOMPSON

Hello to all area 5 members and interested parties

I have seen a few pictures from around blue ridge with that white stuff call snow it would be nice to see some of that here in South Georgia Maybe it would kill some of these insects. It looks like another mild winter for us we had only a few cold days. The first cold day we had was Saturday, Dec . 29th during our End of the Year Motorcar Run . Friday and Sunday were nice but Saturday it was cold and the wind was blowing . Bob Fox from Indiana and John Duden from Iowa and Bob Hasting from Ohio all said they though they had left cold weather at home. It is always good to look around and see people who have a travel a long ways to ride with you and those who are from your area also.

There is always more to a motorcar run than just running your car. There are a lot of members who see friends only on an event and also make new friends and have a good time. That is why we all joined NARCOA to ride and have a good time . But let's never forget what keeps us coming back is operating safely.

Will



NARCOA MINUTES OF E-MAIL MEETINGS NARCOA RULEBOOK VERSION 7

On January 30, 2013, President Bernie Leadon communicated to the Board of Directors that a discussion and vote was needed on the draft NARCOA Rulebook Version 7 that had received preliminary approval by the Board at the September 2012 meeting held in Chicago, IL. Draft Version 7 of the rulebook had been made available to the membership for comment upon preliminary approval.

Director Will Thompson made a motion to delete draft rule 3.06 regarding hi-rail seatbelts from Rulebook Version 7, which was seconded by Bill Schertle.

On Feb 3, the motion carried with ten (10) voting in favor, zero (0) voting against, one (1) abstaining (Bob Knight, Area 6, who was traveling).

On February 4, 2013, a Motion was made by John Gonder to approve the final, February 1, 2013, Version 7 of the Rulebook. A second to the motion was made by Carl Schneider.

The motion carried with ten (10) voting in favor, zero (0) voting against, one (1) abstaining from the vote.

Those voting in favor were:

Warren Riccitelli (Area 1)

John Gonder (Area 2)

Jeff Levensgood (Area 3)

Bernie Leadon (Area 4)

Will Thompson (Area 5)

Carl Schneider (Area 7)

Warren Froese (Area 8)

Chris Weaver (Area 9)

Bill Taylor (Area 10)

Bill Schertle (Area 11)

Abstaining from voting on the motion was:

Bob Knight (Area 6)

“WHY DIDN'T WE GO?”

LARRY CROWE

We have all done it. Many times we will put off going on an excursion for one reason or another waiting till next time, then we will try to make it. There are many excursions we will never have a chance at doing again that we wish we had took the time to attended. Either the tracks have been pulled up, the line has been merged or bought out and then we no longer have a chance of experiencing them.

This true of the Hog West motorcar excursion. After spending 3 years clearing and repairing it so that it is usable for motorcars it is now time to ride if you get the chance. It will be another of those “I wish I had gone on that at least once“ or “We should have gone on that ride when we had the chance”. We have ridden many miles and gotten lots of enjoyment out of the work and excursions.

The sad part is that since about 13 of the 28 miles are in need of many ties within the next year or so the fun may soon be over. This is more work and expense than a few motorcar enthusiasts can handle. As of now, we will continue to run it once in a while until it becomes unpassable once again or we have a serious problem with the rails.

We were able to handle past problems such as installing gauge rods, mudslides, wildfire burning the ties, beaver dams, crossings paved or covered over and constant weed spraying during the summer. What will the future bring?

If you can remember the many rails we rode in Georgia now gone, aren't you glad you did take the time to go for an excursion before it was gone?

We are lucky in Georgia having several railroads we can have regular excursions on. Several factors can come into play at any time that will eliminate our access to the pleasure of riding some of them. The Pine Mountain ride as an example, no longer can you ride up and down the mountain on the ribbon rail, it was sold and taken up. It is much the same with others, you will never know what you missed once the opportunity is no longer there and the clock is ticking away, will you be one of those saying, “why didn't we go?”.

Larry

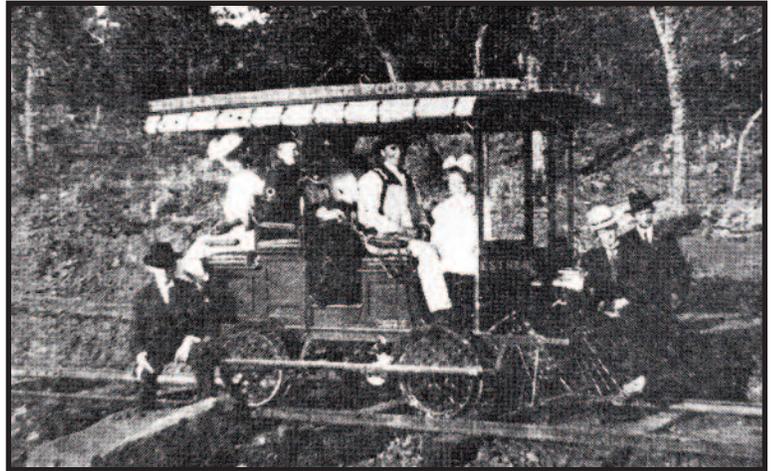
Motorcars as the Only Power on a Railroad

Leon Sapp

The history of the little railway motorcar is rich with examples of them being used for a variety of things other than maintenance-of-way. There are many examples of motorcars or converted automobiles replacing expensive branch line passenger service especially during the dark days of the great depression. But, did you know that there were instances where little four wheel machines were actually the only motive power on a railroad.

The Kansas, Southern and Gulf was projected to connect the Dakotas with the Gulf Coast but the promoters went broke after completing only twelve miles from Blaine to Westmoreland. The line struggled along for many years until the receiver decided to sell the two remaining old engines and purchase a second-hand automobile which he promptly converted into a railway motorcar. The car could seat six paying passengers in addition to the driver and with a fleet of three small freight cars, each having a capacity of two tons, the railroad actually made money and paid dividends.

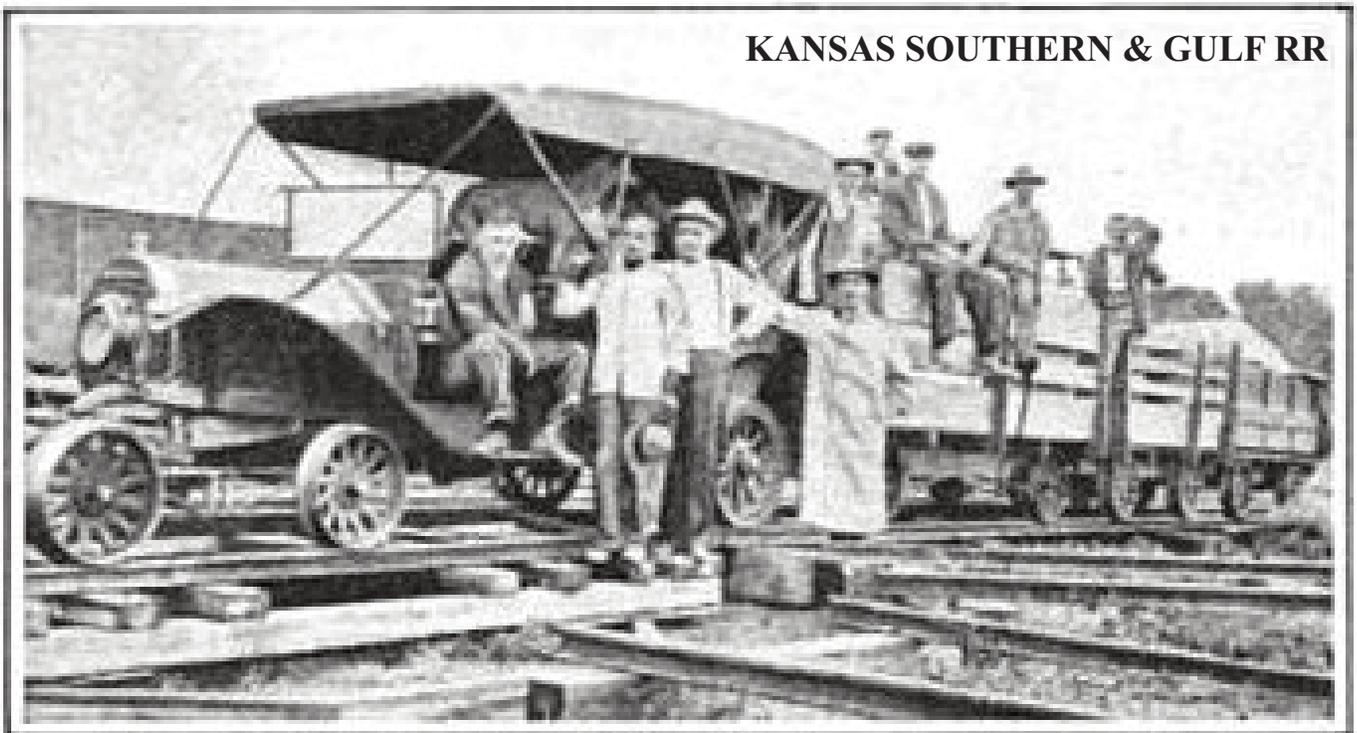
Moving on down to northern Texas, the Mineral Wells and Lakewood Park Street Railway operated a two mile long line hauling passengers from downtown Mineral Wells out to an amusement park and Pavillion east of town. The line opened with four motorcars built



MW&LP Motorcar "Esther" on its maiden run.

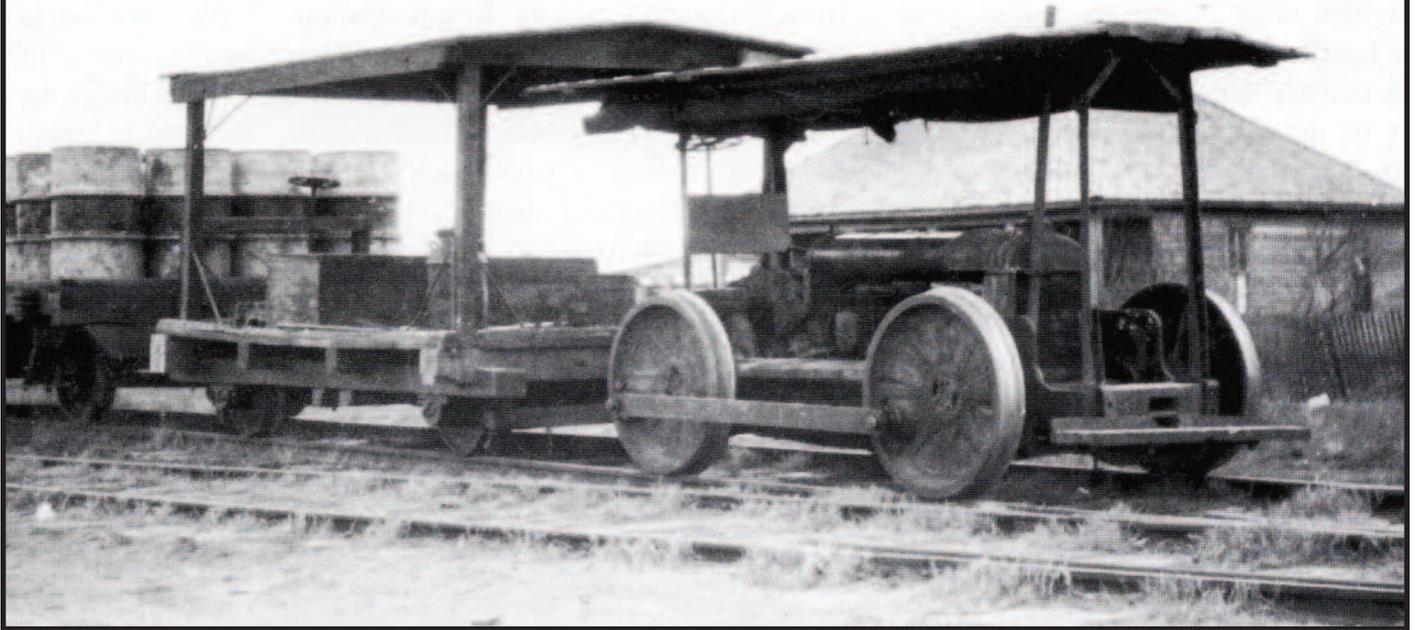
by Fairbanks-Morse. The lightly constructed railroad was far too flimsy for conventional equipment but the little nine passenger motorcars were perfect for the job. Their larger neighbor, the Mineral Wells and Northwestern Railway had also found the little F-M motorcars handy for light passenger service to supplement their busy freight line.

When 23 floods between 1912 and 1920 weakened all the trestles on the Bartlett Western, another Texas line, the heavy steam locomotives and freight cars could not be used. The final straw came on Sept. 16, 1922 when another 26 inches of rain fell in less than



KANSAS SOUTHERN & GULF RR

BARTLETT WESTERN RAILWAY



six hours. Unable to afford the expense of rebuilding so many bridges, the short line opted for using only motorcars and Fordson locomotives. The 23 mile line survived nicely for many more years.

The Fordson Tractors were converted by the Adamson Motor Co. of Birmingham, Alabama and at only 4,000 pounds they were capable of operating on the weakened trestles and still exert a good tractive effort providing the brakeman riding the front step had a good aim throwing sand on the rails. Passenger comfort suffered a little in the railroad's only coach which was an open air, hard-bench affair. But, if anyone wanted to travel from Florence to the M-K-T RR main line at Bartlett, they had few other choices.

Louisiana had its own one man railroad. When the local main line carrier failed to provide satisfactory service to the Houma Naval Air Station, Frank Hatfield cobbled together a large motorcar out of spare parts, fitted a cab from an old truck and opened for business delivering fuel and other supplies.

The Midwest had no monopoly on one-man railroads. When the mighty New York Central Railroad reduced service on a branch line from Benson

Mines to Wanakena, N.Y. in the Adirondack Mountains, the locals rebelled. If the railroad would not give them service, then they would provide it for themselves. They bought a used handcar, built a body and provided it with a six h.p. motor and a good coat of paint. With one employee who was engineer, chief dispatcher, freight agent, section hand and tour guide, they opened for business. The car could carry five paying passengers and rather than hold to a set schedule, the railroad would run whenever the customer needed to make the trip, day or night.

THE MOSQUITO FLIER





Above: The Combination Locomotive and Passenger Coach in Service, with Bulk-Freight Trailer. Note the Radiator and Auto Headlight on Front End. Right: The Manager of Maine's "One-Man" Railroad, in the Capacity of Engineer, at the Throttle of His Locomotive



The locals laughingly named it the mosquito flier and it served them well for many years.

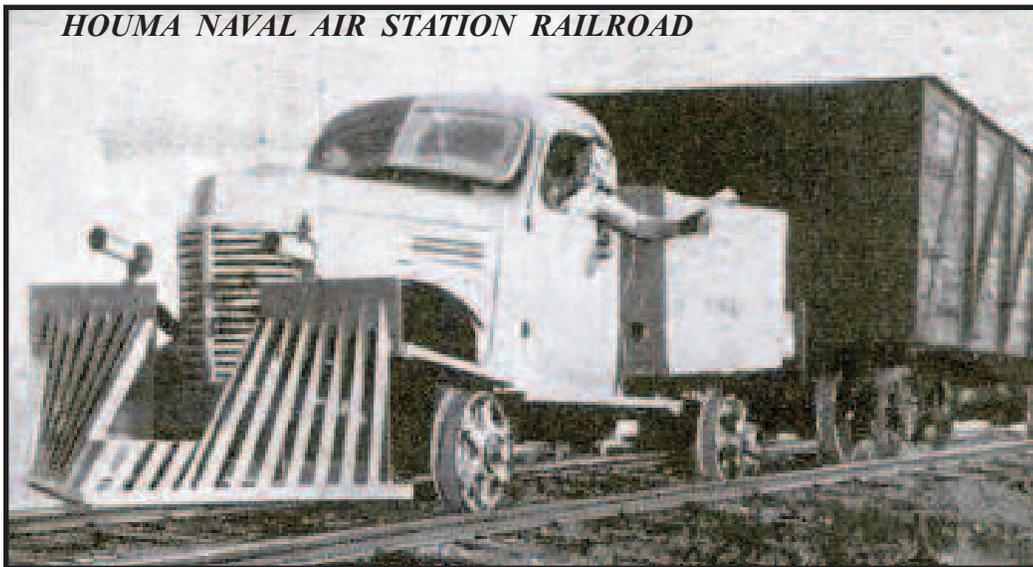
The State of Maine was home to another one-man railroad. Albert L. Green, a farmer near Brownville was upset when the Bangor and Aroostook railroad filed to abandon their 12 mile branch line that he frequently used as transportation. He convinced the railroad that it made sense to keep the branch and lease it to him for \$100 a month. Not only was Al the owner, he was also engineer, conductor, freight agent and section hand. He bought a second hand automobile, stripped it to the frame and bolted on flanged wheels.

A snug wooden cab, complete with a small pot belly stove, provided accommodation for Al, up to fifteen paying passengers and their baggage. A few home-built trailers handled a surprising amount of freight. The little operation provided customers along the line with service for several years until the railroad decided to reopen the line themselves. Al can take credit for saving a branch line that might otherwise have disappeared.

You might say we have some modern examples of branch lines being saved by the little motorcar and NARCOA is right at the heart of it all. Several of our

affiliates have purchased or leased branch lines that might otherwise have been abandoned. Today the only wheels that roll down those tracks belong to our motorcars. And there are several others being considered. As more and more branch lines become surplus and eligible for rail banks, our opportunities could well increase. Who knows how many lines our little motorcars might save.

HOUMA NAVAL AIR STATION RAILROAD



TOYS FOR TOTS ON THE NORTH SHORE RAILROAD

BY LARRY MAYNARD

How often do you get to ride your motorcar and catch the Holiday spirit at the same time? That is what about 60 or so NARCOA members, friends and family members did on December 1st, 2012 on the North Shore Railroad (NSHR) in Central Pennsylvania. This was the 9th year that the NSHR has hosted NARCOA for this worthwhile event.

28 motorcars and 2 NSHR highrailer traveled on a 70 mile round trip from the NSHR headquarters in Northumberland to Berwick and return picking up toys and donations for the Marine Corps League's annual Toys for Tots program. Each car was required to bring at least 1 toy as part of their payment and many of the

riders brought several.

As everyone checked in and signed their releases, they were treated to a 2013 NSHR calendar and cookies and hot chocolate provided by the railroad and Central PA Excursions. Special thanks to my better half, Carol Maynard, for her hard work and patience with the important check in process. She enjoys this time of good natured kidding back and forth. Everyone enjoyed the cookies and hot chocolate on a chilly winter morning.

Pauline Roberts of the Marine Corps League was present at the safety meeting and was overwhelmed by the number of toys brought by the NARCOA members. She spoke of the serious need for toys this year. A hat was passed and the NARCOA folks with their giant hearts and big wallets put \$961 in the hat. Then the railroad employees and the NSHR contributed another \$350 and a lot more toys. Pauline was moved to tears by the kindness of these unusual people who like to ride the railroad in the cold.

Everyone helped Pauline load her pickup truck to almost overflowing with toys. She was instructed to return that afternoon for another load when the motorcar folks got back to Northumberland. When they returned, her truck was filled again.

Next came the annual judging of the motorcars. Most of the cars were decorated for the Holidays and Nikki Reedy of the NSHR staff was the official judge. 1st place went to Gary and Eileen Shrey, 2nd place to Scott and Louise Longenberger and 3rd place to Jack Bubernack. The winners received a great package of prizes provided by the railroad.

Most cars were decorated for Christmas but this year we had a special treat. Josh and Chana Lepman bought the first ever car decorated for Hanukkah.

All the local newspapers had published a photo and article about the ride and as the group proceeded they were met by numerous families at crossings and along the tracks who gave us more toys and donations. Several of the motorcar riders had brought candy canes, candy and toys that were given to the kids as we passed. Our pictures were taken many times by folks along the tracks.



ABOVE: Safety meeting, left to right, Gary Shields, NSHR President, Larry Maynard, EC, Todd Hunter, NSHR Marketing Director; BELOW: Carol Maynard manning the sign-in table. Note the growing pile of toys to her right



Todd Hunter, Marketing Director of the NSHR was operating one of the highrailer and by the end of the day, had no room left for any more toys. Almost every motorcar also had toys they had been given.

Many of those we met along the tracks gave us cash or checks. By the end of the day, almost \$2,000 was raised for Toys for Tots in addition to the hundreds of toys.

Gary Shields, President of the NSHR, stated the rail-

road has been happy to host the Toys for Tots ride for 9 years and is pleased with the safety minded attitude and professionalism exhibited by the members of NARCOA. He extended an invitation to do it again in 2013.

Riding a motorcar is always a pleasure, but when your hobby can bring joy to a child on Christmas morning, that pleasure is multiplied many times. As we were loading the toys into Pauline's truck, I couldn't help but wonder who would get that toy, would they be aware of those who donated it, those who spent hours sorting and delivering the toys and those who can't wait until next Christmas so they could do it all over again. My only wish is that they realize that even though there are times when life is rough, there are still those who care about them.

The Toys for Tots ride on the North Shore Railroad will be very special next year. It will be the 10th anniversary. We hope to have a cake and possibly hats made for this special occasion. The date will be Saturday, December 7th. If you haven't ridden, please plan to attend. If you can't attend, please consider sending a toy or a check made out to "Toys for Tots" to Central PA Excursions at PO Box 145, White Deer, PA 17887 or your local Toys for Tots campaign.

As Tiny Tim says, God Bless Us Everyone. May God bless all of you for your generosity and kindness.

Questions – Larry Maynard, firefighter5@jlink.net
Cell – (570) 337-3979



ABOVE: Best decorated car First Place – Gary & Eileen Shrey BELOW: Best decorated car Second Place – Scott and Louise Longenberger



Last car sign on Larry Maynard's Woodings



AMADOR CENTRAL 2012

BY LARRY BOWLER

A gathering of volunteers assembled on Thursday, Feb. 7th in the Ione Rail Yard under threatening cloudy sky's to exercise the maintenance of way on the Amador Central, Railroad. The goal was to upgrade a number of cattle guards on the railroad corridor in the open range land of beautiful Amador County. Four track inspection motorcars were used to carry the work crew and tools to the work sites. The General Manager of Herberger Publications owner of a number of weekly newspaper publications, was our guest this day, curious to see firsthand just what it is that we do to maintain this historic railroad. He rode in my MT-19 and was heard to make a series of exclamations of "wow" as the consist traveled through the back country through which the railroad winds. One hundred curves, climbing 1100 feet over occasional 3.5% grades. We were both surprised round a curve to spot a "covey" of 10-12 California buzzards resting in a large tree alongside the tracks drying out their wings in the sun from the brief sprits of rain that had occurred earlier.

There are a number of cattle guards in the open range land that needed maintenance. One of the two attached photographs reveals our welcoming party at the East Ione trestle. When they realized we were not from government, they quickly stepped aside and allowed the consist to proceed.

All in all, yet another beautiful day on the rails of the Amador Central Railroad, the nations only private, volunteer owned railroad



corridor dedicated to recreational, educational and historical purposes.

The AMCRR was purchased approximately 3 years ago jointly by the Amador County Historical Society and the Recreational Railroad Historical Society. ACHS brought a historical reputation to the table while RRCHS brought knowledge and experience in recreational rail-

road operations. The corridor is managed by a "Managing Committee" comprised of 3 members from each society. The 10-mile long, mountain railroad corridor was protected and preserved from being scrapped for salvage.

Larry

all photos provided by author



FAIRMONT RAILWAY MOTORS, INC. BIRTH RECORD CARDS

BY LENNY TVEDTEN EXECUTIVE DIRECTOR MARTIN COUNTY HISTORICAL SOCIETY

The records containing information regarding the building of railcars by Fairmont Railway Motors, Inc. are now physically located at the Martin County Historical Society in Fairmont, Minnesota, in the “Birth Record Room” of their Pioneer Museum facility. The pictures shown are of the Harsco employees making it all possible and the room in which the records are housed in the Pioneer Museum.

For anyone wishing to obtain information about a railcar, please review the following information:

Contact Lenny at his e.mail address: lennymch@frontiernet.net

Be sure to provide the engine serial number.

Provide the car number if available.

The current fee is \$10.00 per scanned image; front and back side of a record would be \$20.00.

If additional research is provided, there may be additional fees, but this would only be in rare instances.

When the card is located you will be contacted.

You may receive either a hard copy via U.S. Mail or a electronic PDF, whichever you prefer.

Do not send payment until you are informed that we have the card in question and inform you of the charges.

When notified that we have the card requested, mail payment to the following address:

MCHS

304 E. Blue Earth Ave.

Fairmont, MN 56031-2865

ATTN: Lenny

The scan of the card will be sent to you upon receipt of payment.



Above: Packing up the records; Below: The New home of the Fairmont records. All photos provided by author



RAILROAD PARTNERS ADDS MORE TRACKAGE TO LEASE

BY LELAND STEWART

Railroad Partners, Inc. (RPI) has expanded its range of track available for motorcar operations. For the past three years, RPI has leased 27 miles of the Llano Branch of the former Southern Pacific from Capital Metro Transportation. This line is currently out of service and is kept viable by RPI volunteers working with motorcars. By keeping the line open through brush cutting, digging crossings, and generally making an operational presence, Capital Metro is able to keep the property maintained and presentable without expending dollars that may be used on its active track. The payback for RPI's work is a pristine venue for motorcar operations.

After a successful 3 year lease, RPI began negotiating a continuation of the agreement with a request to add a 23 mile segment of former mainline rail between McDade, TX and Giddings, TX. Capital Metro agreed to the request and, effective January 22, RPI became the lessee to 50 miles of rail line.

This second segment of track will be a daunting challenge to RPI volunteers as the line has not seen rail traffic in 13 years. The vegetation has covered the rails in many locations and the rural crossings will require a lot of attention. The reward for completion will be worthy

as the line is composed of heavy rail (with a lot of CWR) and super elevated curves.

The first work session was held on January 27th and the intrepid group of RPI volunteer "bushwackers" were able to carve out 1 ½ miles of overgrowth west of McDade. The initial goal was to reach a trackside restaurant (with facilities) from the set on point. This location will serve as a base of operations for future workdays. The goal was accomplished and a small celebration and photo session ensued.

We plan to hold workdays about once a month until the weather gets too hot. After a summer break (with work still being done on the Llano branch) we will resume the work during the fall and winter. We hope to have the line cleared into Giddings by next spring and begin regular excursions to compliment those on the Llano branch.

If anyone would like to join us in some satisfying work, great fellowship, and an opportunity to put your motorcar back to real railroad work, come down to south Texas and join us. RPI activities are detailed on our website at www.railroadpartners.com.

See you soon.

all photos provided by author



The mission of Railway Partners, Inc. is:

1) to use volunteer labor and privately owned maintenance equipment to preserve historic rail corridors in partnership with communities, railroads, local governments and other entities and individuals;

2) to acquaint the public with the geography, local history and cultural landmarks of such corridors;

3) to support efforts to educate the public regarding safety within rail corridors;

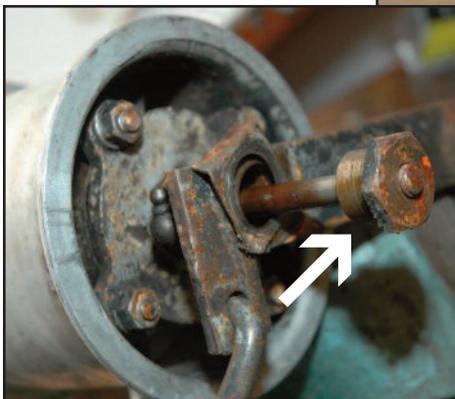
4) to build community support for the preservation of out-of-service or soon to be out-of-service rail corridors; and

5) to promote safe maintenance and other activities within historic rail corridors through training and mutual cooperation with rail-related groups.



BELT IDLER OVERHAUL - WAYNE PARSONS

Belt idlers are easily overhauled if you take care to think ahead to re-assembly. Take photos as you work. Remove the center shaft by unscrewing the nut that does not have the shaft protruding through the nut. Keep the protruding shaft and nut (see photo) as one piece during cleaning. This is important for spacing when re-assembling. The bearings and main idler assembly are very sturdy. A good cleaning in a parts washer is about all you need. The only new parts required are the felt washers used to seal the shaft ends. These felt washers 1" OD - 3/8" ID - 1/4" thick are part number 95571A482 available from mcmaster.com.



(photos by W. Parsons)

LAST TRAIN TO STEAMBOAT ROCK?

BY BOOMER JOHN (JOHN SCHMIDT)



During the latter part of June, I attended the National Railway Historical Society's (NRHS) annual convention in Iowa. Their aggressive agenda featured several days of railfan excursions, including two high-speed steam excursions powered by Iowa Interstate Railroad's stream locomotive. The program also included a visit to the Hub City Heritage Railway Museum in Oelwine, IA, where one could ride their "Irish mail" handcar on the last vestiges of the old Chicago Great Western (CGW) railway.

However, and to the point of this article, I was fortunate to participate as a guest rider on the First Iowa Division's - Iowa River Railroad excursion on June 23. Prior to arrival in Iowa, I called Carl Schneider to inquire if he could find an open seat in the consist. He told me to plan to ride as there always were open seats for another NARCOA member.

The excursion began in the town of Union, IA. Set-on was accomplished on a hazy morning at the base of an old rusting grain elevator. It was going to be a hot one with the weather forecast promising another day of

triple-digit temperatures. Set-on activities attracted several townsfolk who shared their recollections of the past. One of the visitors, as a young man, worked as a track worker - maintaining the very track on which we were to ride. He related that the town of Union - in the 1940-60s - was quite the center of commerce. The train station (now only a memory) was the town center and several passenger trains passed thru daily. In addition to the elevator, the town also had a thriving lumberyard, coal dealer, and scrap-yard, which generated or terminated rail freight (now existing only in the mind's eye of the story teller). Back in the day, this track was the mainline of the Minneapolis & St Louis Railroad (M&StL) - running between its namesake cities. However as luck would have, it the Chicago Northwestern - a railroad with the habit of acquiring its competition and then tearing them up - gobbled up the M&StL, like the CGW, and proceeded to cut it into pieces. Our ride south thru the ever-present cornfields to Marshalltown, IA and back thru Eldora and along the Iowa River to Steamboat Rock, IA is all that remains of this section of the M&StL. The track, now nominally operated by the



Iowa River Railroad, is up for abandonment and removal - this day's trip could probably be the last traffic on the line before it also becomes only a memory.

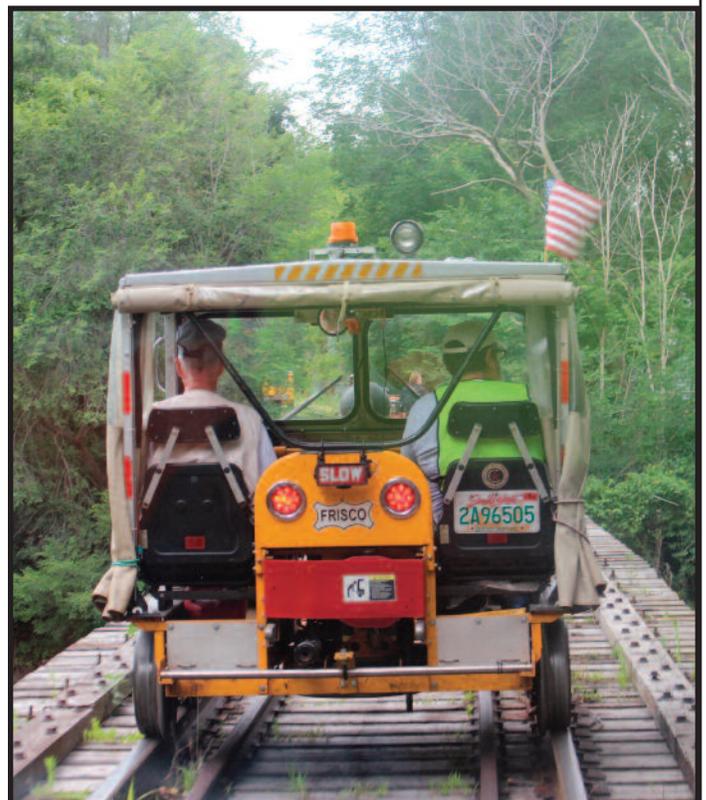
I was fortunate to hitch a ride with Mr. Steve Schaefer, from Atchison, KS in his MT-19. I came to learn that Steve - now retired and enjoying being an active railfan/live steamer - spent most of his working life as a track worker, section gang foreman, and track inspector on the Missouri Pacific RR (MoPac). In fact, he operated a similar machine in his daily work - sharing that his first experience in riding a trackcar was on a -20° winter day and further recollecting that the MoPac didn't waste money on frivolous amenities such as comfort cabs or even side curtains. Riding the track with Steve was a learning experience. During the trip he showed me potential track defects, roadbed conditions, and other items of interest that only come from years of experience as a gandy-dancer.

Being a railroad historian, in addition to being a NARCOA operator, I am constantly on the lookout for the ghosts of times past as we ride the ribbons of steel. Hearing the story of this small segment of the past and then riding with an authentic track maintainer truly thrilled me. In retrospect, we NARCOA members frequently don't consider, as we operate our track cars as recreational vehicles, that it wasn't so long ago when professional railroaders, using maintenance vehicles such as ours, worked to repair the high iron and keep

the trains, which built and transformed our country, moving.

Again, I extend my thanks to Don Schoeb - EC, Carl and Wally Schneider - area directors, and Steve Schaefer - my host for a great day on the rails; allowing me to ride the last train to Steamboat Rock.

Above: Set-on in Union, IA; Left Page: Lunch break in Eldora, IA; Below: Steamboat Rock Iowa River bridge. Photos by Boomer John



BORDER PACIFIC TRIP REPORT

BY: LELAND STEWART

The 4th annual Railroad Partners, Inc. winter run on the Border Pacific was held on 2/09 and 2/10/13 in the Texas Rio Grande valley. Attendance was light but enthusiasm was high. We had 6 motorcars with one traveling all the way from Wisconsin. The northern folks were rewarded with beautiful valley weather in the 80's and 90's.

After a very calm and orderly set on and inspection, we commenced the safety meeting by hearing from Jesse Longoria, the Border Pacific Operations Manager who welcomed us and outlined his expectations of safe operations. Upon completion of the safety briefing, we mounted our cars and departed west toward Rio Grande City.

In the first mile, we passed through the U.S. border fence and proceeded out of Penitas into the brush country along the Rio Grande River. This area has abundant migrating birds, deer, and feral hogs in addition to the domestic herds of goats and cattle. We made several stops to clear debris from road crossing as there had not been a train on the line in several days.

Another impromptu stop was made when we encountered a horse tethered to the rails to feed on the lush grass along the ROW. Since BoP trains don't run on the weekend the owner of the horse didn't anticipate our appearance. Fortunately this young horse was fairly tame and was only a little bothered by having the motorcars roll by him while being calmed by the EC.

We made pretty good time and arrived in Rio Grande City for a casual lunch after turning the cars in the yard. Excursion lunches are always a great time to make and renew motorcar acquaintances and this was no exception. This hobby is well populated with some of the nicest folks you'll ever meet. After lunch, we headed back east to Penitas and some extra mileage to the end of BoP track in Mission.

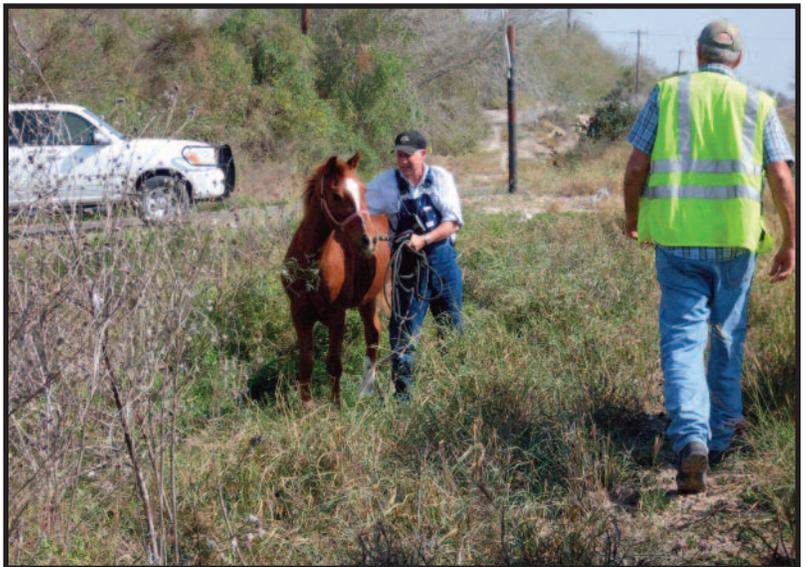
The next day the group again set on in Penitas and made a repeat run to RGC with two less cars than the day before. Since we had already cleared the crossings on Saturday, our progress was much improved. We had an early lunch and

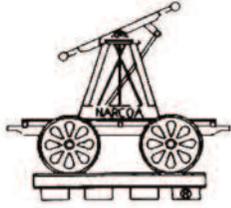
a quick return to Penitas so everyone could get a head start home. The beautiful weather had lots of people outdoors. It was obvious that the parade of rail vehicles provided great enjoyment to the local folks.

We ended a great weekend on the valley rails with a leisurely set off and everyone made their farewells. It was an excellent run with no issues thanks to the very competent operators. Our sincere thanks go to the great folks of the Border Pacific, particularly Joe Escamilla and Jesse Longoria, for their hospitality. Also, thanks to Frank Jacobson for helping me coordinate this run. See you on the rails.

Leland

all photos provided by author



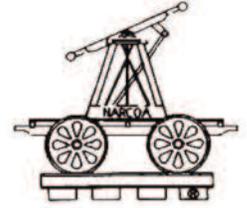


NARCOA EXCURSIONS

AS OF FEBRUARY 15TH, 2013

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.



March 2 - 3 - TX Capitol Metro Transportation

Llano to Scobee Spur – Approx. 54 miles RT. or McDad to near Giddings – approx 23 miles RT. Actual location to be determined. Contact EC prior to run. This is a cleanup ride. Mentoring available. Hyrails welcome. Fee: \$25 membership to Railroad Partners, Inc. Details on NARCOA website. (EC) Leland Stewart 10057 Palomino Canyon Converse, TX 78109 210-863-5397, (EC in Training) Frank Glatzl 907 No. Riviera Circle Cedar Park, TX 78613 512-918-2412

March 16 - GA Blue Ridge Scenic Railroad

Blue Ridge, GA to McCaysville, GA – Approx 26 miles round trip. \$5.00 per car active Blue Ridge Scenic Railroad Volunteers. All others \$10.00. There is 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). Details on NARCOA website.

March 16 - 17 - GA Hog West Railroad

SERO event from Richland Ga to the Chattahoochee river. 108 RT miles for both days. \$50.00 payable to hogwest railroad mail to the EC Will Thompson, 4062 Rock bluff road, Blakely Ga 39823 Details on NARCOA website.

March 23 - 24 - FL Florida Central & Florida Northern Railroads Saturday - Eustis to Winter Garden and return. 65 RT miles. Sunday - Ocala, Candler, Lowell, Ocala. 50 RT mile. \$125 for both days. EC Keith Mackey, 9000 SE 70th Ter, Ocala, FL, 34472 (352) 347-0770 Details HERE.

March 30 - 31 - TX Capitol Metro Transportation

Llano to Scobee Spur – Approx. 54 miles RT. or McDad to near Giddings – approx 23 miles RT. Actual location to be determined. Contact EC prior to run. This is a cleanup ride. Mentoring available. Hyrails welcome. Fee: \$25 membership to Railroad Partners, Inc. Details on NARCOA website. (EC) Leland Stewart 10057 Palomino Canyon Converse, TX 78109 210-863-5397, (EC in Training) Frank Glatzl 907 No. Riviera Circle Cedar Park, TX 78613 512-918-2412

April 4 - CA Niles Canyon Railway

PRO will sponsor the NMRA rides for the public on the Niles Canyon Railway. EC is Al McCracken. (408) 249-2953. Details on NARCOA website.

April 6, 2013 South Kansas and Oklahoma RR

Heart of the Heartlands will sponsor the John Spahn memorial motorcar ride from Altamont, KS to Pittsburg, KS. Total round trip is 84 miles with dedication at Carona, KS museum. Cost is: minimum \$20 donation to John's family. For details contact Mark Springer, EC. (316) 721-4804 after 7PM.

April 6 - IN Whitewater Valley Railroad

Connersville to Metamora multiple times, approximately 60 RT

miles. Trip fee is \$55.00 per car. Contact EC Andy Sargent for details, or call 812-525-4856. Registration deadline is March 31

April 7 - IN Indiana Transportation Museum

Noblesville to Tipton. Approximately 45 miles, trip fee is \$35.00. Registration deadline is March 31. Contact EC Andy Sargent for details, or call 812-525-4856. Registration deadline is March 31

April 13 - GA Blue Ridge Scenic Railroad

Blue Ridge, GA to McCaysville, GA – Approx 26 miles round trip. \$5.00 per car active Blue Ridge Scenic Railroad Volunteers. All others \$10.00. There is 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). Details on NARCOA website.

April 13 - PA Everett Railroad

Join us in our 13th year of excursions on this railroad. From our set-on in Hollidaysburg, we expect to run a total of 50-60 miles. Lunch stop at the Roaring Spring RR station. 40 car limit. Price \$50. Contact: Gary Shrey: or 717-227-9628 Applications HERE:

April 20 - CA Mendocino Railway (Skunk Line)

Southwest Railcar, 80 miles round trip from Willits to Fort Bragg and return. Mufflers and spark arrestors required on all cars. Run fee of \$160.00 includes payment for two lunches per car. EC Tom Phair

April 20 - 21 - GA Heart Of Georgia RR

Saturday - Pitts to Alamo 105 miles RT. Sunday Pitts to Plains - 127 miles RT. Safety shirt/vest is required for all attendees. Details on NARCOA website. \$170.00 payable to: Atlanta Railcar Transportation LLC % Bobby Moreman, 3520 Cold Springs Lane, Chamblee, Georgia 30341

April 27 - 28 - WA Palouse River & Coulee City Railroad

Sat Colfax, Wa to Thornton, Wa; Sun Colfax to Hooper, Wa. Total 210 miles. NARCOA/PRO run. 30 car limit. \$200 total fees. Send to Steve Taulbee, EC, 2206 Burrell Ave, Lewiston, ID 83501. Include email address and current numbers. For information, email or call 208-798-9388.

April 27 - IA Boone & Scenic Valley Railroad

The First Iowa Division is hosting a 1-day ride on the former FDDM&S line northwest out of Boone, Ia. 15 miles round trip. We hope to make at least four trips during the day. \$20 per car plus membership in the Iowa Railway Historical Society (\$25). EC Carl Schneider, 1302 6th Ave SE, Altoona, IA 50009 515-967-5181 (H) or 515-494-4401 (C) Details on NARCOA website.

May 3 - 5 - IA Appanoose County Railroad

The First Iowa Division is hosting ride on the line running south-east and north of Centerville, IA. Travel from Centerville about 21 miles to south of Moravia, turn cars and head back south. Night

run on Friday night, at least two trips on Saturday, and another on Sunday morning. Mileage is 42 miles each trip. Cost \$25 per car. EC Frosty Farrell, Rt. 1 Box 161, Glenwood, Mo., 63541 660-341-7842. Details on NARCOA website.

May 11 - CA Niles Canyon Railway

PRO will sponsor a rides for the public on the Niles Canyon Railway. ECs are Steve Paluso and Al McCracken. (408) 249-2953. Details on NARCOA website.

May 18 - NV Virginia & Truckee Railway

PRO is sponsoring a run on the V&T Railway. The EC is Steve Paluso. (408) 956-8070. . Details on NARCOA website.

May 18 - CA, OR Lake Railway

Lakeview OR. to Alturas CA. round trip 104 miles \$155 per car. NARCOA/ PRO rules apply. Send to EC Bill Andrews 191 Azalea Dr. Grants Pass, OR. 97526 Include e-mail address and current numbers. for more info call 541-472-5153 Details on NARCOA website.

May 18 - IN Indiana Railway Museum

Great Lakes Rail Cars, Inc. is hosting a 1-day, 50 mile, round trip on the Indiana Railway Museum between Jasper and French Lick. Excursion Fee is \$65. Details Here. Contact Mike Ford (317) 839-9320 for any additional info.

May 19 - 24 - ON posted 01/30 FULL -- Waiting List Ontario Northland Railway Track Motorcars of Ontario is hosting a six-day, 650-mile round trip motorcar excursion on the Ontario Northland Railway, between North Bay and Kapuskasing. Fee \$595 (Canadian or U.S. dollars) which includes all railway charges, bus transfers, and TMOO's costs. Details by February 15th. ECs Jim Brown and Ted Stevens.

May 20 - OR Mount Hood Railroad

Set on in the Hood River railroad yard and run 42 miles up to Parkdale and back. Cost \$90. Need at least 25 cars to sign up. Check payable to PRO to Richard Wilkins, 6135 Hwy 35 MT Hood Parkdale, OR 97041 Please include email address. Questions call 541-806-6400. Deadline for the run is May 10.

May 25 - 26 - SD Dakota Southern Railroad

First Iowa Division is hosting a 2-day excursion on the former Milwaukee Road Line across South Dakota. Round trips departing from Oacoma SD to near Mitchell on the newly rehabilitated line and from Oacoma to Presho on the minimum maintenance line. Fee \$75 prepaid. EC Dave Voeltz, 801 N Harrison Ave, Pierre, SD 605-224-2964 home 605-280-5551 cell. Details on NARCOA website.

May 25-27 - CO D&RG RR

Wagon Wheel Gap to South Fork. & Wasson Wye. RMD Memorial Day Weekend Run. All activities based out of WagonWheel Gap. 40 mile round trip each day. Spark arrestors required. No High Rails. \$195 for all three days. E.C.s Jon Keeling- 719-989-0779, & Philip Walters. E.C. in training Richard Reiff. Details on NARCOA website.

June 5 - 12 - MT FULL --Continental Divide Tour

Approximately 500 round trip miles in Montana. Montana Rail Link 5th, 6th, and 10th subdivisions. Butte, Anaconda & Pacific and Central Montana Rail. Start near Missoula-end near Lewistown. Hosted by Pacific Railcar Operators. 25 car limit. Contact

EC Bill Taylor Details on NARCOA website.

June 6 - 9 - MI FULL - Waiting List Great Lakes Central RR

Great Lakes Rail Cars, Inc. is hosting a 3-day, 238 mile round trip motor car excursion on the Great Lakes Central Railroad between Cadillac, Petoskey and Traverse City, MI. Excursion Fee is \$475. Details HERE Michael P. Ford E.C. (317) 839-9320

June 15, 2013 Mendocino Railway (Skunk Line)

Southwest Railcar, 80 miles round trip from Willits to Fort Bragg and return. Mufflers and spark arrestors required on all cars. Run fee of \$160.00 includes payment for two lunches per car. EC Tom Phair

June 22 - 30 - NV, UT, CO Full - Waiting List Rocky Mountain

Tour Travel over 300 miles on 6 railroads in 3 states from the high desert to over 10,000 feet in the Rockies. Info available from Motorcar Operators West. EC's Bill Schertle, Dan Berg, Jerry Geiger, Jon Keeling, and Dave McClain

July 6 - MB Boundary Trail Railway Company

North Central Railcars, Ltd. is hosting a 1-day, 84 mile trip on the Boundary Trail Railway. Excursion fee is \$75.00 (US or CDN). Canadian residents can pay at the time of excursion, but do need to register in advance. Details for all 2013 MB trips on NARCOA website.. Contact Mike Ford at 317-839-9320 or for more information.

July 7 - MB Central Manitoba Railway

North Central Railcars, Ltd. is hosting a 1-day, 72 mile trip on the Central Manitoba Railway. Excursion fee is \$75.00 (US or CDN). Canadian residents can pay at the time of excursion, but do need to register in advance. Details for all 2013 MB trips on NARCOA website.. Contact Mike Ford at 317-839-9320 or for more information.

July 8 - MB Lake Line Railway

North Central Railcars, Ltd. is hosting a 1-day, 72 mile trip on the Lake Line Railway. Excursion fee is \$75.00 (US or CDN). Canadian residents can pay at the time of excursion, but do need to register in advance. Details for all 2013 MB trips on NARCOA website. Contact Mike Ford at 317-839-9320 or for more information.

July 9 - MB Prairie Dog Central Railway

North Central Railcars, Ltd. is hosting a 1-day, 56 mile trip on the Prairie Dog Central Railway. Excursion fee is \$60.00 (US or CDN). Canadian residents can pay at the time of excursion, but do need to register in advance. Details for all 2013 MB trips on NARCOA website.. Contact Mike Ford at 317-839-9320 or for more information.

July 11 - SK Long Creek Railroad

North Central Railcars, Ltd. is hosting a 1-day, 80 mile trip on the Long Creek Railroad. Excursion fee is \$75.00 (US or CDN). Canadian residents can pay at the time of excursion, but do need to register in advance. Details for all 2013 trips on NARCOA website. Contact Mike Ford at 317-839-9320 or for more information.

July 13 - MB Keewatin Railway

North Central Railcars, Ltd. is hosting a 1-day, 120 mile trip on the Keewatin Railway in northwest Manitoba. Excursion fee is \$100.00 (US or CDN). Canadian residents can pay at the time of excursion, but do need to register in advance. Details for all 2013

MB trips on NARCOA website.. Contact Mike Ford at 317-839-9320 or for more information.

July 13 - 14 - WV West Virginia Central Railroad

Elkins, WV Saturday to the top of Cheat Mountain. Sunday to Tygart Junction Via Belington and return. Approx. 170 RT miles. 30 car Limit Experienced operators only NO mentoring. Narrow band radios required. Scanners not acceptable. Appalachian Rail Excursions website for more info and updates. John Gonder.

July 27 - IA Appanoose County Railroad

The First Iowa Division ride on the former Rock Island, CB&Q, Wabash line running between Centerville and Albia, IA. We will return to Moravia for lunch at the depot museum. Mileage 64 miles round trip. Cost \$35 per car. EC Frosty Farrell, Rt. 1 Box 161, Glenwood, Mo., 63541 660-341-7842. Details on NARCOA website.

August 24 - 25 - IN/MI Indiana Northeastern Railroad

Great Lakes Rail Cars, Inc. is hosting a 2-day, 150 mile round-trip motor car excursion between Ashley, IN and Coldwater, MI. Excursion Fee is \$275.00. Details on NARCOA website. Michael P. Ford E.C. (317) 839-9320

September 21 - 24 - CO San Luis & Rio Grande RR and San Luis Central RR First Iowa Division San Luis Valley and La Veta Pass excursion plus an option to ride the Cumbres & Toltec Steam train. Approx. mileage 300. Cost: \$330.00 Len Jones, EC 719-244-2888 Details on NARCOA website..

September 21 - CO D&RG RR

South Fork in conjunction with the FID Excursions being held on the San Luis & Rio Grande. 40 mile round trip along the Rio Grande River. No High Rails & spark arrestors required. \$110 excursion cost. Details on NARCOA website. E.C. - Jon Keeling 719-989-0779, E.C. in training Richard Reiff.

Oct. 5 - MO Columbia Terminal (COLT) Railroad

The First Iowa Division ride on the former Wabash line running between Columbia and Centralia, MO. Return to Columbia for lunch and then make a second round trip. Mileage 37 round trip. Cost is \$45 per car. EC Frosty Farrell, Rt. 1 Box 161, Glenwood, Mo., 63541 660-341-7842. Details on NARCOA website.

Oct. 6 - MO Ft. Leonard Wood Army Base

The First Iowa Division ride on the army base tracks between Ft. Leonard Wood and Bundy Jct. We will make this trip twice. Mileage 40 round trip. Cost is \$45 per car. EC Frosty Farrell, Rt. 1 Box 161, Glenwood, Mo., 63541 660-341-7842. Details on NARCOA website.

Oct. 18 - MO Appanoose County Railroad

The First Iowa Division ride on the former Rock Island, CB&Q, Wabash line running southeast and north of Centerville. We will travel from Centerville about 21 miles to south of Moravia, turn our cars and head back south. Night run on Friday night, at least two trips on Saturday, and another on Sunday morning. Mileage 42 miles each trip. Cost is \$25 per car. EC Frosty Farrell, Rt. 1 Box 161, Glenwood, Mo., 63541 660-341-7842. Details on NARCOA website.

Oct 19 - 20 - CA Mendocino Railway (Skunk Line) Over-Night Excursion Southwest Railcar is hosting an over-night (two-day) excursion from Willits to Fort Bragg and return (80 miles). Muf-

flers and spark arrestors required on all cars. The run fee of \$150.00 is for railroad fees only. Participants are responsible for making their own lodging arrangements in Fort Bragg. EC Tom Phair

November 2 - IA Boone & Scenic Valley Railroad

The First Iowa Division is hosting a 1-day ride on the former FDDM&S line northwest out of Boone, Ia. 15 miles round trip. We hope to make at least four trips during the day. \$20 per car plus membership in the Iowa Railway Historical Society (\$25). EC Carl Schneider, 1302 6th Ave SE, Altoona, IA 50009 515-967-5181 (H) or 515-494-4401 (C) Details Here.

Excursions Held On A Regular Basis

January 01, 2013 - February 01, 2014 - TX Capital Metro Transportation Railroad Partners, Inc. will host NARCOA motorcar runs from Llano, TX to Scobee Spur, TX – Approx. 54 miles RT. or McDade, TX to near Giddings, TX – approx 23 miles RT on various dates. Additional information at RPI website. Contact Leland Stewart 10057 Palomino Canyon Converse, TX 78109 210-863-5397 cell

February 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.

February 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.

February 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 Larry Crowe, E.C., Home 229-776-5882, Cell 229-326-3736.

February 1, 2013 - January 31, 2014 - GA Cater Parrott Railnet 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.

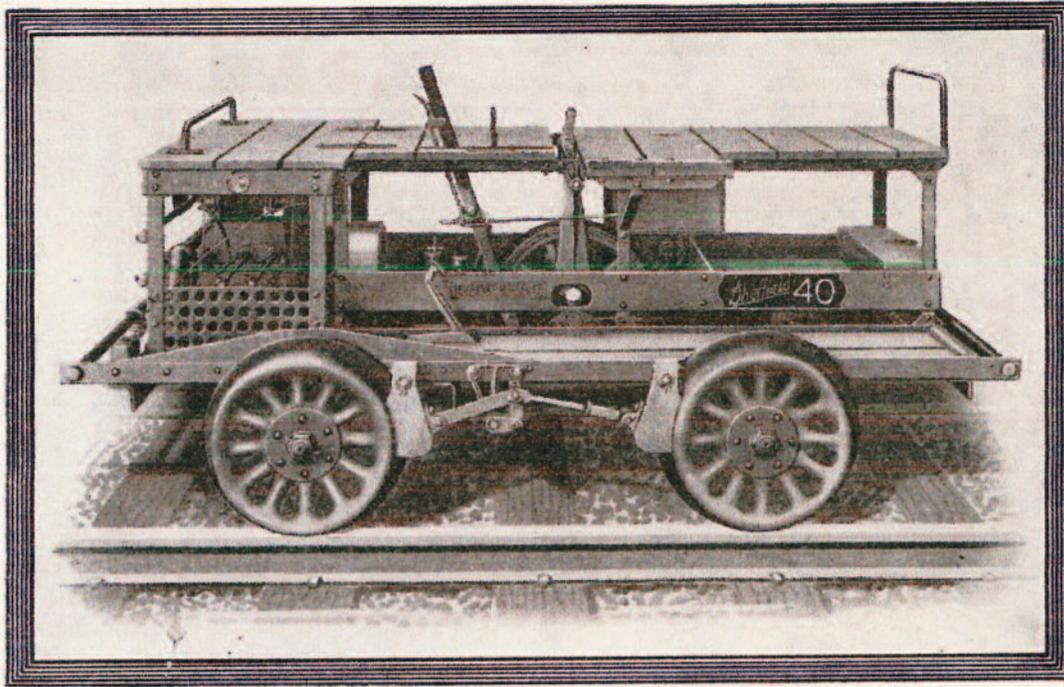
PLEASE NOTE:

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 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".



**“Hauled 18 men up a 2½% grade
for 2½ miles without a stop.”**

Fairbanks-Morse

***Sheffield* 40**

Motor Cars



This section foreman goes on to say:

“I have some very heavy grades to get over, but as I have a Sheffield No. 40 Motor Car, they do not seem to be there.

“All it needs is good care; look out for loose bolts and oil and grease all bearings is about all the repairs it needs.”

The “Sheffield 40” has a powerful, free-running, valve-in-head, horizontal, 2-cylinder opposed 4-cycle engine—air cooled. Positive force feed-lubrication. Friction transmission allows pulling power of engine to be used in proportion to load.

Brake on all four wheels operated by foot lever. Pressed steel wheels—all-steel frame—ample room for men and tools.

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Oil Engines - Pumps - Electric Motors and Generators - Fairbanks Scales - Railway Appliances - Farm Power Machinery

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 motorcars in the early 1990's. Web site has NOS inventory look up by part number. Over 200 cars for sale. Se hablé español.

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 motorcar 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 Improved design Model T ignition coils for all Fairmont 2-cycle motorcar applications. These coils are built inside of a sealed plastic weatherproof case with the proper wiring clips to match the timer clips. These are top quality USA made and will work on either 6 or 12-volt applications. No ballast resistor is required. \$110.00 each. Please add \$10.00 for shipping via priority mail. Randy Rundle, Fifth Avenue Antique Auto Part, 415 Court Street, Clay Center, KS 67432. ph. 785-632-3450. fifthaveinternetgarage.com

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

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

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

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



NARCOA COMPANY STORE

Wheel Inspection Tools



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

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



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@rocket-mail.com