

# THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA  
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION

JULY / AUGUST 2013

VOLUME 27 No. 4



MOTORCARS ON THE COMSTOCK  
SANTA CRUZ, BIG TREES & PACIFIC  
SANTA CRUZ & MONTEREY BAY

# THE SETOFF

VOLUME 27 - No 4

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: RICK SMITH IS STREET RUNNING DOWN BEACH STREET PHOTO BY WAYNE PARSONS**

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# PRESIDENT'S MESSAGE

## BERNIE LEADON

Hello all-

I hope you are having a great summer, and have had a chance to get on some of those runs you had your eyes on. If not, reach out to the EC who puts it on, and ask if you can get on his email list.

By the time you get this Setoff, around the first of August, the Area Director elections for even areas will be wrapping up. In the next several weeks, the incoming Directors will be voting for the next Officers, who will be seated at the annual meeting in Chicago the end of September. At that time, another member will become your association president and CEO.

I will be there to support that person, as I know all of you will also. Please read an article I wrote elsewhere in this issue, regarding the job of Director, and some thoughts I have had on the subject of what the job entails. Please take the time to think about whom in your home Areas might be good at administration and communication, and forward their name to Elections Chair Carl Anderson. He'll see if they are willing to have their name placed on the ballot for the next election.

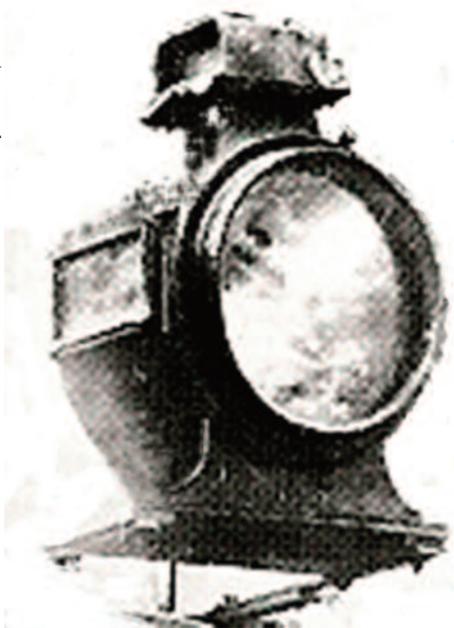
Being president, or director for that matter, can be very rewarding, but as the article says, should be viewed mainly as a service position, and one that can be demanding. But NARCOA has been very blessed to have capable members step forward to take these roles. While longevity in office has a benefit in "institutional knowledge" being preserved, rotation among experienced members is also important, and spreads the knowledge to a wider circle. That wider experience base creates strength in an organization also.

Inevitably, some misunderstandings happen due to geographic and cultural differences, but the solution to that is to go on some excursions out of your home area, or pick up the phone and have a chat. Once you spend some time with those from other locations, they are not strangers any longer.

Chip in and lend a hand where you can, and let's all help to keep this great adventure going into the future.

All the best, and be safe out there,

Bernie Leadon



# 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.

The summer season is here and the number of runs is at its annual peak. Hundreds of cars are on excursions every weekend. Oddly, the number of run-reports is still lower than what we would like to have an excellent SETOFF. Please put pencil to paper or fingers to keyboard and share your wonderful trips with those of us unable to attend,

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

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## AREA FIVE

(MS, AL, GA, FL)

### WILLIAM THOMPSON

Last weekend my wife and myself went on the Great Smokey Mountain Run. We seen a lot of area #5 members and some from other areas. It was a large run and we all had a large time. It was good seeing everyone. I have been buying parts from Carey Boney for a few years and never meet him until this past weekend that is one good thing about motorcar runs all the people you meet . That is what this hobby is about enjoying the views , running your car and seeing everyone. Myself and Larry Crowe are getting ready for our July Ice Water Run and I am sure we will need some ice water here in mid July. It has gotten to hot to work on a car on the track so go over them a little closer before dragging them to a run. Spark plugs and belts that need checking, and bad fuel hose. We all break down from time to time there is a saying that equipment does not brake down under the shed but when you drag it out get your tools out cause you will need them. Since changing our radios to narrow band some are not working like they did on wide band I was told that now the antennas are more important than ever. The mounting of them on metal for ground planes or just the right antenna can make all the difference in how good your system works. Remember that we got this far in Narcoa from being safe and staying focused. Our annual meeting is in September so if you have any ideas to make things better or think we need to change something let me know so it can be brought up. Will

## AREA ELEVEN

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

### BILL SCHERTLE

Area 11 would like to welcome The Recreational Railroad Coalition Historical Society as its newest affiliate.

The RRCHS will operate primarily in Central California on the Amador Central Railroad. The ACR is a beautiful 10-mile short-line that meanders through the Sierra foothills east of Stockton. It is an amazing corridor, especially in the spring when the wild flowers are in full bloom. It is a challenging run as it climbs the grade from the little town of Ione to the turning pad in Martell. RRCHS President, Grant Vogel, is excited about the opportunity to sponsor excursions on this historic piece of rail.

Bill Schertle

## VOTING HAS BEEN EXTENDED TO AUG 1, 2013

Due to the delay in mailing out of the ballots to the membership for the 2013 election of even Area Board Members, The cutoff for all voting has been extended from July 15 to August 1, 2013. This is being done to ensure those on an extended excursions can get home to vote.

VOTING is important to the health of NARCOA. Be sure you take time to vote and support your AREA Board Member. Thank you for your attention to this matter.

## 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](mailto:leadon@realllysmall.com) to secure a hotel reservation at the NARCOA rate, contact Carl Anderson at (847) 882-5329 or [ca636@aol.com](mailto:ca636@aol.com) the cut off date is August 23 2013  
Room rate will be \$127 per night, plus taxes.

# THE DIRECTOR JOB, AND MAYBE MORE

## BERNIE LEADON

As part of a debriefing process to the membership as I complete my second term as association president this summer, I would like to offer my opinion about qualifications for the job of Area Director.

Unlike the U.S. model of government, where the legislative and executive branches are separate, small private associations like NARCOA which are governed by Robert's Rules of Order, are based on the British model of government (Robert was a British general). In that model, executives are elected directly from the sitting legislative members. So the British Prime Minister and his cabinet must all be elected first as representatives (ministers) from local areas.

In NARCOA, the eleven Area Directors are elected from the eleven Areas, and while they represent their portion of the membership to the Board of Directors, the association CEO/president and vice president are then elected annually directly from those eleven Area Directors.

I believe those members thinking they would like to serve as Area Director should consider their willingness to also serve as either president or vice president. Directors may also be asked to chair a committee, or work on an important topic. And we all need to understand that the job of Director is largely a communication and administrative job.

Some who are elected as Area Director are in fact not willing to serve as an elected Officer. That being the case, and given that a few sitting Directors have likely already served as either president or VP, there may only be a few sitting Directors who are viable candidates to be president or VP. Because the president is the CEO of NARCOA, this is a critical issue.

The Board of Directors is, of course, the final authority in our association. But it really is not practical to ask that group to administer things on a day to day, or even week to week basis. They live in four time zones all across our continent. So someone must be the CEO, take the reins, learn association business in a deep and comprehensive way, and be willing to spend time at least several days a week answering emails and phone calls, working directly with other officers, committee chairs, and members. Sometimes, you have to be a referee, helping moderate discussions, and occasionally disagreements. Sometimes, it's simply to answer questions from a new member, and helping them pick the right person to help them. Sometimes, it's to take the time to ponder how processes can be improved, and talking to the job holders who might work on that topic. Some of these efforts span multiple years to bring to fruition. All of this takes time and effort, and the association cannot do without these leaders.

The biggest thing which those who stand for Area Director should understand, is that they may not be able to escape duty as president or vice president, and to understand that clearly going in. None of these are jobs which should be sought because you would like to be important or admired, but because you want to serve and give back.

I want to encourage you to serve and give back, not to discourage you. So let's all think about who in our home Areas would be a good candidate for these vital jobs, and then ask them to consider serving. Contact Elections Chair Carl Anderson regarding that person, and Carl will reach out to them and see if they will be willing to have their name put on the ballot for the next election in their Area (these posts are two year terms).

Thanks to all who serve, have served, and will serve in the future. NARCOA is a unique group, enabling a unique opportunity to operate small rail vehicles on railroads and railways in North America. We get to do and see things which most people literally have never dreamt about. Lucky us. Let's all do our best to keep it going, and to make the continual improvements which are necessary for future health and success.

Best wishes to you all,

Bernie Leadon President

# SEVENTH ANNUAL IONE RAILFAIR IS CONCLUDED

## LARRY BOWLER

Friday, May 24, 2013, Memorial Day weekend, became event set-on for the seventh annual Ione RailFair in Amador County of the State of California. This major motor railcar event on the tracks of the Amador Central Railroad is a much anticipated celebration of the AMCRR and the rail motorcars that ply this historic railroad corridor. Construction of the earlier named Ione & Eastern, later called Amador Central, began in 1903. Now under the co-ownership of Recreational Railroad Coalition Historical Society and the Amador County Historical Society, this beautiful excursion is a highlight of recreational railroading in the West Coast.

Recently, the railroad completed the reconstruction of the A-6 gang car that operated on the AMCRR over 50 years ago. After being rebuilt by a group of members, it was placed into service these decades later, in better condition than it was when it was new. Able to carry 6 people, the A-car, along with two other A-cars, including Rich Corbell's "Daisy", added much needed seats to carry the passengers on the round-trip to Cyclone Turning Pad in Martell, CA.

Sacramento Modular Model Railroad Club set up their impressive display of operating model trains inside the

Multi-Purpose Room of the nearby Ione Jr. High School. Another member of RRCHS operated the organization's handcar for those who desired to take a ride and get some exercise. This piece of the RailFair is always a popular ride for the public. It was an abbreviated run by the pumper-car on a shortened section of track in deference to the work necessary to propel this old hand machine.

Chuck Ratto, the event Excursion Coordinator, said during his safety meeting presentation that riding in a railcar is unlike riding in a railroad passenger car. "One can feel the dynamic vibrations of the steel wheels on the steel rails in such a way as to become personally connected with the corridor."

The Saturday night run is particularly popular as the motorcars return on the third trip of the day from Martell in the twilight to arrive, lights blazing, into the Ione rail yard. The final run of the event was on Sunday. A 9:00am departure as a capstone to the RailFair. Another community event featuring the AMCRR and the vintage rail motorcars of the private owner/operators who want to help to protect, preserve and promote this iconic railroad resource. -Larry



*Photo by Michael Cozad.*



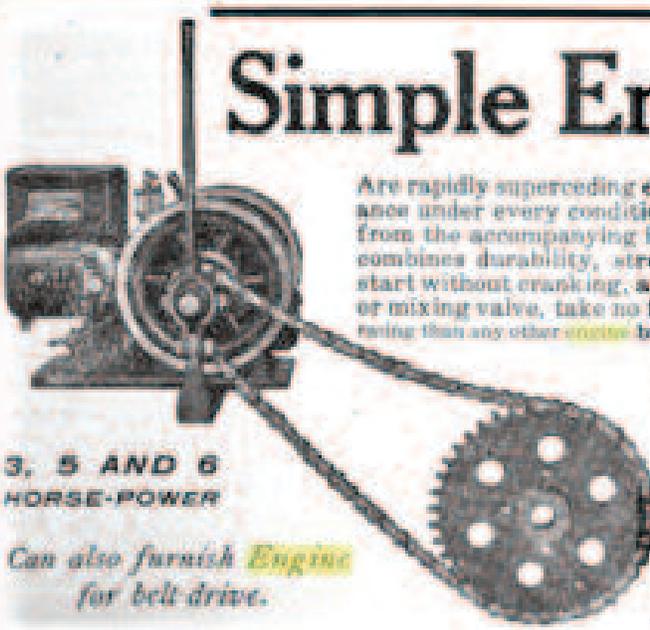
## BY TOM FALICON

I realize I sometimes sound like a broken record, but verifying that all your excursion attendee/operators have current NARCOA insurance and are qualified to operate a motorcar is a must. Insurance compliance awareness should be carried one step further. Even in this day of instant communication and education, you'll still find an attendee that may think it's OK to let their non-insured passenger take the controls for a short distance. Whether it's ten miles or ten feet, if a person does not have current NARCOA insurance they cannot operate a motorcar at a NARCOA excursion. Violation of this rule is considered to be Misconduct as described in the NARCOA Judicial Policy, so EC's please add this fact to your ever growing list of topics that must be covered at your excursion's job briefing/safety meeting.



Although you may not realize it, when you attend an excursion you are not only representing NARCOA but also the host railroad. During the excursion your group is visible as you travel through and flag grade crossings and when you stop in town during breaks and during set-on and set-off. Your actions, whether they be good or bad, reflect directly back to the host RR because most of the general public assumes that your excursion is a railroad roadway worker group. It is important that you remember to always put your best foot forward when dealing with the general public because if their encounter with you was pleasant, it reflects well on the host RR which in-turn reflects well on the EC and NARCOA and the end result may make it easier to secure a future excursion on that RR. A happy host RR is a host RR that invites NARCOA excursions back!

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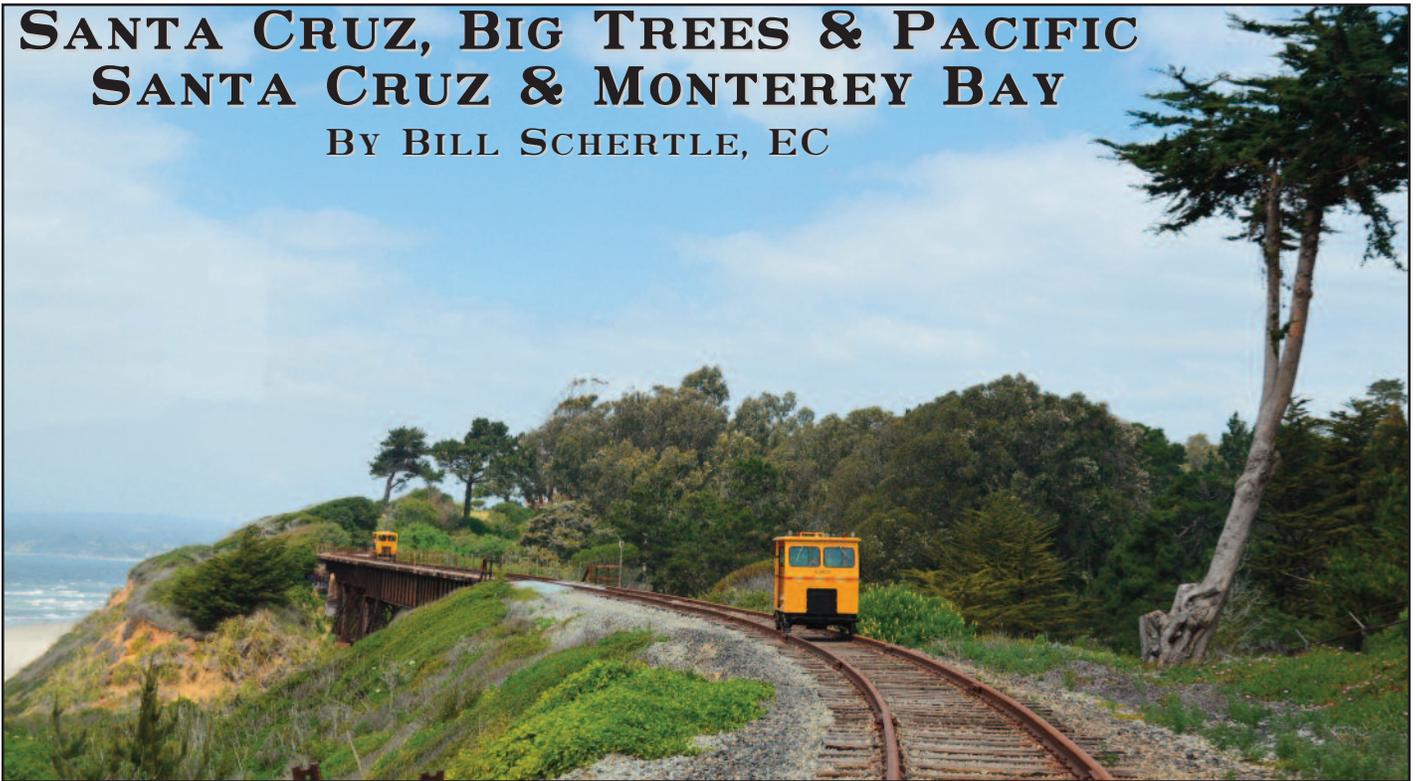
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# SANTA CRUZ, BIG TREES & PACIFIC SANTA CRUZ & MONTEREY BAY

BY BILL SCHERTLE, EC



Above: Motorcars crossing La Selva Bridge southbound on the Santa Cruz & Monterey Bay. Below Left: State Route 9 on the Santa Cruz, Big Trees and Pacific. Below: Mission Hill Tunnel where events on the SCBT&P usually stop and turn back to Roaring Camp. This time we motor on to the boardwalk!

*Photos by Wayne Parsons*



## Santa Cruz, CA - May 4-5, 2013

When the possibility of an excursion on the old Southern Pacific Santa Cruz Branch came up, it was obvious that there would be a huge response. This 30-mile line south of San Francisco has been on every Californian's bucket list for years. The

branch runs along California's Central Coast from the mainline junction at Watsonville and ends 30 miles north at the small town of Davenport. Along the way it passes through some of the most scenic spots in California including beach bluffs, eucalyptus groves, and the famous Santa Cruz Beach Boardwalk. Because of the anticipated response, I called Doug Stivers, President of Pacific Railcar Operators, another California affiliate, to see if he wanted to join us in putting together a first



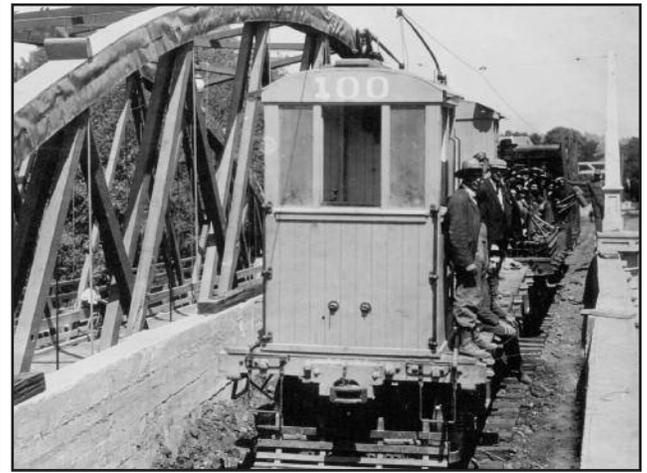


Above: Sunday safety meeting at the wye as we leave the SCBT&P and start south on the SC&MB. Center left: NARCOA Membership Committee member Dan Page pauses while the group catches up on Chestnut Street. Center right: we had half a mile of street running on Chestnut. Bottom: More street running on Beach Street past the municipal wharf, Casino, and along the edge of the Boardwalk - home of the historic "Giant Dipper" wooden roller coaster.



ever MOW/PRO excursion. He immediately agreed, and so began a cordial and cooperative effort to organize an excursion of a total of 75 motorcars over a two-day period – 41 on Saturday and 34 on Sunday. The original plan was to set on at the cement plant in Davenport and motor south to Watsonville on just the Santa Cruz and Monterey Bay





Left: Southern Pacific 2520 passing Casa del Rey on Beach St. in 1940. Right: The first speeder in Santa Cruz may have been Work Motor No. 100 seen here carrying materials and laborers on the Water St. bridge in 1908. *CC Santa Cruz Public Libraries*



Above: Manresa State Beach and ocean view. Below: The tracks squeeze between these Vista Lane houses in La Selva Beach, CA and the Manresa State Beach.

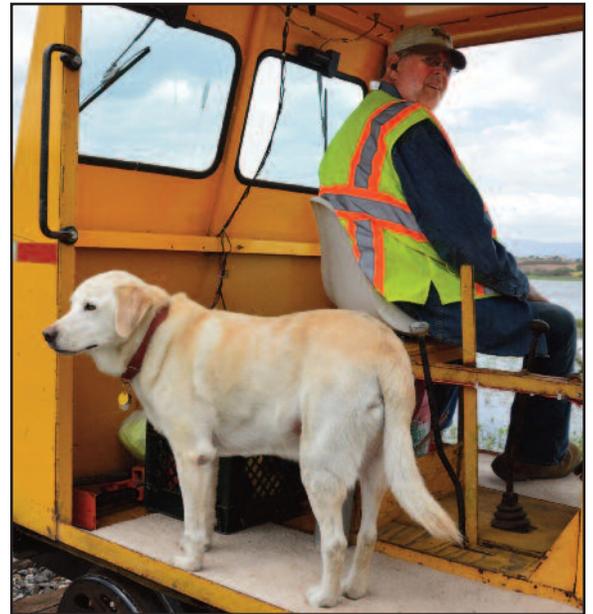


Railway. Co-Excursion Coordinator Dave McClain had assembled equipment and crew to deal with sand blocking the rail above Santa Cruz. As this issue was being resolved, word came of a burned bridge / culvert about three miles north of Santa Cruz that would not allow the motorcars to set on in Davenport thus cutting off ten miles of track.

Contact was made with the Santa Cruz, Big Trees & Pacific Railway asking them if we could set on at Roaring Camp in Felton. This new schedule saved the event and made for a great combined ride on two



**Above: Eucalyptus groves and a view of the Monterey Bay shore line from the Santa Cruz & Monterey Bay Railway tracks on the way to Watsonville. Center right: Rick Smith and his dog “Niner.”**



**Above: Railroad hosts Tom and Sharon Sharratt (Iowa Pacific), Dave McClain (EC), Jeff Weeks (GM SC&MBRwy), Ian Applegate (Roaring Camp and Big Trees Rwy). Right: Crossing a trestle in the wetlands area west of Watsonville.**

rail lines. From Felton we ran eight miles south, went through the Mission Street tunnel to the wye and connected with the Santa Cruz & Monterey Bay Railway. After a second safety meeting at the interchange, we ran south 20 miles along the coast to Watsonville and returned to Felton for set off.

It was an incredible weekend!



# AUSTIN MINI RAILCAR RETURNS TO THE RAILS.

PART A IS A REPRINT FROM SETOFF JANUARY/FEBRUARY 2003.  
ARTICLE AND PHOTOS BY ALAN WILBER

The Austin Mini automobile was first built in 1959 by the BMC (British Motor Corporation). The British needed a small car because of gas rationing brought on by the Suez crisis. BMC built the smallest car possible that would accommodate four adults and a little luggage. The cost for this little car was under \$800.00 US for the strip down model. Many versions of the Mini were produced over the years. Some of the models were estate cars, van versions, Riley Elf, Wolseley Hornet, Mini Cooper, Mini Moke, Mini Metro and Clubman. In 1968 BMC merged with Leyland forming BL (British Leyland). By the 1980's the Mini's were not imported into the USA. The cars didn't meet the new DOT standards. By 1986 five million Mini's had been produced. Also in 1986 the BL Company became Rover Group. They came up with new marketing slogans such as "Mini's have feelings too". In 1994 BMW bought the Rover Group. BMW is now importing the

Mini Cooper into the USA at a cost of \$18,000.00 US.

Back in the mid 70's the CN railroad in Canada bought 5 Mini's and converted them into rail cars. They were used for the same duties that the Fairmont's and Woodings plus some were used to deliver mail to out lying towns. After being used for a few years the cars were abandoned and went into disrepair. I believe the cars didn't hold up to RR use like the Fairmont's and Woodings.

Now for the rest of the story, In 1998 Les King rescued two of the cars and brought them to his shop in N Lawrence Ohio. I saw the Mini's sitting under his storage barn every time I went to visit. They seem to be begging me to restore them so they could return to the

*Below: The Hulk; Opposite top: Last Mini going to a good home; Opposite Bottom: Alan on the East Broad Top with the first Mini*





rails. In 2003 I convinced Les that I would take good care of the car that was in the worse condition. The car had been shot 35 times with a high powered rifle. Every window was smashed and all the good parts stripped. The engine had a quart of water in the cylinders and rusted solid. I knew I would need a donor car for parts. It took about a year with a lot of researching to find a relatively low price Mini. Minis have become collector cars selling from \$ 4,000.00 to \$ 20,000.00. I finally found a used Mini in Bradenton Florida for the donor car. It had been imported used from Great Britain. It wasn't in the best condition but by combining the two cars I came up with one good car. That car was restored in 2003.

In 2007 I purchased the second Mini and a donor car from Les King just before he passed away. As far as I know this is the last surviving Austin Mini railcar. In 2012 this car was restored in the same manner as the first. In May 2013 I sold this car to Jaime Samuel so his fiancée would have an old Mini to go along with her new BMW Mini.



# MOTORCARS ONCE AGAIN RIDE THE COMSTOCK

BY KEN MARTY, PRESIDENT, WEST COAST RAILROADERS GROUP



May 17th and 18th saw the return of motorcars to the Comstock division of the Virginia and Truckee Railroad in Virginia City, NV. Hosted once again by Steve Paluso of Pacific Railcar Operators, and piloted by West Coast Railroaders Group (WCRG), twenty six cars from the western states and two pilot cars from WCRG traveled a distance of sixty five miles over the historic line.

Although scheduled as a one day run, Friday night allowed for a rare evening run from Virginia City to Haywards, and return. This allowed operators to get accustomed to running heavy grade territory, and making needed adjustments to the cars (and humans) to compensate for the 6,200 feet above sea level elevation.

Saturdays run allowed for two round trips, one trip to the end of track at Eureka, the other to Eastgate and return to Virginia City. Prior to each trips departure, EC Steve Paluso along with WCRG officers held a safety meeting/job briefing at the F Street depot in Virginia City, thoroughly explaining all safety hazards and operating plans for the trip.

With the safety meeting complete, and motorcars warmed up, it was time to depart. With "Highball Virginia City" over the radio, we were on our way, carefully making our way down the heavy grade to Eureka. Upon arriving at Eastgate, the group held between switches in the siding as the WCRG pilot cars held the main and repositioned for the trip up the hill.

While at Eastgate, all cars were turned as this was the last safe place to turn cars before Eureka. The group then carefully backed down two miles to the end of track at Eureka, with a few minutes to photograph the Carson River Valley.

With the photo stop complete, and everyone ready to work the heavy grade back to Virginia City, "Highball Eureka" over the radio signaled Northward movement. Our next stop was just above Haywards, where the group paused for photos. This site was ideal for taking pictures of Silver City, which is located below the high mountain cliff the rail line follows. Next stop F Street Virginia City. Lunchtime!!!

After lunch, a safety meeting was held before our second trip down the mountain. The second trip was proof that no two runs are alike. Run participants witnessed the graceful beauty of wild mustangs that ran along the right of way, before disappearing over a desert knoll. Fortunately, there were no sightings of diamond back rattlesnakes. Its a shame the group missed out on witnessing the V and T steam locomotive working its way up the canyon to Virginia City. The sights and sounds of the historic locomotives #18 or #29 remains unchanged from what was in 1869 when the railroad first made its way to Virginia City.

With everyone back at Virginia City, cars were set off, loaded up, and participants headed for home. As the last car was set off, WCRG reported "Clear of the main



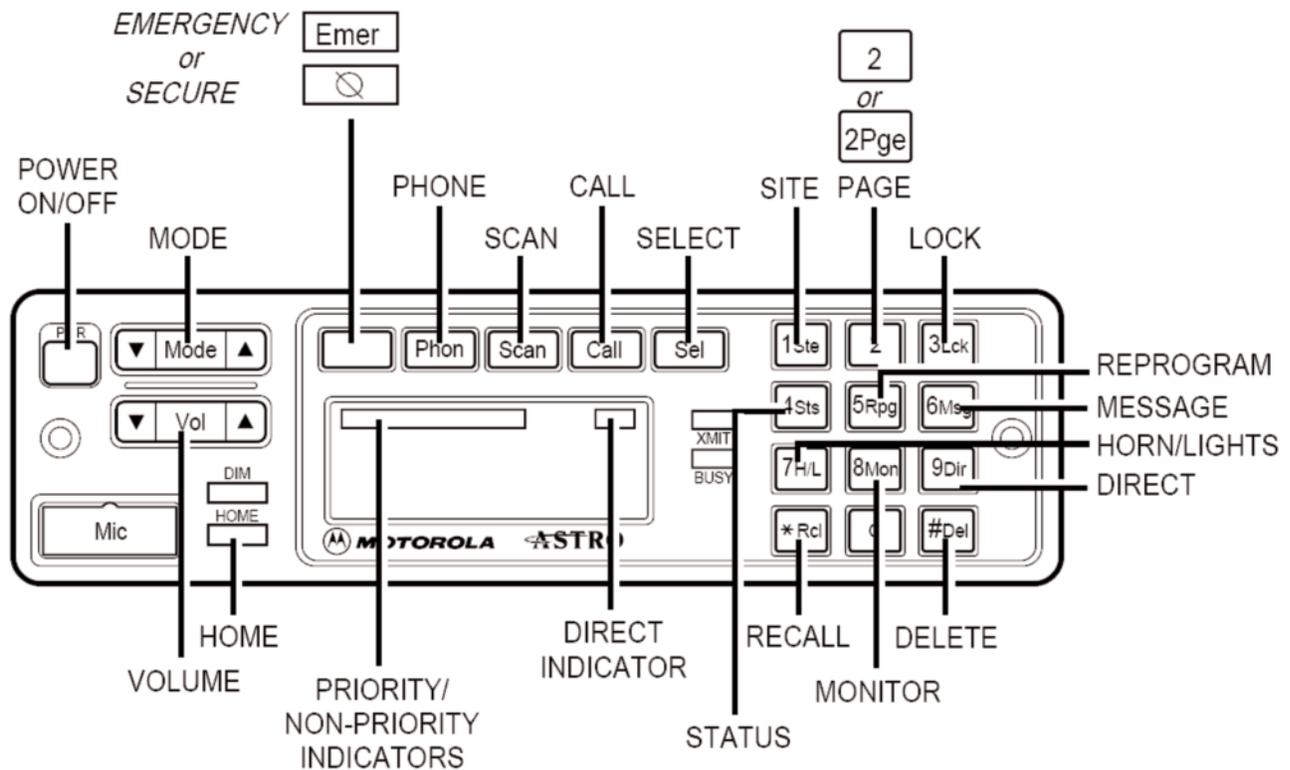
*Opposite: WCRG officers positioning pilot cars at Eastgate; Above: motorcars at Virginia City; Right: WCRG 1813 running around group at Eastgate; Below: WCRG 1813 with Manager of Operating Practices Ben Pechner. Photos by Ken Marty*



track between Eureka and Virginia City” to the V and T dispatcher, officially ending our excursion over this historic rail line.

Thanks to everyone who made this excursion possible, including Steve and Barbara Paluso, who both give so much time so we all can enjoy well run excursions. Also Ben Pechner, Manager of Operating Practices for West Coast Railroaders Group, and most of all Tom Gray, GM of the Virginia and Truckee Railroad, for his continued support of the motorcar community.

# PROGRAMMING THE MOTOROLA SPECTRA “SCAN” FUNCTION - BY GORDAN WALLICK



For those of you not familiar with the use of the scan function of your radio, it allows you to monitor other channels, selected and programmed by you, while monitoring whatever channel you have set your radio for, which for us in the motorcar hobby, is usually NARCOA 1. By the use of this function, you can scan for transmissions on other channels, typically the host railroad channel. You can listen in on host railroad chatter, as well as dialog between the railroad pilot and the EC of the excursion. When your radio detects a transmission on one of the channels you have programmed it to scan, it jumps to that channel so that you can monitor the transmission. When these “scanned” transmissions are complete, your radio jumps back to the channel which you had previously set it to monitor. As a point of information, you may transmit on any scanned channels as well, however it is NARCOA policy that no one transmit on any channel other than the designated NARCOA channel, *except* in an emergency.

1. The information below is specific to the Astro “W7” model (shown in the diagram), which is equipped with a Rocker Channel selector switch. This information should work with most, if not all, Motorola models. **READ THIS ENTIRE DOCUMENT** before

starting this procedure. It will make the process easier.

2. The “SCAN” button on your radio serves two functions:

The first function is to turn the Scan Function **ON** or **OFF**. The Scan Function can be turned On or Off by momentarily pushing the “Scan” button on your radio. When the Scan Function is “**ON**”, a small blue arrow (triangle) will be continuously lit in the display underneath the “Scan” button. When the Scan Function is “**OFF**”, this arrow will not be lit.

The second function of the **SCAN** button is to program the radio for the channels that you would like to have in the “Scan List” (16 Channels Maximum). To start the programming process, press and hold the “**SCAN**” button for more than one second, while watching the display. The blue arrow mentioned above will flash on and off and a single beep will be heard. Release the “**SCAN**” button. The radio display will display “**Sel Mode**”, which is “Motorola speak” for “Select a Channel”. The radio is now ready to add *or* delete a channel to *or* from the Scan List. Once the information in paragraphs 3, 4, & 5 below is understood, proceed to paragraph 6 to implement the process.

3. Some information about the display is appropriate at this time. Depending on how your radio has been programmed, it will display channel information in one of two ways. It will display either a six digit frequency, *or*, the AAR channel number *plus* a partial six digit frequency. For example, lets' say you wanted to select AAR channel 74, which has a frequency of 161.220. This will be displayed as either "161.220" *or* "74 1:220". In the second example, because of display space limitations, the first two digits of the six digit frequency, in this case "16", have been left out in order to allow space for the AAR channel number.

4. Also located in the display is a small "tool bar". It is located above the channel display and shows the following information: ^ PRI ^ N PRI ^ DIR ^ . The "^" is meant to represent the "arrows" mentioned in paragraph one, as this computer can't replicate the arrows. The display will be seen briefly, in its entirety, when the radio is first turned on. It is the "PRI" and "N PRI" portions of this tool bar that will be used in the "Scan List" add or delete channel process. Note: once modifications to the scan list have been "saved" into memory by pressing the "Home Button", they will remain in memory even though the SPECTRA is turned off or the power is removed

5. You will need to decide which one of the three possible "priority levels", listed below, you would wish to assign to the channel you are adding to the Scan List.

A. A "blinking" "PRI" is a "first priority" scan. Only one first priority scan is allowed in the program. If you already have the "first priority" assigned to another channel, that "first priority" designation must be removed from that channel *before* it can be assigned to another channel. Transmissions on the "first priority" designated channel will always be heard, no matter what other transmissions are being monitored. First priority transmissions will interrupt and override all other transmissions in process.

B. A "non-blinking" "PRI" is a "second priority" scan. As in the first priority, only one second priority scan is allowed in the program. Second priority trans-

missions will interrupt and override non-priority transmissions, but NOT first priority transmissions.

C. "N PRI" is a non-priority scan. Multiples of these may be programmed into the radio. These will always be interrupted and overridden by first and second priority transmissions.

D. No display, or the absence of A, B, or C above, is used to designate a channel that is not currently on the scan list.

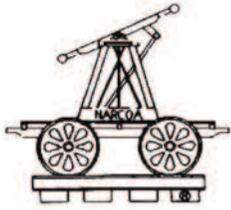
6. Push the "Mode" (channel) selector switch to select the channel you wish to modify in the Scan List. While viewing the tool bar, push and release the "SEL" button to select the priority level for the channel displayed. Note: You may push and release the "SEL" button as many times as you wish, as this will just continuously rotate through the four possible choices (three priorities *or* cancel), and their related displays, as listed in paragraph 5 above. Once you have made your selection, push the "HOME" button. This completes the SCAN programming process and saves the information in a non-volatile memory. You may repeat this process to program additional channels.

Incidentally, the "HOME" button has an additional function. It is programmable (by a radio technician) to a previously determined frequency, for us in the motorcar hobby usually NARCOA 1. It allows for quick access to that channel without having to use the selector switch to get there.

7. To review the channels that are already programmed in the Scan List, press and hold the SCAN Button for more than one second, and until the single "beep" is heard, then release the button. While viewing the tool bar, push the "Mode" (channel) selector switch to scroll through all the channels in your radio. Channels that have been previously programmed for scan will display either a "blinking" "PRI" (first, or highest priority), a "steady" "PRI" (second priority), or "N PRI" (non-priority). While scrolling through the channels, if you come across a channel on which you wish to modify the priority, or remove from the scan list, use the "SEL" button as outlined in paragraph 6 to either modify the priority, or delete the channel. You may make as many changes as you wish to as many channels as you wish, just remember to push the "HOME" button to save the changes and exit the program when you are done.

Text written by Gordan Wallick

Press Sel	Mode	Indicator
One time	Non-Priority	NPRI lit
Two times	Second Priority	PRI lit
Three times	First Priority	PRI blinks
Four times	Delete from List	No indicator

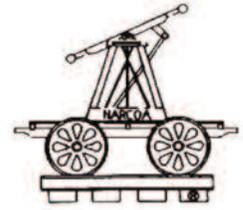


# NARCOA EXCURSIONS

## AS OF JUNE 15TH, 2013

Please submit all excursions and ads directly to  
**[webmaster@narcoa.org](mailto:webmaster@narcoa.org)**

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



**Jul 4th & 6th - OR Oregon Pacific Railroad** OPR is hosting the annual Speeders, Fireworks & Night Run on the East Portland Branch on Thursday for public speeder rides. Saturday tour the 9.1 mile Molalla Branch. 20 car maximum, non-NARCOA event is free! Kevin Novak (503) 984-4186.

**Jul 6 - GA Blue Ridge Scenic Railroad** Blue Ridge to Ellijay – 2 trips. Price: \$5.00 per car active Volunteers. All others \$10.00. Please call or email for details and set on directions. Coordinators: Carl Hymen (706-455-0492), Barry Vincent (706-276-2283).

**Jul 6 - MB FULL - Contact Mike 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.

**Jul 7 - MB FULL - Contact Mike 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.

**Jul 8 - MB FULL - Contact Mike 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.

**Jul 9 - MB FULL - Contact Mike 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 resi-

dents 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.

**Jul 11 - SK Long Creek Railroad FULL - Contact Mike** 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.

**Jul 12 - 14 - CO Colorado and Southern RR** Rocky Mountain Division - Leadville, CO. Approx. 80 miles total. Details on Narcoa Website. EC Jerry G Geiger/ Assistant EC Rob Small

**Jul 12 - 14 - ID/WA Washington & Idaho Railway** Pacific Railcar Operators WI&M/P&L branch excursions. Set on point will the Potlatch Depot in Potlatch, Idaho. Friday - 138 miles on the P&L, from Potlatch to Marshall, WA and back. Sunday - 74 miles to from Potlatch to Moscow and back. \$225. for the 2 days. EC Rich Wilkins. On Saturday, POTLATCH DEPOT DAYS will be held in conjunction with the W&I RR excursion with rides offered to the public to support the Museum. Check made out to PRO to Rich Wilkins, 6135 Hwy 35 MT Hood Parkdale, OR 97041. Include your email address. 541-806-6400

**Jul 13 - TX Capitol Metro Transportation** McDade, TX to Paige, TX – approx 26 miles RT. Multiple RT's during day. Max mileage near 80 miles for day. Contact EC prior to run. Mentoring available. Hyrails welcome. Fee: \$25. Details on Narcoa Website. EC Leland Stewart (210) 863-5397, EC in Training Frank Glatzl (512) 918-2412

**Jul 13 - CA Amador Central Railroad** Amador Central Railroad. Public motorcar rides in support of a local fundraiser. No fee for carrying passengers. Chuck Ratto, E.C. (209) 245-3043. Details on Narcoa Web-

site.

**Jul 13 - MB FULL - Contact Mike 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.

**Jul 13 - 14 - WV FULL -- Waiting List West Virginia Central Railroad** Elkins, WV Saturday to the top of Cheat Mountain. Sunday to Tygart Junction Via Belington and return. Aprox. 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.

**Jul 16 - ND Northern Plains Railroad** North Central Railcars is hosting a one-day trip on the Northern Plains Railroad from Fordville, ND to either Devils Lake or Munich, ND. Total rail miles will be approximately 120. Excursion fee is \$100. Details on Narcoa Website. Contact Mike Ford at or (317) 839-9320 for more information.

**Jul 18 - MN North Shore Scenic Railroad** North Central Railcars is hosting a 1-day, 52 mile round trip, along the shores of Lake Superior between Two Harbors, MN and Duluth, MN. Cost of the excursion is \$90.00 and includes the trip fee, box lunch for 2, and museum admission for 2. Details on Narcoa Website. Contact Mike Ford at or (317) 839-9320 for more information.

**Jul 20 - WA Ballard Terminal Railroad** PRO ride on the former NP Sumas Branch, Woodinville to Snohomish 28 miles RT. Cost \$35. 15 car limit. A cars discouraged. Turntables strongly suggested. Details on Narcoa Website. Checks made out to PRO to S.Healy 19740 SE 277 Street, Covington WA 98042.

**July 20 - 21 - GA Heart of Georgia / Cater Parrott Railnet** Saturday Cater Parrott: Nashville Run is Willacoochee, Ga. to Valdosta, Ga. RT 86 miles. Sunday Heart of Georgia: Cordele, Ga. to Dumas, Ga. RT 100 miles. Cost \$165. SERO affiliated event. E.C. Will Thompson Home: 229-723-8231 Cell: 229-359-5701. E.C. Larry Crowe Cell: 229-326-3736. Details on Nar-

coa Website.

**Jul 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.

**Jul 27 - 28 - OR Oregon Electric Railway Historical Society** Antique Powerland is putting on its annual "Great Oregon Steam-Up". Motorcars will be running concomitantly with the Society's trolley car. This is a non-NARCOA fund raising event for the benefit of OERHS. Rides are being offered to the public. Rick Koehler, P.O. Box 7, Sherwood, OR 97140 (503) 784-6900. Details on Narcoa Website.

**Jul 27 - 28 - PA North Shore and Shamokin Valley Railroads – Annual Central PA Weekend** Central PA Excursions ride over the 86 mile North Shore Railroad on Saturday and the 50 mile Shamokin Valley Railroad on Sunday. The Central PA Chapter of the NRHS will be our hosts at a picnic at the White Deer Station Saturday night. Registration fee - \$90. Application and details on Narcoa Website. check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: (570) 538-9050 or email.

**Aug 3 - WV South Branch Valley Railroad** Sponsored by Appalachian Rail Excursions LLC. 102 mile round trip through the Potomac River Valley. Petersburg to Greenspring & return. Companion trip to the Western Maryland Scenic RR on Aug 4. 40 miles apart. Contact John Gonder at 724-696-4544 Details on Narcoa Website.

**Aug 4 - WV Western Maryland Scenic Railroad** From Ridgeley, WV, to Frostburg and return. Approx 34 round trip miles. Very scenic trip up the mountain, turn cars on a turntable at the top. 40 car limit. Price \$40 per car. Gary Shrey 717-227-9628 NCRA website.

**Aug 4 - 5 - OR Oregon Electric Railway Historical Society** Antique Powerland is putting on its annual "Great Oregon Steam-Up". Motorcars will be running concomitantly with the Society's trolley car. This is a non-NARCOA fund raising event for the benefit of OERHS. Rides are being offered to the public. Rick Koehler, P.O. Box 7, Sherwood, OR 97140 (503) 784-

6900. Details on Narcoa Website.

**Aug 17 - 18 - TX Capitol Metro Transportation** Llano, TX to Scobee Spur, TX – Approx. 54 miles RT. or McDade, TX to near Giddings, TX – approx 20 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 Website. EC Leland Stewart (210) 863-5397, EC in Training Frank Glatzl (512) 918-2412

**Aug 18 - 21 - CO FULL -- Waiting List Durango & Silverton 3 ft Narrow Gauge RR** The exact date you need to be in Silverton has not been determined. Sunday set-on, Silverton to Elk Park and return mandatory test run. Monday, Tuesday - Silverton to Valley & return. Wednesday – Silverton to Rockwood and return. ~ 220 mi total. No Mentoring. Fee \$380 per car. 20 car limit. Sign up ends July 15. Details on Narcoa Website. EC Philip Walters

**Aug 22 - 25 – NM/CO FULL -- Waiting List Cumbres & Toltec Scenic Railroad - 3 ft Narrow Gauge** Set-on in Chama, NM Thursday, Aug. 22, late afternoon. Ride from Chama to Big Horn and back on Friday, Chama to Antonito on Saturday (overnight in Antonito), and Antonito back to Chama on Sunday. 20 car limit. Deadline for signing up is Monday, July 15, 2012. EC Jim McKeel, phone: (316) 721-4378. Details on Narcoa Website. .

**Aug 24 - 25 - IN/MI FULL -- Waiting List 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

**Aug 31 - Sep 2 - SD & ND Dakota, Missouri Valley & Western / Sisseton & Milbank RR's** First Iowa Division ride between Aberdeen, SD and Geneseo, ND. departing from Britton, SD. Monday ride on the former Milwaukee Road line from Milbank to Sisseton. Mileage approximately 300 miles. EC Dave Voeltz, 801 N Harrison Ave, Pierre, SD 605-224-2964 home 605-280-5551 cell. Details on Narcoa Website.

**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 Website.

**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 Website.

**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 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 Website. 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 Website. 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 Website.

**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 Website. 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 EC Leland Stewart (210) 863-5397, EC in Training Frank Glatzl (512) 918-2412 Details on Narcoa Website.

**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 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 Website. 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 Website. 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 Website.

**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 Website. 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 Website.

**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. Reflectorized 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 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). 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

**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 Website.

**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 Website. 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.

*Sierra RR turntable in Jamestown, Ca at the 1897 California Historic Park, Photo by Art Fitzgerald.*



# SUPPLIERS

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

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

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

**Brown Railroad Equipment** / Dan Brown, [www.brownrr.com](http://www.brownrr.com). 4 Amersham Court, Glen Carbon, IL 62034. (618) 288-6698. The entire remaining Fairmont factory inventory of motorcar parts was bought by Brown when Fairmont stopped making 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](mailto:rrstuff@hawaiihost.us) 1146 W. 27th St. Independence, MO 64052-3222. Library of rail motorcar manuals, performance sheets, parts lists, maintenance instructions.

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

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

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

**Model T coils for 2-cycle cars** 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](http://fifthaveinternetgarage.com)

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

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

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

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



# NARCOA COMPANY STORE

## Wheel Inspection Tools



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

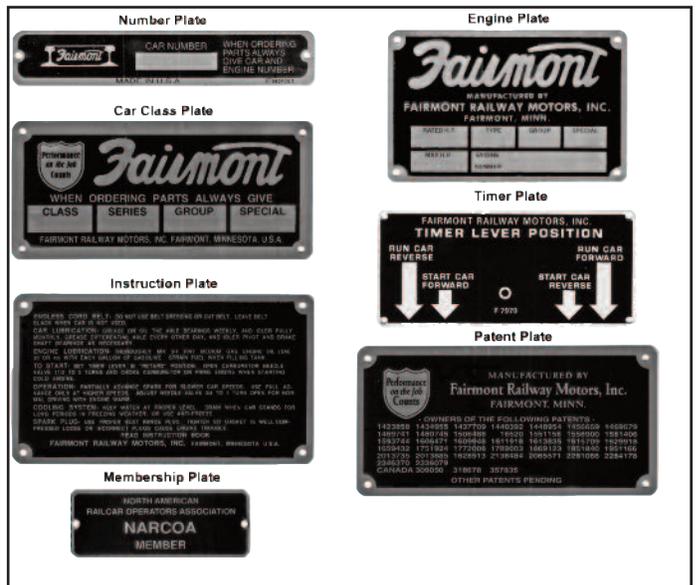
The clear plastic wheel profile is necessary to determine if the wheel is flat, thin in the flange area, or has wear between the flange and the flat section of the tread. Use the wheel profile as your first step in diagnosing "hunting" on the rails. Use two of the clear plastic wheel profiles to determine 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