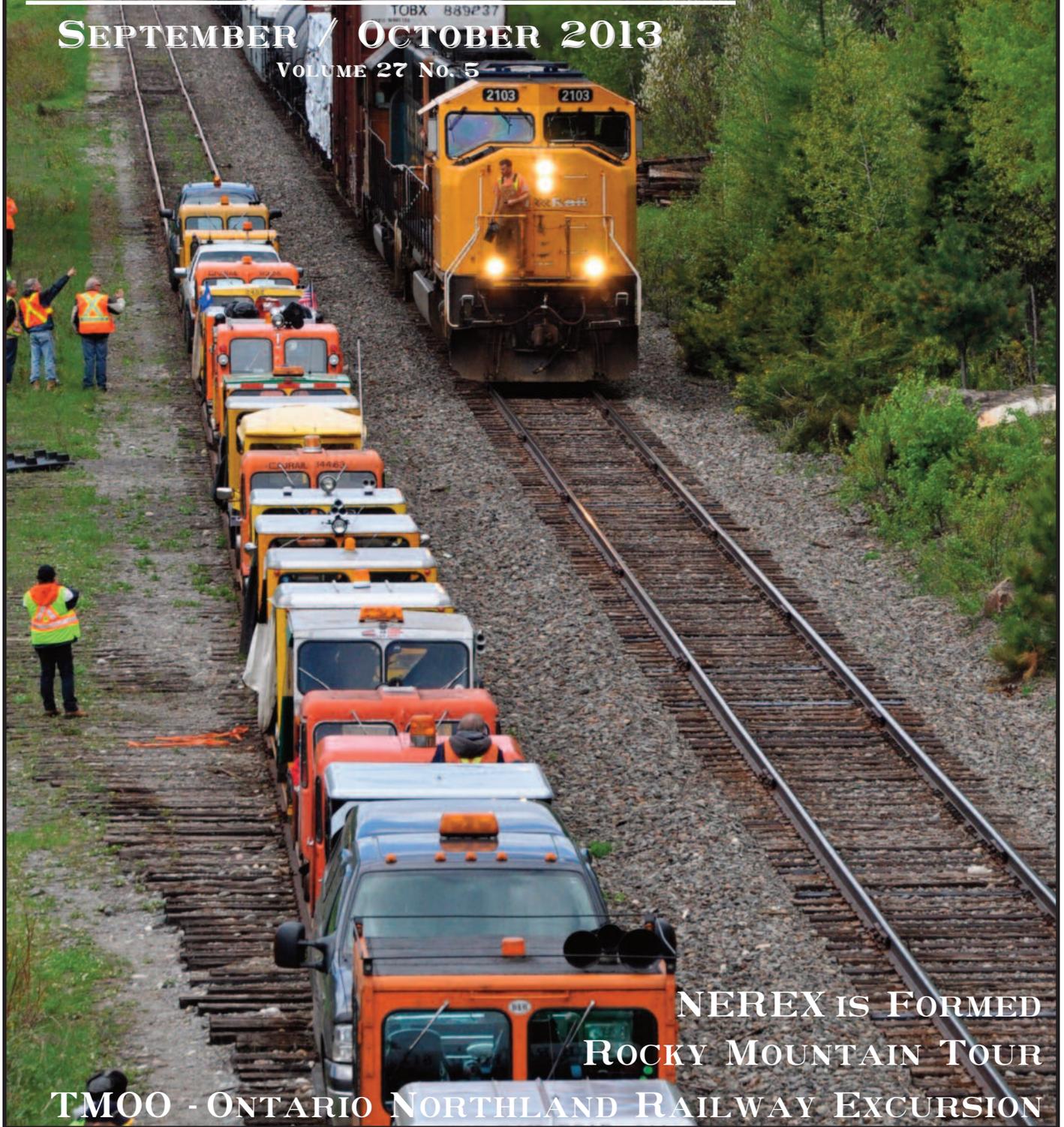
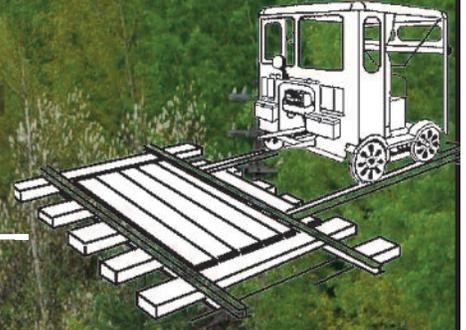


THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION

SEPTEMBER / OCTOBER 2013

VOLUME 27 No. 5



NEREX IS FORMED
ROCKY MOUNTAIN TOUR
TMOO - ONTARIO NORTHLAND RAILWAY EXCURSION

THE SETOFF

VOLUME 27 - No 5

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

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ON THE COVER ONR 2103
PASSES THE TMOO EXCURSION AT THE REWDATER ONTARIO SIDING. PHOTO BY:
JAMIE HAISLIP

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PRESIDENT'S MESSAGE

BERNIE LEADON

Hello all-

This is my last message to you as association president, and by the time you read this, my successor will have been elected. Let's all rally around that person as he takes up the essential task of day to day managing of our diverse group. Please remember that he (or someday, she) must always put the best interest of the organization first, while trying to balance that with the needs of the individual members. So speak your mind, debate, offer alternatives, but try to support decisions after the fact, in a spirit of unity. Good hearted people may disagree, but we never have to be disagreeable.

My last main point I wish to make as I depart, is that of personal responsibility. I have said this many times, but I must again. We are offered, in this hobby group, the opportunity to operate our own small rail vehicles on short lines all over North America, and even sometimes, operate on Class 1 track. But the railroads must see us as viable and responsible partners in their main aim: to operate trains and other rail vehicles in the safest possible manner.

The track which they own, and to which we must have access in order to hold our excursions, is private industrial property. There is limited upside to those industrial property owners and managers from our presence, UNLESS we can be counted on, each and EVERY time, to behave and operate our rail vehicles as least as safely as any contractor who is hired by them to perform functions such as track maintenance, brush clearing, signal maintenance, etc. In my view, that means we must be better than those contract workers.

This responsibility rests first on our rules and operating procedures. Remember that our NARCOA rulebook is a subset of the rulebook in force on that individual railroad, which actually governs our operation while on that property. So those railroad rulebooks apply to you also, and it is not only our Excursion Coordinators who need to be familiar with the actual railroad rulebooks- each of our operators ought to take time to read them also (mostly it is the Maintenance of Way rules which apply, but just like with railroad MOW worker having to learn general RR rules, you ought to also). GCOR is the main one in use today (General Code of Operating Rules- do a Google search).

The responsibility rests next on every Affiliate, and the Excursion Coordinators who do the actual excursion supervision. Those EC's are required by the railroads to hold before-departure safety briefings, and those railroads in turn are required to hold them by the Federal Railroad Administration. Remember that the railroads are part of the U.S. and Canadian national security infrastructures. Since 9/11, both countries have stepped up supervision of that RR infrastructure, and we must each remember that fact.

President's message continued on Page 4.

FROM THE EDITOR

BRIAN DAVIS

Hello fellow NARCOA members! It's been a super couple of months, and I am glad to have this issue of SETOFF in your hands.

We have had some issues at the Davis home over the last few months, forcing me to spend more time in the hospital and doctor's offices being poked and prodded than on the rails. The diagnosis isn't final, but I am sure all is going to be fine.

I am looking forward to a great fall season of excursions which will lead to a number of great articles and great images. I would also like to see some technical and how-to articles for the winter, any takers?

Remember, the more material you send in the better your SETOFF will be.

Jane and I hope to see you on the rails!

Brian Davis

IN THIS ISSUE

Masthead.....	2
NARCOA Officials.....	2
President's Message.....	3
Area Director Messages.....	4
Hank Brown Award.....	6
Election Results.....	6
NARCOA Numbers.....	7
NEREX.....	8
Sabotage.....	9
Motorcar Games.....	10
ONR Excursion.....	12
Rocky Mountain Tour.....	18
NARCOA Excursion Listings ...	20
Trailer Safety Tips.....	22
Supplier Listings.....	23
Company Store.....	24

President's message, continued.

Finally the fundamental responsibility for the continuance, health, and future of our organization depends on our individual behavior, attitude, and performance at each and every excursion, each and every day. We may be a hobby group, but our operators must behave as well or better than professional railroad contract workers. We must each be mindful of that split personality at all times. SAFETY FIRST!

Tom Falicon is performing the vital task of Operator and EC continual education. He issues periodic updates of issues to be aware of, and lessons learned in recent months. This continual training is essential, together with bi-annual re-testing of our operators, to assure ourselves, the railroads, and their federal supervisors that each operator is fully qualified, and will stay that way. Please be sure to do your part, and read those safety updates. Take the time to read and study our rulebook, and also our Operations Manual. You may be the first one at the scene when a problem occurs, and you must each be ready and know how to help until help arrives. The EC and railroad escorts may be down the line and have to come to your location. As the old Boy Scout motto says: "Be Prepared". Please take this mission seriously, as with the opportunity to operate your own motorcar or hi-rail, comes the responsibility also.

With gratitude for the opportunity to serve as your president;
Be safe out there,
Bernie Leadon

**2013 NARCOA
ANNUAL MEETING
SEPTEMBER 26, 27 & 28**

**Sheraton Gateway Suites
6501 North Mannheim Road
Rosemont, IL 60018**

This meeting is open to all paid NARCOA members. Any member wishing to address the board or add items to the agenda, must contact Bernie Leadon at (615) 478-3660 or leadon@realllysmall.com. To secure a hotel reservation at the NARCOA rate, contact Carl Anderson at (847) 882-5329 or ca636@aol.com the cut off date is August 23 2013
Room rate will be \$127 per night, plus taxes.

AREA ONE
ME, NH, VT, NY, MA, CT, RI
WARREN RICCITELLI

Letter of Resignation

July 29, 2013

Since my introduction to motor cars in 1974, it has been a hobby that I have enjoyed. This has been a hobby that has brought me many friends and enjoyed thousands of miles and traveled many days on the rails with.

Since 1995, I have served as a NARCOA Excursion Coordinator and since 1998 served as a NARCOA Area Director. This was especially rewarding as NARCOA grew in the area and members were instructed and partook in well over three hundred excursions.

With almost forty years in the hobby and serving the membership for so long, I find it hard to announce the following:

Effective this date, I am resigning as NARCOA Area Director. And we are closing shop on NERCA and its excursions.

Having numerous medical conditions and an auto accident two months ago, it has left me unable to participate in this physically active role.

In the next few weeks, a new group will follow in my footsteps and provide for continued excursions in the area. I'll be in the background helping them and depending on my health, I will be with them.

Warren Riccitelli

AREA TEN

WA, OR, ID, MN, AK, WY

BILL TAYLOR

It's now fall and the 2013 operating season is mostly behind us. The spring runs in Oregon were successful. Many thanks to ECs Bill Andrews, Bill Bain and Rich Wilkins and those who assisted them. The Montana run was similarly successful with grand weather this year. I'm sure you've all heard the good news concerning CMR's getting the money to fix their bridge that washed out in 2011. We hope to operate over the entire line again next summer.

Motorcars returned to Potlatch in July after being absent in 2012. Rich Wilkins and Will Krasselt stepped in to EC the combined W&I and WI&M run in Idaho. Everything went well and about 18 operators had a great time. Will Krasselt will also help with the October 5th run on POVA which will include a train ride in the open car from Ione to Metaline Falls. As of this writing, there is still room if you want to come.

A recent Area 10 incident serves to remind all of us to be careful about who and how many we invite along to ride in our motorcars on an excursion. While no one is suggesting that you are not welcome to invite great-grandma Agnes along to share your hobby, it can raise some issues. 1) Does Agnes have any knowledge of motorcars and the inherent dangers involved while traveling on the rails? 2) Does she understand her signature waives her rights to sue in case something happens? 3) If you break down, is there room in another car for Agnes to ride to get home? 4) Is Agnes

physically able to withstand the rigors of riding in a motorcar? and 5) Is Agnes going to portray our hobby positively to those she talks with later? In the Area 10 incident this summer, an innocent series of emails to a variety of contacts to "advise" them of the run led to the run's cancellation when those messages got forwarded to other parties. Furthermore, the resulting inquiries angered the railroad's manager. Luckily, most of the damage has been repaired and perhaps the run can be rescheduled.

I was on a run one time where an A car became disabled while carrying six people plus the operator. They all needed to find rides in other cars or spend the day with the disabled car in the wilderness. The point here is that the operator has to be responsible for who he/she invites along on a motorcar excursion. There's more to it than just making sure they wear proper footwear and sign the forms. And... let the message be to always keep the EC informed of any non-members making the trip with you.

October 12th the Pacific Railcar Operators board is having its annual meeting in Grant's Pass, OR at the Bear Inn. It starts at 9 A.M. and will last until the business is completed. It's at this meeting where the 2014 run calendar will be developed. A lunch will follow. All members are invited to participate. It's a wonderful time to meet those who are making the decisions here in the northwest (and Area 11) that effect your hobby. Thank you to Bill and Nancy Andrews for organizing the event. It would be great if you could attend and share your ideas. Similarly, the NARCOA BOD meeting is at the Sheraton Hotel at

O'Hare Field in Chicago on September 27 & 28th. Business begins at 8:00 A.M. Friday. It is open to all members as well.

I hope the remainder of your summer goes well, and thank you for voting in the last NARCOA election.

Bill Taylor

AREA ELEVEN

(CA, NV, UT, AZ, NM, HI)

BILL SCHERTLE

It has been my privilege to serve as your Area 11 Director for the past year. Thanks to those of you who provided input or asked questions about NARCOA. We have been fortunate to have the excellent leadership of Bernie Leadon as our President for the past two years and the organization is very strong due in no small part to his leadership. Any note of thanks or encouragement to him or any of the Directors is appreciated. This year there were excursions in 3 of the 6 states in our area – California, Nevada, and Utah. Next year we hope to go to Arizona and New Mexico. Hawaii will have to wait. Many folks in our area also branched out to do runs in neighboring areas such as Oregon, Washington, Montana, Colorado, and Canada. Thanks for supporting these other areas with your participation. I know that our EC's are planning even now for events in 2014. Your ideas are always welcome. A phone call or e-mail is all it takes.

Bill Schertle

HANK BROWN MEMORIAL AWARD 2013

At the Board of Directors meeting in September of 2012 a new award was established honoring the memory of our good friend and EC Hank Brown. Hank left us a legacy upon which our entire Excursion format and safety programs have been based.

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 process of determining the criteria for the award were that any active EC during the preceding twelve month period holding excursions on a regular basis was eligible to be nominated by any member in good standing via a letter to the NARCOA Operations Committee Chairman. The letters were then to be reviewed by the committee and the final three would be reviewed and voted upon by the Board of Directors who then would vote for the winning candidate.

This year's three finalist were: Larry Maynard, Mike Ford, and Leyland Stewart.

It is with great pleasure that we now announce the first recipient of this award goes to **Mike Ford** for outstanding service to the membership of NARCOA as an EC and also for his dedication to safety, planning, and execution of the many fine trips he has done. Congratulations Mike on job well done.

Mike will receive his plaque from Carol Brown at the the Narcoa meeting in Chicago in September.

We would also like to commend Larry, and Leyland for being nominated as well. Their leadership is what the EC program is all about.

Thanks to all whom sent in nomination and to all the EC's that put on the fine runs we all enjoy.

Narcoa Operations Committee.

ELECTION 2013 RESULTS EVEN NUMBER AREAS

The 2013 election of the Board members of NARCOA has been completed. Voting time was extended to the end of July, as ballots were late in being sent out. The Results are:

Area 2 John Gonder

Area 4 Bernie Leadon

Area 6 Bob Knight

Area 8 John Brown*

Area 10 Bill Taylor

*Denotes new Board member

In the election 46.5 % of the eligible members voted, or 299 votes were cast out of 610 sent out. Thank you for taking part of this important action.

BALLOT

All ballots must be sent in the envelopes you received with your ballot. The return addresses are used to check to insure each is from a current member. After checking the ballot are set aside the opening in July.

Also, copy of the ballot is not acceptable and will not be counted.

All members in ODD Areas need to be thinking about who they would like to have run for a seat on the NARCOA Board next year. Send your suggestion to me by mail or e-mail. I will get the ball rolling.

I have turned in my resignation as of 12/31/13. I haven't been active on a NARCOA run for three years and feel I am not in touch with the membership. Thank you for all your co-operation in voting over the last 20 years that I have been in charge of the Elections.

Carl Anderson

NUMBERS, NUMBERS, WHAT ARE MY NARCOA NUMBERS?

Many times during the year NARCOA members contact the secretary wanting to know about their “membership card.” Some members use numbers from their insurance card or rules certification card indicating one of those numbers is their “membership number.” Let’s clarify what your NARCOA numbers really are.

NARCOA does not issue a membership card to its members. However, every member is assigned a membership number by the secretary. Here is how you may find out your membership number.

Review the mailing label on your postal copy of the Setoff. (For those of you who receive a copy of the Setoff via the mail, or post.) On the top line look for a 4-5 letter/number combination. It would look like this: A-10, or B-104, or C-207. In other words, the secretary assigns every member a number using the first letter of his/her last name, a hyphen, and then the next ordered number on the secretary’s list.

You can also look at your personal information in the NARCOA Electronic Database. Many of you have established a username and password so you are able to access your personal information in this database. Once on the page containing your information scroll down and you will find the field titled “membership number.” Again, this will be a 3-5 letter/number combination. (If you need help establishing your username and password to access your personal information, please let us know.)

Why is helpful to know your Membership Number? It helps the membership committee confirm records. We can cross reference your name and membership number when updating records. It also assists both the secretary and insurance administrator as these num-

bers are used to cross reference membership expiration dates and insurance expiration dates.

When communicating with the secretary concerning your membership information if you also supply your membership number it helps the secretary to confirm “you are who you are.” Your membership number is confidential along with the personal information you provide for our database.

A second number assigned to you is on your Rules Certification Card. Your Rules Certification Card contains a 4-5 digit number. The four (4) digit number is an indication you have passed the NARCOA Rules Test. This card also contains two (2) dates. One is the date issued which means you passed the test and the card has been issued by the Rule Book Certification Test Administrator. The other date is the expiration date of the card.

A third, and final number assigned to each member is their Insurance Card Number. This number can be found on the Identification Card issued to you when you purchased the NARCOA Insurance program. The number for this year is a 6-7 digit number. The first number is “13.” This is followed by a hyphen and then 3-4 numbers depending on what order our Insurance Administrator received your premium check.

Those are all the numbers assigned to you as a NARCOA member.

Please remember, each member is to have their NARCOA Rules Test Card and their NARCOA Insurance Card in their possession while participating on a NARCOA excursion. The excursion coordinator will be looking at those cards to verify you may participate on that excursion.

If you need any assistance with your membership contact the secretary at membership@narcoa.org or at NARCOA, PO Box 321, Dry Ridge, KY, 41035.

NEW ENGLAND RAIL EXCURSIONS, LLC.

WWW. NEREX.ORG BY KEITH KNOWLTON

The last weekend in January is when the Amherst Railroad Hobby Show takes place at the Big E in Springfield Massachusetts, and this year my hi-rail was exhibited outside the show while NERCA had a railcar and booth just inside the door. During the weekend, Warren Riccitelli told me that he was planning to cut back his number of runs this year, eliminating those with lower attendance, including the Conway Scenic and the former Maine Central Mountain Division.

Later, I discussed Warren's plans with Gordan Wallick and we talked about the merits of setting up a second NARCOA affiliate in Area One. At the time Gordan, Dan Peck, Rob Piligian and I were each in training to become ECs, so that seemed to be a logical progression which not only would afford us the opportunity to approach different railroads but also to set up our own "style" of excursion. However, as with many plans, other things came up and the New Affiliate project was left to simmer on the back burner while we worked on our EC certifications.

In the middle of July when we got the news that NERCA was closing, meaning NARCOA would no longer have any affiliate in Area One and that the rest of the runs this year would be cancelled. After a rapid exchange of phone calls and emails amongst the four of us we decided to approach NARCOA V.P. John Gonder and offer to form a new Area One affiliate, and to do it quickly.

John was very supportive and said that he would ask Bernie Leadon to get in touch with us when his schedule permitted, which turned out to be the next day. Both Gordan and I spend over half an hour on the phone with Bernie while he explained the situation and gave us suggestions as to how best to proceed. By now both Dan and Gordy had been signed off as ECs so we would be able to get to work immediately. Immediately after we set up an affiliate to work through that is.

As my title at Fiberoptics Technology Inc had changed from President to "Geezer" about two years ago I was selected to do the administrative detail work while the others looked at potential excursions. This is where we all, but especially me, came to realize how dedicated our NARCOA officers are. Both John Gonder and Bernie Leadon took the time to write long, detailed, emails to me explaining how they each set up and managed their own affiliates, and closed with an

invitation to call anytime they could help. Dave Verzi, our Affiliates Chair, sent complete information on NARCOA procedures and requirements explaining just what needed to be done. So, time to get to work.

Dan suggested the name New England Rail Excursions, or NEREX (rhymes with T-Rex) and for legal reasons we wanted it to be an LLC. Setting up an LLC was all new to me, so I decided to use Legal Zoom which turned out to be a poor choice, but the job got done. Next issue was a URL for a future website, and NEREX.ORG was available so we bought it.

During all this my wife Elaine and I took the hi-rail to PA for Larry Maynard's Central PA Excursions weekend and had a great time. As luck would have it we were staying at the same place as the treasurer of the Mid-Atlantic Motorcar Association, Dave Sigafoose and his wife, Pien. When Dave learned that we were forming a new affiliate and not looking forward to having to set up a website, about which none of us knew anything, he told us Pien set up and ran the MAMA website. Not only that, but she would be happy to do the same for us for a VERY reasonable amount of money. Wow, more nice folks in NARCOA. Pien and Dave are the reason that you can go to NEREX.ORG and see what we are up to. Thank you both!

It is August 16th as I write this NEREX is in operation. We have runs scheduled on both the Conway Scenic and Mountain Division, we plan to continue the tradition of the annual Snowflake Excursion the second weekend in November, and are working on other trips for both this year and next. All four of us are now Excursion Coordinators and Al Elliott has graciously offered his services to set up some trips for NEREX as well. We are all excited about the future of NARCOA in Area One.

Suggestions, comments, and help working with new railroads are all most welcome, our email information is:

Gordan Wallick: HighGreen204@msn.com;

Dan Peck: speederfan@comcast.net

Rob Piligian: robhp@verizon.net,

Keith Knowlton: klk@fiberoptix.com

We hope to see you on the rails.

SABOTAGE!

OR HOW A FOUR YEAR OLD TRIED TO HELP HIS GRANDPA

BY BRIAN DAVIS

Saturday, June 13 Elkins WV. EC John Gonder leads the excursion back into the yard after a 100 mile trip to Spruce and back. As we enter the wye our car loses power and shudders. Out of fuel? It can't be! The tank was full at the start, and we have done this trip six times in the past without needing fuel in route. Well, I know the carb is pretty badly worn, it must be hurting the fuel economy. We coast to a stop and I jump out and quickly pour in a quart or so, just enough to get us into the yard. After we tie down I fill the tank, and promptly forget the incident as we head to dinner.

Sunday morning we are an hour out of Elkins when the same thing happens again: shudder, stall, dead. We go on the bar to the first rest stop. There is plenty of fuel in the tank and the fuel is flowing easily to the pump, so we surmise that the 20 plus years old fuel pump has given up the ghost. Dean Mark has a replacement, so we install it and the motor starts and runs. We are under power again, but not for long. After only a mile or so it quits and we go back on the bar for the rest of our trip.

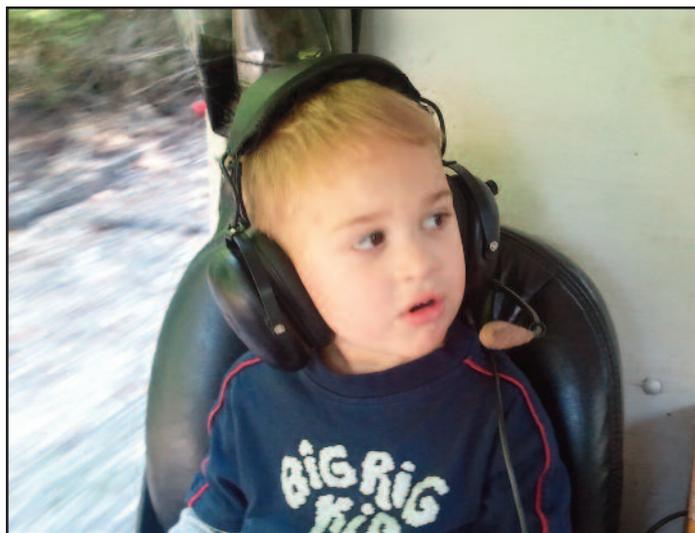
At home in the garage I pull the fuel filter bowl and discover it is one third full of debris. I spread the junk out on a towel and let it dry out while I remove the carb. The carb has a layer of red grit in the bowl, which is not magnetic. The jets are kinda plugged with the stuff as well. What is this stuff? Going back to the fuel filter debris, I find pieces of black rubber stuff, thin pieces of fibers (wood, grass!?) and small pieces of red stuff which looks like flecks of dried paint. I flush out the tank, and get even more of this stuff. A thorough tank cleaning reveals almost a two tablespoons of this stuff. The black stuff is not rubber, it looks like black paste

and it spreads out easily under pressure, kinda like thick paint. Very strange.

As I sit at my workbench pondering this puzzle I happen to notice that the pencil sharpener mounted on the wall a few feet away is not correctly attached. When I walk over to fix it and I find that it is empty. How odd. I haven't emptied it in about forever so where the heck did all the shavings...and then the light bulb comes on. My four year old grandson loves to pretend he is driving the motorcar, and he recently learned to use the pencil sharpener. When I ask him about it, he says he put the wood in the tank because wood burns and he knew it would help the motorcar go faster!

Anybody have a locking gas cap?

Hayden Matalik, riding as copilot on a test run on Orrville Railroad Heritage Society trackage in Orrville, Ohio. Picture by his grandma.



2014 CALENDAR IMAGES NEEDED

Calendar photographs can only be accepted in electronic format, that is as .JPG files, on a disc. All photos are welcome no matter how good or bad you think they are. Several montages are planned so what you have may turn out to be just what the calendar editor wants. The SETOFF editor is acting as the point of contact, and will turn over all discs to Greg Knightlinger, our SETOFF printer, who does the calendar. Please include a photo caption and credit for each shot. Please mail your disc to The SETOFF editor at the address on page two and write "CALENDAR" on the outside of the envelope. The deadline, as established by NARCOA policy, for the next calendar is October 1st 2013. Thank you!

MOTORCAR GAMES

DAVE & BARBARA ELWOOD



One lovely fall day last September, 7 little motorcars, two from New Mexico, the rest from Colorado, converged upon the small town of South Fork, Colorado, to run the Creede branch of the Denver & Rio Grande. Our host, Don Shank, owner of the railroad, had granted us permission to use his track, 40 miles round trip, to Wasson Wye for the better part of 3 days. Our EC was originally to be Jon Keeling, but at the last minute, he asked Philip Walters to fill in, as Jon was feeling poorly. Philip, being the kind person that he is, graciously consented to take over the EC duties - all while he was en route to South Fork. Steve Treibel had previously been recruited to help set up some 'radio games' to complement the 'motorcar trials' that were scheduled.

We had an easy set-on, and proceeded west to the end of the track, almost into the town of Creede. We then reversed back down to Wasson Wye, where our first 'game' would be a timed trial running around the wye. After Philip talked us through the essentials of lining a switch, he then demonstrated the path to follow to complete the course. From the starting point, we would advance to the first switch,

line it for the south leg of the wye, move onto that leg, re-line the switch, advance to the south switch, line it for the tail of the wye, move onto the tail, re-line for the north track, proceed to the main line, line the switch back, then finish up the main line to the starting point, once again lining the switch back to its original position. The 7 men each took their motorcars through their paces. Some reversed movements on their belt cars by cranking in reverse, some attempted to catch the engine before it stopped, using the ignition switch. Since it was

Above, Wagon Wheel Gap Depot. Below, the contestants: John Spiro, Steve Treibel, Philip Walters, Dave Johnson, Pat Green, John Erdkamp and Dave Elwood. Photos by the authors.



timed, they did their best to run quickly and efficiently. Susan Johnson and Beth Treibel chose to watch. Donna Spiro took over as ‘starter’ and Barbara Elwood served as ‘timer’. Everyone came in within 2.5 minutes of each other. At the end of the 7 runs, Pat Green had the fastest time, with Dave Elwood a close second. John Erdkamp was the slowest, but he stopped to use the Porta-Potty by the south switch.



Next we moved the cars to the siding parallel to the main line. While most of us ate the lunches we had brought with us, a few chose to experiment with a velocipede and hand-car that John Erdkamp had brought along for our

mal tied to the milepost! John & Donna Spiro were in the last motorcar, and had been asked to pick up the animals as they passed each mile marker. Donna was a little tired of that activity after the 6 sightings. Some of the animals were more exotic than others. At least one winged dragon was out there that day.



At the mid-point, we were once again at Wagon Wheel Gap. The game that Steve had created for us this time was to toss orange beanbags from our slowly-moving motorcars at stakes driven into the ground. We were each assigned a certain color stake to aim at, with the closest landing declared winner. Again, Pat Green was in first place, with Dave Johnson a near competitor. Steve promised us an “Awesome door prize”, and he delivered: Each car got a bottle of cleaner (suitable for use on your motorcar) that was named “Awesome”.

amusement. Since the grade on that siding goes uphill toward Creede, one direction required considerably more muscle power than the opposite one.

This was a nice sized group for this type of activity. We had plenty of chance to chat, laugh, tease and learn. The weather was perfect, the fall colors were spectacular, and a good time was had by all.

Then Steve Treibel, or “Radio Steve” as he is usually known, explained the next ‘game’. Using proper radio procedure, each car was assigned a milepost number to observe. There would be ‘wildlife’ near each milepost marker. We would identify the wildlife, call in the sighting, and sign off properly. Steve & Beth took off in their car to ‘deliver’ the wildlife. The group started after them, and shortly thereafter the first ‘wildlife’ was sighted - a stuffed ani-



TRACK MOTORCARS OF ONTARIO ONTARIO NORTHLAND RAILWAY NORTH BAY TO KAPUSKASING, ONTARIO & RETURN 19 - 24 MAY 2013 BY JIM BROWN



As its name suggests, the Ontario Northland Railway serves north central Ontario with a 675-mile rail system extending north from North Bay to Cochrane and to James Bay salt water at Moosonee, with principal branches west to Kapuskasing and Hearst, and east to Noranda, Quebec. Built a century ago by the province of Ontario to give access to Ontario's northern forest and mineral resources, ONR continues to serve the north today with freight connections with Canadian National at Hearst, North Bay and Noranda, and with Canadian Pacific via shortline Ottawa Valley Railway, at North Bay.

Ontario Northland has long been a friend of the track motorcar hobby. Many long-time NARCOA members will be familiar with the legendary excursions arranged by Hank Brown over the length and breadth of the ONR. More recently, Track Motorcars of Ontario has been proud to organize a three-day trip from North Bay to Englehart and Noranda (in 2007), and a four-day trip from North Bay to Cochrane with a side trip to Kidd (in 2011).

In May 2013, our convoy of 26 motorcars and two hi-rails spent five days travelling 650 miles on Ontario Northland, from North Bay to Cochrane and Kapuskasing and return.

As with our earlier ONR excursions, set on and on-track motorcar inspections were done on Sunday, May 19th, the day before our North Bay departure. We've found that this enables everyone to go through the necessary preliminaries in a leisurely way, renew acquaintances, and get an early start on the first morning's running. Because it was the Canadian Victoria Day holiday weekend, ONR was able to give us exclusive use of one of its North Bay shop tracks for set-on. The Railway also made available a nearby parking area for our vehicles and trailers.

Tim O'Grady, ONR's Manager Rules and Operating Practices, and Rod Bossert, Superintendent Maintenance of Way, were to be our escorts for the 2013 trip, and both put in appearances during our set-on process. We greatly appreciated their enthusiastic participation

on our 2011 excursion, and were happy that no arm twisting was needed to have them join us again!

Day 1, Monday, May 20th:

Our first safety meeting was held under threatening skies, and we rolled out of North Bay on time at 0830. There are several busy crossings on the way out of North Bay, and Tim and Rod began what was to be a routine practice throughout the trip: At crossings protected with flashers, Tim (in the lead ONR hi-rail) would stop, wait for the convoy to bunch up, activate the flashers, and proceed across the crossing. Our motorcars would follow, taking the usual precautions for level crossings, and Rod (at the rear) would shut off the protection once we were all clear. Not only did this give additional visibility to our motorcars, but also it closed us up when the convoy had spread out after miles of continuous running.

From North Bay to the mining towns of Cobalt and Haileybury, the ONR twists and turns through the rocks and countless lakes of the Canadian Shield, among the most ancient rock formations on Earth. Lake Temiscaming appeared to the east between Haileybury and New Liskeard, with the province of Quebec on the far shore.

Last Fall, ONR terminated its passenger service between Toronto and Cochrane. This made our scheduling task somewhat easier, but we still would have to keep clear of freight traffic. On this holiday Monday, we encountered no freights, but did have the opportunity to inspect the brand new crew cars of ONR's steel gang, during a stop at Freeman.



Opposite: TMOO Excursion Set-on, North Bay ON; Above: the excursion pauses at Latchford ON; Below: ON 2101 north has a meet with the group at Haileybury ON. Photos by Jim Brown.

A few motorcars developed unforeseen issues on Day One, which slowed our progress somewhat. Everyone pitched in as needed, to tow and to offer expertise, and in most cases repairs were made when time permitted and the affected cars carried on. Un-

fortunately one car was not able to be repaired, and its crew had to leave us at the end of the first day; we hope they'll be with us in the future.

Although on earlier excursions we had stopped for the night at Englehart (ONR's division point between North Bay and Cochrane), this

year we elected to tie up at New Liskeard, 113 miles from North Bay, where a greater selection of overnight lodgings is available. A school bus transported us from ONR's station to the hotels; Tim and Rod ferried our jerry cans to and from a local filling station in their pickups.





Day 2: Tuesday, May 21st:

As this was to be a 140-mile day, New Liskeard to Cochrane, wheels were rolling at 0800 after the morning's safety meeting, and a minor remarshalling of our consist. Soon after leaving New Liskeard, the terrain flattened suddenly and the twists and turns we'd experienced the previous day gave way to long tangents through productive farming country. This was Ontario's northern "clay belt", created when glaciers of an earlier ice age retreated northward, leaving behind rich soil deposits in huge depressions in the bedrock. While the growing season in the north is shorter than we enjoy in southern Ontario, the hours of sunlight per day are longer. As a result, we observed a number of very large and prosperous farms along the line.

First stop was Englehart, where our people took advantage of washrooms in the ONR station, and inspected ONR 4-6-2 steam locomotive No 703, on display.

Twenty-one miles north of Englehart, at Jardine, we took the siding for a southbound freight, the first of several we would encounter during the excursion. Motorcars look so small alongside an SD75I locomotive! Then it was on to Matheson, for a lunch and fuel stop, before we rolled into Cochrane on time, at 1710. So far in our excursion we'd experienced cloudy weather and occasional rain; the sun had yet to put in an appearance.

Our group was distributed among three motels in Cochrane, all within walking distance. All available rooms in Ontario Northland's Station Inn were taken

up by our group. Years ago, when Canadian National withdrew from Cochrane and the station's second storey was no longer required for railway purposes, the space was remodelled to create about twenty small but comfortable hotel rooms. Half of these rooms looked out on the Cochrane yard tracks, and our motorcars, tied down for the night. Terrific railway

ambiance, if you didn't mind the sound of switching operations outside the window.

A few of us gathered on the station platform shortly after 2200 to witness the arrival of the *Polar Bear Express*, probably the continent's last regularly scheduled mixed train, from Moosonee. It disgorged an astonishing number of travelers, some tourists and many for whom the train is a lifeline to their otherwise inaccessible northern communities. Flat cars with autos and trucks were switched to an unloading ramp; boxcars and tankers were hustled into the yard; and finally the passenger cars were put away to be prepared for the next morning's departure.

Above: En route to Kapuskasing the excursion pauses at Smooth Rock ON, the location of the former junction with the 3-mile Mattagami Railway. Below: Tim O'Grady gives us the thumbs up at Kapuskasing. Photos by Jim Brown.



Day 3: Wednesday, May 22nd:

This day saw us running on the original National Transcontinental Railway, later CNR, now ONR line from Cochrane west to Kapuskasing and return. It was another 140-mile day and once again we were off early, at 0800.

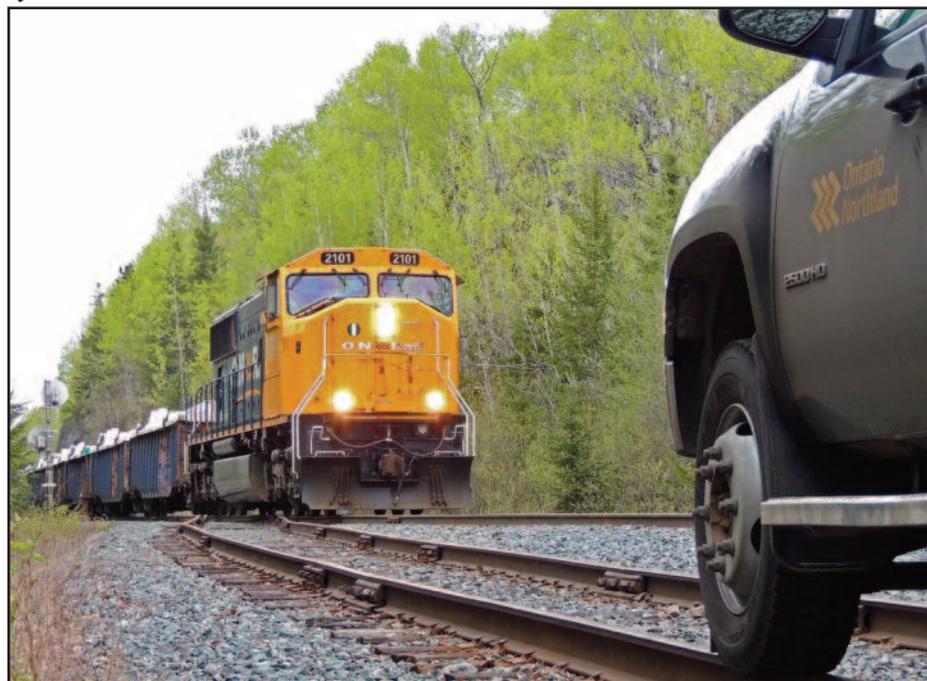
This wasn't only because of the mileage, but also to get us out of the way of preparations in Cochrane for the departure of the *Polar Bear Express* to Moosonee at 0900.

An ill-conceived venture of the Canadian government, related to the need to subsidize construction of

Above: the excursion pauses at the station in Temagami, a traditional lunch stop for TMOO trips. This shot was taken on our last day of running, when John Thib joined us.; Below: The excursion is in the hole for 2101 south at Jardine ON. Both photos by Jim Brown.



tario, encountering virtually no centres of population. Today portions of its line east of Quebec City and west of Nakina are key components of Canadian National's system. However the mid section has mostly now been abandoned, and ONR's line from Cochrane to Kapuskasing and Hearst is the most significant remaining element.



rail lines to encourage settlement in sparsely populated areas of the vast north, the National Transcontinental Railway when completed in 1914 stretched from Moncton, New Brunswick to Winnipeg, Manitoba. Between Quebec City and Winnipeg the NTR ran essentially east-west through northern Quebec and On-

Thirty miles from Cochrane we took a break at Smooth Rock. There only a short stub of track remains of what was once Canada's shortest common carrier, the three-mile Mattagami Railway, connecting the then CNR line at Smooth Rock with the paper mill town of Smooth Rock Falls, just to the north. (A small 2-6-0 of the Mattagami Railway is displayed at Smooth Rock Falls, but owing to lack of track, we weren't able to visit it!)

And we finally found the sun!

Forty miles farther on, and we arrived at Kapuskasing, still an active mill town. Before pausing for lunch, we elected to turn the entire motorcar convoy on the wye, just west of town. This avoided the need to turn the motorcars individually. It was accomplished in one stage, but barely; in

order to fit, we had to close up **very** snugly.

The break at Kapuskasing allowed comfortable time for lunch at an assortment of eating places, refuelling, and a visit to a railway museum adjacent to the station, where a retired CNR 4-6-2, No 5107, is displayed.

Then it was off again for an uneventful run back to

Cochrane with, as before, a comfort stop at Smooth Rock. We arrived at Cochrane a few minutes late, at 1730, in time for a leisurely dinner and taking in the atmosphere of this friendly northern town. As with the previous evening, the arrival of the *Polar Bear Express* did not go unnoticed.

Day 4: Thursday, May 23rd:

Another 140-mile day, but this time we delayed our departure until 0920 in order to be part of the activity around the *Polar Bear's* departure for Moosonee. Because we had turned the motorcars at Kapuskasing the day before, we were properly pointed to head south, and we enjoyed some brisk running on the way to Porquis (junction with the line to Kidd, and at one time, Timmins). The Porquis toolhouse had a welcome washroom, and the stop there gave a freight train from Iroquois Falls a chance to run ahead of us.

From Porquis to Matheson for lunch and southward was a repeat of Tuesday's run, but viewed from the opposite direction. Different perspective, new experience! At the south end of Swastika siding (junction with the line to Noranda, Quebec), we took a rustic rest stop and Jim Curran, TMOO's official videographer,



Above: Jim Curran found a good vantage point for a shot of the whole group. Below: The view from one of the rooms in the ONR Station Inn, whose platform canopy is visible in the lower right corner of the image. Both photos by Jim Brown.

discovered a fine vantage point of the entire convoy from a trackside rock cut.

Approaching Englehart, two cars developed glitches which were attended to at the station platform. After a bit of switching, we set off for New Liskeard, surprisingly arriving there just twenty minutes late, ready for dinner and a good sleep. Because the next day was a relatively short 113 miles, the original plan was to depart at 0900. But because it was the beginning of the U.S. Memorial Day weekend, a poll of everyone es-





Above: The entire convoy is in the image at Cobalt ON. Photo by Gary Shrey

established that an earlier departure would be just fine if it would get us back to the final setoff earlier. This would help those who had travel plans requiring them to make a speedy exit from North Bay.

Day 5: Friday, May 24th:

Our revised departure worked just fine, and we were rolling south from New Liskeard at 0802. Good job too because at Haileybury, thanks to skilful planning by escort Tim, we executed a perfect headlight meet with northbound freight No 113. Once clear of the siding, we hurried south to Cobalt, for the traditional group photograph in front of the impressive Cobalt station.

Pictures completed, we ran steadily to Temagami for the usual lunch stop, a little earlier than usual, but we **had** started out early, and 70 miles remained to North Bay. At Temagami, ONR's Vice President — Rail, John Thib, joined us. John fondly recalled the Hank Brown motorcar days, and it was John who escorted us on our 2007 excursion to Noranda. His new duties at Ontario Northland made it impossible for him to be with us for more than this last lap, but it was a delight to have him aboard, if only for a few hours.

A southbound freight had been gradually catching up with us south of Cobalt, and by Redwater it was time for a post-lunch comfort stop. We took the siding at Redwater, where No 214 overtook us, leaving us with a clear run home to North Bay. We rolled to a final stop at the North Bay shop at 1540, fifty minutes ahead of our originally scheduled arrival.

Despite more than the usual breakdowns, I think it's fair to say that everyone left North Bay well pleased

with our 650-mile journey. At the end of it, we had fun, there were no rules violations, and no accidents. Exactly as it should be!

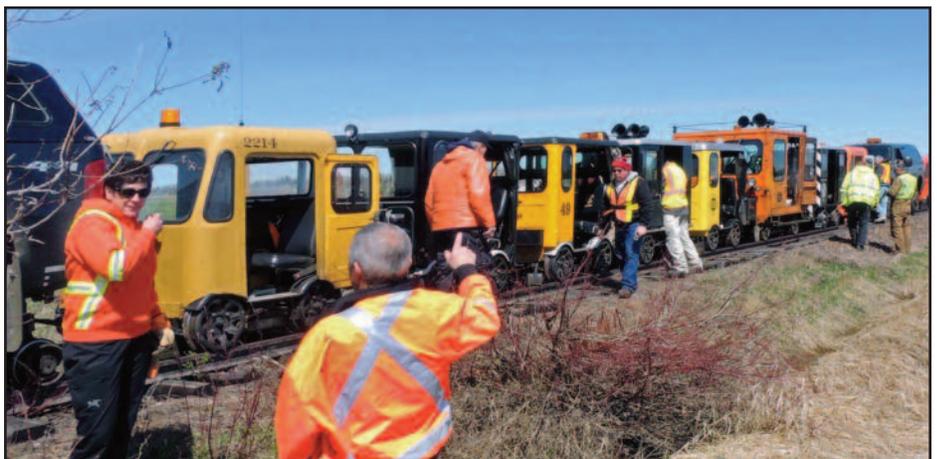
It's hard to conceive that any host railway could be more accommodating than Ontario Northland has been, not just this year, but in all its past associations with the motorcar hobby. TMOO would like to recognize the continuing and enthusiastic support of our hobby by ONR's John Thib, Tim O'Grady and Rod Bossert. They all make us feel like family...and in a way, we are.

Special thanks too, to Fred Lonnes and Doug Gentles with their hi-rails, and others with their motorcars, who performed yeoman duties as tow vehicles when required to keep us on the move. We couldn't have done it without you.

Finally, thanks to all our participants. You were an excellent group, congenial, cooperative, and always mindful of good motorcar operating practices. Well done, everyone!!

Jim Brown EC

Below: This shot shows the head end of the group literally in small trees at the extreme end of the Kapuskasing wye tail track. Karen Werner is on the left, talking to Tim O'Grady. Photo by Jim Brown.



ROCKY MOUNTAIN TOUR

JUNE 22 - 29, 2013 BY BILL SCHERTLE



Motorcar Operators West was privileged to sponsor an excursion in Nevada, Utah, and the Rocky Mountains of Colorado. This tour could not have happened if not for the cooperation of the Rocky Mountain Division and the encouragement of Area 9 Director, Chris Weaver. With the two affiliates working together, MOW was able to provide a multi-day tour beginning in Nevada with the Nevada Northern RR, moving to Utah for a run on the Heber Valley RR, and then driving to Colorado for runs on the Leadville, Colorado & Southern, the San Luis and Rio Grande, and the San Luis Central railroads. A planned excursion on the Creede Branch was cancelled at the last minute because of wildfires in the area. The number of motorcars varied between 32 and 40.

Ely is the home of the Nevada Northern Railway located in the Great Basin of Nevada and is listed in the National Register of Historic Landmarks. Their motive power is still a coal-fired steam locomotive. We were able to run on two segments of track – one in the morning and one in the afternoon. As our run fee also included museum membership, we were able to explore

all of their facilities that date back to the early 1900's. It is a railroad that is truly "frozen in time".

From Ely we traveled to Utah to explore the Heber Valley RR out of Heber City, Utah, south of Salt Lake City. This railroad dates back to 1899 and runs 15 miles along the Deer Creek Reservoir and the Provo River to the turning point at Vivian Park. It is a former D&RGW line. Lunch and ice cold watermelon at the park were a highlight of this trip. Thanks to Dan Berg, MOW EC, for coordinating these trips in Nevada and Utah.

We then traveled to Leadville, CO at an elevation of 10,000' to experience the Leadville, Colorado & Southern RR that climbs to 11,000' at end of track. Along the way we were able to look down upon the Arkansas River Valley and Fremont Pass and look up to see the two highest mountains in Colorado, Mt. Massive and Mt. Elbert. Thanks go to Jerry Geiger and Richard Reiff from Rocky Mountain Division for coordinating this amazing and incredibly scenic adventure.

It was now time to travel to southern Colorado and



of photos and cheering. Two opposing motorcar groups passing each other is not something we see every day. Thanks go to Dave McClain, Co-EC and to Tom Sharratt, the Iowa Pacific motorcar liaison, for helping to put together this part of the tour.

After set off the groups met up in Alamosa for the trip to Antonito the next day. An early morning safety meeting began the 30-mile trip to Antonito, CO where

the area around Alamosa for the next leg of our tour on the San Luis and Rio Grande RR. The first day saw us travel over 9242 foot La Veta Pass. In order to accommodate the large number of motorcars on this run, we divided into two groups of 20. One group set on at La Veta on the east side of the pass and the other about 40 miles to the west in Fort Garland. The ruling grade out of La Veta is 3% for about 16 continuous miles. It is quite challenging on a hot day especially for the single cylinder 2 cycle cars. The grade from the west is about half that. We met in the middle at Fir, our comfort stop. Each group continued to the turning points at La Veta and Fort Garland. On the return, the La Veta group ran non-stop past the Fort Garland group that was waiting safely in the siding at Occidental. This was cause for lots

we boarded a bus to Chama, NM for the return train trip to Antonito on the narrow gauge Cumbres and Toltec Scenic RR. It was a great trip riding behind a very old and historic steam engine. Upon arrival back at the mo-



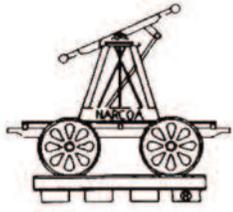
Opposite: The group pauses at the Leadville, Colorado and Southern Railroad xxx station. This page, top: NNRWY Meet Engine 94 at Lane Siding; Right: SL&RG Occidental siding; Bottom the group waiting at Vivian Park; Photos by the author.



torcars, we returned to Alamosa for the night.

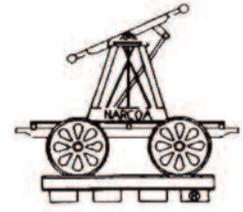
Our last day on the rails was an excursion on the SL&RG to Sugar Junction where we took the east leg of the wye to access the tracks of the San Luis Central RR, a 15 mile short line that passes through fields of agriculture and along farm related industries. We turned at the end of track in Center and returned to the west leg of the wye where we continued two more miles west to our turning point at Monte Vista. We always enjoy lunch in the park here as well as the ice cream at the famous Sugar Shack next to the tracks. Thanks to Jon Keeling from the Rocky Mountain Division for serving as EC on the SLC portion of this excursion. The return to Alamosa was uneventful and our final set off ended a memorable and historic journey.

Bill Schertle



NARCOA EXCURSIONS

AS OF AUGUST 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.

Sep 1 - OR Oregon Coast Scenic Railroad Pacific Railcar Operators will host a run from Garibaldi, Oregon to the Wilson River Rd, then return through Garibaldi to the Salmonberry Bridge north-east of Wheeler, approx 54 miles roundtrip. Details on NARCOA webpage. EC Bill Bain, P.O. Box 1047, Newport, OR 97365 (541) 961-0600.

Sep 7 - DE Wilmington & Western RR. NCRA invites you to operate this 10 mile line at least twice. Approximately 35 miles RT for the day. Set-on will be in Hockessin. Anyone can set off at NVF set-on location at each pass. Cost \$25. Coordinators Jamie Haislip 703-906-2502 and John Schmidt. Details on Narcoa Webpage.

Sep 7 - GA Blue Ridge Scenic RR. Blue Ridge to Ellijay – Approx 30 miles each round trip, 2 trips total. Price: \$5.00 per car active Blue Ridge Scenic Railroad Volunteers. All others \$10.00. No car limit but PLEASE email or call if you plan on coming on the ride. Carl Hymen 706-455-0492 Details on Narcoa Webpage.

Sep 7 - 8 - ME Maine Central RR. Sponsored by NEREX. Maine Central Mountain Division, South Windam, ME to Hazens, NH. Approx. 190 miles RT. Excursion fee \$130 for the weekend. Contact Gordan Wallick, 978-375-4842 for details.

Sep 7 - 8 - NV Virginia & Truckee RR. Motorcars Operators West will lead a two day excursion from Carson City to Virginia City. One round trip each day. \$75 dollars for both days. EC Dave Balestreri / John Haverty. Details on Narcoa Webpage.

Sep 8 - PA Strasburg Railroad. Ride America's oldest Short line railroad. Strasburg to "Paradise" PA and return twice. 9 1/2 mile round trip each time. Details at Appalachian Rail Excursions. \$30 per/car John Gonder 724-696-4544

Sep 13 - 15 - NY Delaware & Ulste RR. Arkville, NY Join with us as we have a laid back, fun weekend as we camp out and run this old line. A great time for all as we night run and day run this line in the beautiful Catskills. Sign up and details HERE. ECs Craig W. Hartman, Chris Vitz

Sep 14 - OH Willard Trainfest / Ashland Railway. Ohio Valley Railcars will display at the Willard Trainfest followed by a short 11 mile excursion on the B&O segment of the Ashland Railway, Willard to Plymouth. Fee is \$50 or free if you display. OVR rule compliance required. EC is Phil Linne. Details on Narcoa Webpage.

Sep 14 - 15 - TX Capitol Metro Transportation. Llano, TX to Scobee Spur, TX – Approx. 54 miles RT. or McDade, TX to near Giddings, TX – approx 23 miles RT. Actual location to be determined. Contact EC prior to run. This will be a cleanup ride. Mentoring available. Hyrails welcome. Fee: \$25 membership to

Railroad Partners, Inc. Details on Narcoa webpage. EC Leland Stewart (210) 863-5397, EC in Training Frank Glatzl (512) 918-2412

Sep 19 - 22 - CO Colorado and Southern RR. Rocky Mountain Division - Leadville, CO. Approx. 100 miles total. Details on Narcoa webpage. EC Jerry G Geiger/ Assistant EC Rob Small

Sep 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. Len Jones, EC 719-244-2888 Details on Narcoa Webpage.

Sep 21 - 22 - GA Ride The Rails Festival. Mineral Bluff to Hogback Road crossing and return. Total of 5 miles round trip. Multiple trips. Limit 2 cars. Ride Full. Festival is a Fund Raiser for the Model Railroad Club and Depot Restoration. Price will be determined by the Model Railroad Club. For Information please call Gordon 706-455-8903

Sep 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 webpage. E.C. - Jon Keeling 719-989-0779, E.C. in training Richard Reiff.

Sep 26 - 28 - IL 2013 NARCOA Annual Meeting. Sheraton O'Hare Airport Hotel, 6501 North Mannheim Road, Rosemont, IL 60018 This meeting is open to all paid NARCOA members.

Sep 28 - 29 - TX Capitol Metro Transportation. Llano, TX to Scobee Spur, TX – Approx. 54 miles RT. or McDade, TX to near Giddings, TX – approx 23 miles RT. Actual location to be determined. Contact EC prior to run. This will be a cleanup ride. Mentoring available. Hyrails welcome. Fee: \$25 membership to Railroad Partners, Inc. Details on Narcoa webpage. EC Leland Stewart (210) 863-5397, EC in Training Frank Glatzl (512) 918-2412

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 webpage.

Oct 5 - OH Ashland Railway. Ohio Valley Railcars will travel on a 60 mile round trip on the former Erie Ry. portion of the Ashland Railway, Ashland to Mansfield, Ohio. Fee is \$80 and includes lunch for 2. OVR rule compliance required. EC is Phil Linne. Details on Narcoa webpage.

Oct 5 - WA Pend Oreille Valley Authority Excursion and Train Ride. PRO Motorcar excursion and tour train ride on POVA from Newport to Metaline Falls and return. At Ione they will board the North Valley Lions Club tour train's open car for Metaline Falls (20 miles Rt). Participants will then motorcar back and set off. \$125.00 per car + \$12 per train ticket. For more information contact EC Bill Taylor Details on Narcoa webpage

Oct 5 - PA Wellsboro & Corning Railroad. Central PA Excursions will host a 70 mile RT excursion from Wellsboro to Gang Mills, NY and back. Application at centralpaexcursions.com. Application and details on Narcoa webpage. Check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: (570) 538-9050 or email.

Oct 6 - PA Lycoming Valley Railroad. Central PA Excursions will host a 50 mile RT excursion from Williamsport to Jersey Shore and from Williamsport to Faxon and back. Application and details on Narcoa Webpage. Check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: (570) 538-9050 or email.

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 Webpage.

Oct 11 - 13 - SD Black Hills Central Railroad. The First Iowa Division is hosting a 3-day ride at Hill City. We will make one round trip Friday evening to Keystone, three round trips on Saturday, and one round trip on Sunday morning. Mileage approx. 100. Cost \$60 per car. 15 car minimum - 24 car maximum limit. EC Dave Voeltz, 605-224-2964 (H) or 605-280-5551 (C). Details on Narcoa Webpage.

Oct 12 - 13 - PA Delaware Lackawana RR. Mid-Atlantic Motorcar Association run over the route of the Phoebe Snow and on the trolley line. Set on in Scranton. About 130 miles of well maintained track. Cost is \$220. for the two days. Details on Narcoa webpage. ECs Craig W. Hartman and Chris Vitz.

Oct 18 - IA 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 Webpage.

Oct 18 - GA Blue Ridge Scenic RR. Blue Ridge to Ellijay – Approx 30 miles round trip. Price: \$10.00 per car active Blue Ridge Scenic Railroad Volunteers. All others \$15.00. One Price For Both Days! No car limit but PLEASE email or call if you plan on coming on the ride. Carl Hymen 706-455-0492 Details on Narcoa webpage.

Oct 19 - GA Blue Ridge Scenic RR. Blue Ridge to Talking Rock – approx 70 miles round trip. October Festival in Talking Rock. Price: \$10.00 per car active Blue Ridge Scenic Railroad Volun-

teers. All others \$15.00. One Price For Both Days! No car limit but PLEASE email or call if you plan on coming on the ride. Carl Hymen 706-455-0492 Details on Narcoa Webpage.

Oct 19 - 20 - WV West Virginia Central RR. Fall foliage run. 2 days of spectacular mountain railroading from Elkins WV to Spruce and Tygart Junction. Approx. 170 miles. Appalachian Rail Excursions LLC, John Gonder Details HERE. 35 car limit. Radios required. No mentoring.

Oct 19 - 20 - GA Full - Waiting List Hartwell RR. First NARCOA Motorcar Excursion on this Railroad. Toccoa to Elberton via Hartwell from Bowersville (110 miles) each day. Reflecterized vests required. Check for \$150 to: Atlanta Railcar Transportation LLC, %Bobby Moreman, 3520 Cold Spring Lane, Chamblee, Georgia 30341. No refunds after September 19. Details on Narcoa webpage..

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). Mufflers 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

Oct 26 - OH US Rail. Jackson Division 90 round trip mile. This line is comprised of the former B&O, C&O and DT&I lines. All details and registration on Narcoa webpage.

Oct 27 - OH City of Greenfield Railroad. Former B&O St. Louis Main Line with some travel over the former Detroit Toledo & Ironton. 60 mile round trip. All details and registration on Narcoa webpage.

Nov 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 on Narcoa webpage.

Dec 7 - PA North Shore Railroad – Annual Toys for Tots Ride. Central PA Excursions ride. 86 miles RT from Northumberland to Berwick and return. As part of the fee for this ride, please bring at least one new, unwrapped toy with you for either a boy or a girl. The Toys for Tots folks will be on hand to collect the toys. Registration fee - \$55. Application and details on Narcoa webpage. Check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: (570) 538-9050 or email. .

Excursions Held On A Regular Basis

Jan 01, 2013 - Feb 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

Feb 1, 2013 - Jan 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.

Feb 1, 2013 - Jan 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.

Feb 1, 2013 - Jan 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.

Feb 1, 2013 - Jan 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

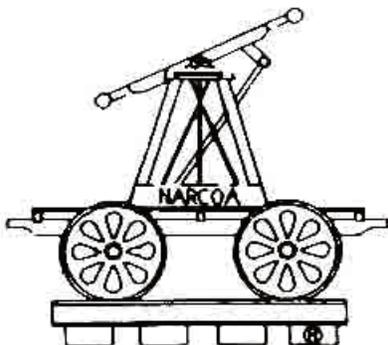
PLEASE NOTE:

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". Jan 01, 2013 - Feb 01, 2014 - TX



TRAILER SAFETY TIPS

BY STEVE HEALY

Having just made a quick jaunt to San Jose CA from Seattle, I was feeling good. Until a friend asked when I got brakes on my trailer. I gave him my most professional blank look and said: Huh? It seems California now requires brakes on any trailer 2000 pounds and over. (Mine runs 2200 pounds.)

The conversation started me nosing around. California has the lightest trailer weight requirement for brakes in the west, at least where I travel. However, there are new laws that are arising in all the states I usually travel with my motor car. Oregon has a quaint and vague way of defining trailer brake requirements, leaving it open to any DOT interpretation.

In the winter when we still motorcar, Washington requires chains to be carried on all passes, as do Oregon and California, even with all wheel or four-wheel drive. You may never install them, but having them is required during chain season. This applies also to trailers with brakes.

Ball and hitches are specified in several states, with a 2" ball apparently the minimum for 2000-pound trailers. Now I have personally seen many 1-7/8 balls with hitches to match, they usually come on a nice light-weight utility trailer just right for hauling an MT19.

State DOTs across the US are getting fussier with small trailers since large truck fleets are getting more in tune with various regulations. They cannot write as many infractions as they did before, and we are easy targets. Think about the tie downs on your trailer for that motorcar.

My point is; be aware of all the new DOT regulations you may encounter in your travels. (DOT regulations seem to change hourly.) It is not uncommon, for my wife and I to travel 1500 RT miles for a two-day motorcar ride. I want to be at least cognizant of new DOT regulations in the states I pass through. There is nothing a DOT officer likes better than the "deer in the headlight" look when he asks: "Sir did you know..." That look can invite a ticket or worse yet, being forced to pull over until the infraction is remedied. I may take my chances, and I will. However, I will not be too surprised when the question is asked, and I may have a good response.

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 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 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