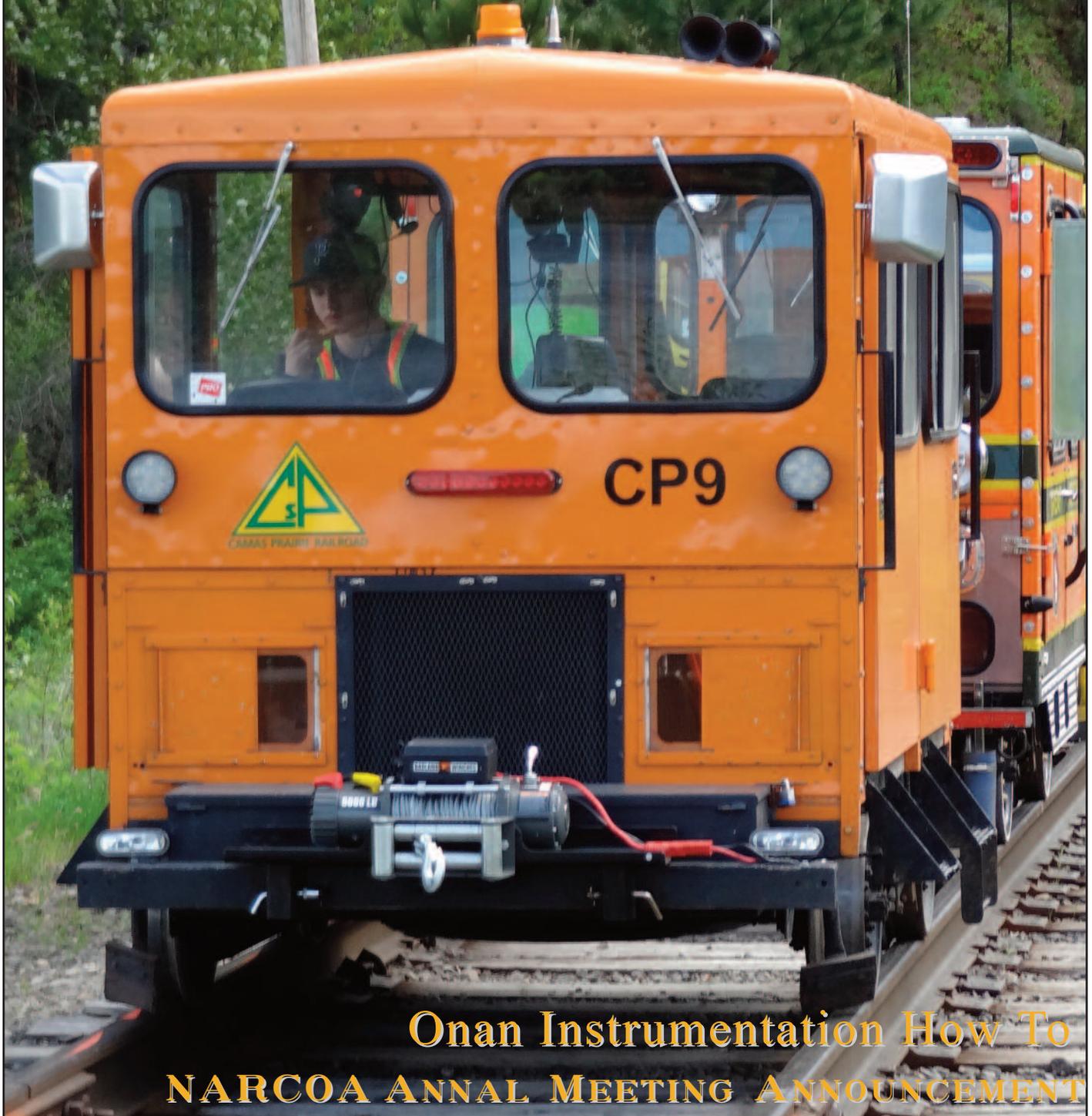
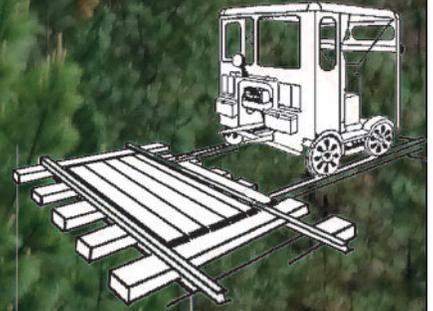


# THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA  
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION

JUL / AUG 2014 VOLUME 28 - No. 4



Onan Instrumentation How To  
NARCOA ANNAL MEETING ANNOUNCEMENT

# THE SETOFF

VOLUME 28 - No. 4

The SETOFF is the official publication of the North American Railcar Operators Association (NARCOA) and is published bimonthly to promote safe legal operation of railroad motorcars, and to encourage fellowship and exchange of information among motorcar enthusiasts. Membership in NARCOA, which includes a subscription to The SETOFF, is \$36 per year, and is available from Secretary Mark Hudson. Please send your 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 located in Canada, the United States, and Mexico, please see:

[www.narcoa.org](http://www.narcoa.org)

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**ON THE COVER: THE PALOUSE  
EXCURSION STOPPED FOR PIC-  
TURES BETWEEN TUNNEL #40  
AND BENEWAH BRIDGE.  
PHOTO BY JOHN BRONOW**

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**RADIO EQUIPPED**

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

# PRESIDENT'S MESSAGE

## BILL SCHERTLE

# FROM THE EDITOR

**BRIAN DAVIS**

I recently returned from a combined MOW/PRO Excursion on the Grand Canyon and the Copper Basin Railways in Arizona. The GCR is always fun and involves an overnight stay at the Canyon so we can take time to savor this immense national treasure. The railroad is about 60 miles one way on very good track. On the return trip we were slowed way down by 40-mph headwinds that sent many of us into low range or on the tow bar of some A cars. Overall, though, any day on the rails is good. At the Copper Basin I had the pleasure of meeting "Jake" Jacobson, the President and CEO, and the namesake of the "Jake Award" for short line railroad safety. He's a great guy and after I introduced myself he gave me a silver dollar for good luck. Under the cab windows of each of his locomotives is the phrase "**Our real Power is the Pride of our People**". This was demonstrated by the attitude and service of our RR pilots and their crew. They were always helpful and courteous. I hope that can be said by all the members of NARCOA – you take pride in being part of a great hobby and a great organization and do what you can to help your fellow operators.

As you ride the rails in your motorcar, don't forget Section 3 of the Code of Conduct that states, "NARCOA members are expected to observe the NARCOA rulebook". This book is the foundation of our hobby and the reason why we have access to so many railroads. Without it there would be no NARCOA. It has gone through several versions since the 80's but its purpose remains the same – SAFETY. Never forget that. Read it, and apply it anytime and anywhere you set your motorcar on the rails. I hope you have many opportunities to set on this summer, and that the fall will bring many more. Thank you for the opportunity to serve as your President this year.

Bill Schertle

Hello NARCOA! My how time flies! The motorcar season here in Ohio is well underway, and the excursion list is getting longer every day. The run reports are finally coming in, and the pictures that go with them are superb. Thank you!

This is the second issue with additional pages of color, and I would love to hear what folks think of the change. Take a minute to send me an email to tell me what you think. Then let your Area Director know what you think of the change, too.

We have some wonderful articles in this issue, especially the Onan instrumentation upgrade how-to article and the EC Tech article on radios and their use. Also, the 2014 NARCOA Annual Meeting is coming up, so make your reservations soon. Jane and I hope to see many of you there.

See you on the rails.

Brian Davis

## 2014 NARCOA ANNUAL MEETING

Friday Sept 26<sup>th</sup> and Saturday Sept 27<sup>th</sup>.  
Sheraton - Chicago O'Hare Airport Hotel

6501 Mannheim Road, Rosemont, Illinois 60018

This meeting is open to all NARCOA members. Any member wishing to address the board or add items to the agenda, must contact president Bill Schertle at (714) 743-0804 or email to [bschertle@sbcglobal.net](mailto:bschertle@sbcglobal.net).

To secure a room at the NARCOA rate contact Bob Knight at (815) 786-3096 or email at [railbuff@indianvalley.com](mailto:railbuff@indianvalley.com). The cut-off date for room reservation is August 18th, 2014 for the 2014 NARCOA rate of \$132.00 per night, plus taxes.

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## AREA SIX

(MN, WI, IL, UPPER MI)

**BOB KNIGHT**

We are well underway in Area 6 for the motorcar excursion season! Mike Ford with the help of Fred Lonnes has just completed the Great Lakes Railcars' excursion on the Great Lakes Central Railroad (GLC) this last weekend. The weather was great for two days of the three day excursion with clouds and some mist the third day. There were 34 motorcars with close to 80 participants completing the run from Cadillac to Petoskey, Mich than to Traverse City and return to Cadillac. Many of the participants were from the Area 6 states with visiting members from as far away as New Jersey and North Carolina.

Area 6 is also growing in membership with 9 new members joining in the last several months. We have the following new members:

Kent Olson – Oshkosh, WI  
Eric Hugg — Palatine, IL  
Loren Hagen – Montgomery, MN  
Chris Pappas – Crystal, MN  
Brandon Lee Carstensen – Edgerton, MN  
Andy Reilly – Marseilles, IL  
Janet Gale – Sturgeon Bay, WI  
Brett Nance – Gwinn, MI  
Thomas Sullivan – Inver Grove Hts, MN

From the list above reported by our NARCOA Secretary, Mark Hudson, it looks like we are going to need some good future member help for the mentoring process. We have had several members working on several railroads in the area 6 region for the possibility of making an excursion close to "home". Dave Otte from Wisconsin has stepped up to the plate and has been working on the process to become

an EC. He will complete his training/mentoring process in several weeks on the North Shore run in Duluth, MN with the help of EC, Mike Ford. He plans to work with several railroads for possible excursion runs.

Please continue to keep it safe on the excursions and watch your required distances, flagging and using just good common sense and we will continue to have a good safe season. See you on the rails.

Bob Knight

## AREA EIGHT

(CANADA & INTERNATIONAL)

**JOHN BROWN**

Here it is June 1<sup>st</sup> and I have just been out checking my MT19 for the trip to North Carolina and Tom Falconer's run as mentioned in the last Setoff. Yes it runs great in the driveway, I hope it runs as good in N. C. How many of you have had you car run as never before in the driveway, then get to a run and it won't start or dies on the run. Been there, done that and bought the T-Shirt so the saying goes.

I had a great time on the NEREX WNY&P excursion run from Olean NY in April. Weather was good and the rain came at night which is always good in my mind. Was great to see Mr & Mrs Carlson, John Kook. Maddog and one of my favourite passengers that Maddog has Professor Bill.

As I mentioned in a previous Setoff Mike Ford donates extra money to charities in the area. Well I was surprised when at Falconer, N.Y on the return trip back to Olean on the Sunday we had a safety meeting. I am sure the groans and

why a safety meeting now was heard all across the country. Seems the NEREX boys have a draw for one of their Safety Vests. All the operators for the trip are placed in a hat. Helen Ray pulled my name out of the hat, so being a Director was no influence on the NEREX group to pick my name. The Safety Vest is impressive with NEREX Excursions, NARCOA and my name on the front of the vest. Thanks Helen and the NEREX guys for doing the draw. I am sure the vest and having all the names is not a cheap endeavour. Another way to give back to the operators that come to your run.

As mentioned in the previous Setoff's we had a short fall of motor car operators not resigning up for insurance this year. I called 6 of my area operators and one fellow told me he could only make one excursion this year due to his work schedule. As he went on the internet he noticed it was sold out already so decided not to insure this year. Then he asked me a question I couldn't answer. "John how come it was sold out so fast, does the EC have a private list that he contacts first" I answered I had no idea and stated I have kept track of when excursion I want to go on were listed over the past couple of years and go in the internet every day around the same time. Maybe that fellow doesn't have that opportunity as I do as I am retired.

As it is my first year as a director maybe I am still an unknown face in the crowd and like I have done years ago do hear things from fellow motor car operators. Yes some are rumours and some good complaints. So on the NEREX run out of Olean as I came upon a couple of fellows talking and I heard the same question. How come that run was

sold out immediately, or so quickly that seemed like it was within a day or two. I think the Board has to look at this question as in my area we lost out on an insurance policy. How many other areas has that happened or to be honest frustrate operators, who were looking to be on a certain run.

When one of the area directors last year heard I was going to be from Area 8 he mentioned that I being just an operator on runs before I was a director I would no doubt hear things that directors or EC's on the run would not hear. This was true on the Olean run.

Also I have signed up for Mike Ford's August trip out of Ashley Ind. that I wrote about last year in the Setoff.

Well time to shut up and get ready to head to N.C. and Tom's great run.

As Canada's famous Red Green would say keep your stick on the ice, I say keep your motor car on the tracks.

John Brown

## DIRECTOR AT LARGE JAIME SAMUELL

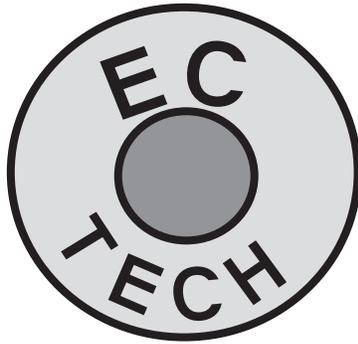
When Life gets in the way of Motorcars.

Sometimes we just can't have everything. I have started a helicopter operation that takes up more of my time, which leaves very little left. I have been getting notes and calls from motorcar folks wondering what has happened to me. So it seems that I now live in my new Bell 47. I have a brand new Bell 47G3-B1 that I have been using to run a tour business in KY. A fellow railroader with the Mountain State Logging Association, called as he knew that I had the helicopter and invited me to take part in an event at the North Carolina Transportation Center. They had put together this huge event with streamlined locomotives and wanted to offer a way to have people photograph the event from the air. So after some planning and thoughts I decided to do this event as how can you go wrong with trains and helicopters? I ended up doing a large amount of

work for Norfolk and Southern and Amtrak while I was there. Took the VP from Union Pacific Railroad for a ride along with 400 other people who wanted to see the sights from above including my 96 year old grandfather. While I was making one of my 800 passes over the grounds I had noticed this huge sign painted on the side of the back shops. It said BE CAREFUL. For years everyone that came near this building noticed this sign. It's a standard railroad slogan. I was thinking how much this was important to our hobby as I flew around. But then it occurred to me that it applies to almost everything. It really applied to me as I was trying to make 800 safe passes around in the air so everyone could get the one shot that no one else could get. But is also applies to everything that we do all the time. So PLEASE take the extra time to BE CAREFUL when you work on you car, load your trailer, drive to your next excursion and everything else that you do on or off the railroad.

Jaime Samuell





**BY TOM FALICON**

Good radio communications are important to keep an excursion running smoothly and safely. Every EC and excursion assistant should have a high quality radio mounted in their car as well as a hand held unit if they are to be expected to relay or receive important excursion info at any time.

Using proper radio etiquette is a must. Keep your transmissions short, clear and to the point. Saying the word “over” at the end of your transmission reminds the listener that you are expecting a response. While using word “out” at the end of a transmission means your transmission is complete and you do not expect a response.

Many excursion attendees like to know what radio frequency the excursion will be using before the event. Some folks need to pre-program their channels into their radio and some are only able to do that at home with the aid of their computer. For this reason your excursion information sheet should always contain the NARCOA frequency your excursion will be using and it should also be noted at your excursion job briefing.

With NARCOA being licensed for three channels, EC’s should consider having their primary excursion radio frequency be one of the NARCOA freqs and only personally monitor the host RR freq. This way the host RR’s radio license is never put in jeopardy by an inappropriate transmission or congested with banter by NARCOA operators. If the host RR’s dispatcher wants to follow the excursion’s progress the EC could call out mile posts on the RR’s frequency, but still use our channels for NARCOA business.

Lately more excursion coordinators are requiring a radio or at least a scanner in each car because they have realized the value of being able to have direct contact with each vehicle on their excursion. Making contact with a car in order to give the operator permission to make a reverse move to retrieve a disabled car has never been easier.

Don’t forget that even though wide band radios have been illegal for use since Jan 1, 2013, occasionally a wide band radio equipped car may find its way on your excursion. Make it clear to all operators that a wide radio is illegal to transmit with and could jeopardize our license if use of such equipment is discovered.

There are still a few purists out there that feel a radio has no place in their car and they have a right to their opinion, but on the other hand, an EC’s job is tough so you cannot fault them for trying to do everything in their power to keep their excursion running as efficiently and safely as possible. If it takes radios to do so, then we should commend the EC’s that have our best interest in mind.



# THE SETOFF NEEDS YOU- NEED FOR MEMBER SUPPORT B LEADON- COMMUNICATIONS CHAIR

Members-

The Setoff is the official publication of NARCOA, and serves a number of functions. Like a small town newspaper, it functions as the “publication of record” for official notices, publication of Annual Meeting Minutes, items for sale, excursion listings, etc. Columns by Area Directors, and your President are necessary for communication with the membership.

Some of that information may not be all that interesting, to all members, at least some of the time. But all of these items are necessary and essential to publish.

However, the heart of the Setoff has always been articles written by members themselves. These are typically Run Reports, or photo essays about a specific recent Excursion. Member articles regarding mechanical or other topics are sometimes submitted. Ideally, when enough run reports are submitted, some geographic balance can be achieved, and all regions represented. But if few articles are submitted, that is not possible.

All members who do submit reports or articles should be aware that it is possible that the Editor may not be able to publish all submitted articles immediately if he has too many waiting. But that has not been the case in the past year.

It is now one week prior to the Content Deadline of the 10<sup>th</sup> of the month before the issue month, for the July/August issue. The only member-written content Editor Brian Davis currently has available are three articles by the same member, and only one of those is an excursion report.

In the recent several years, Editor Brian had access when needed to historical articles by contributor Leon Sapp. Unfortunately, Leon has passed away, and cannot help us any longer.

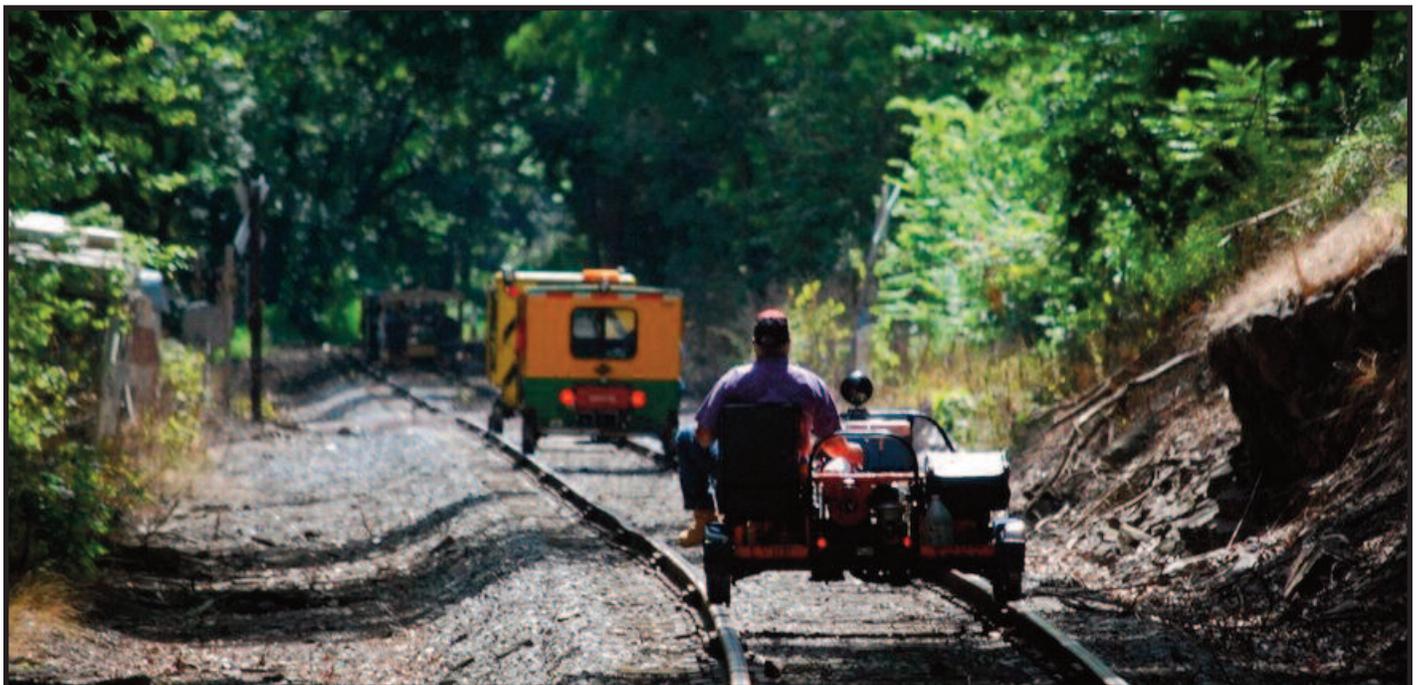
The Setoff is authorized to contain up to 28 pages, but has often been only 24 pages, or less, over the past several years.

Current president Bill Schertle has authorized more pages of the Setoff to be printed in full color, which will benefit photographs. But that requires members to send in interesting photos with their stories.

It comes down to this: If members would like to see a better and more interesting Setoff, it is up to you to send in interesting content, meaning articles and reports. It's YOUR organization, and YOUR Setoff. Please help it be the great publication we all desire it to be.

Thanks in advance.

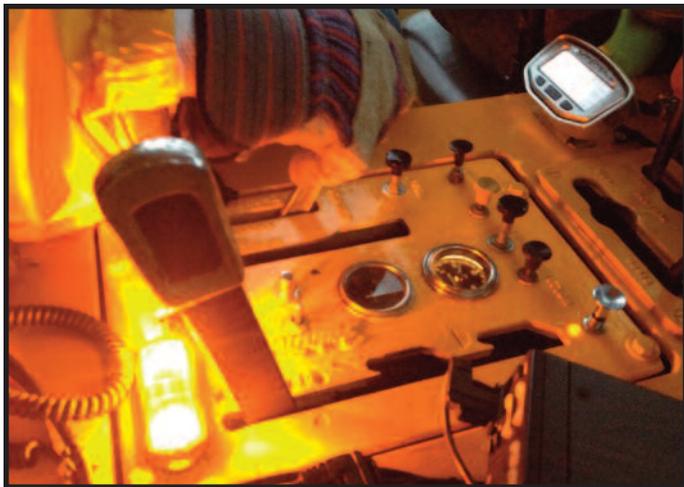
*On the North Shore Railroad, Photo by Jane Davis*



# ONAN INSTRUMENTATION UPDATE

BY ROBIN DOUGLAS

The changes in the NARCOA rules regarding the use of electronic devices has re-opened the subject of how to know how fast we are going in real-time and how far we have travelled. The use of cell phones with their internal GPS is no longer a choice. Adding a speedometer with odometer plus other automobile gauges to a railroad motorcar has been addressed by others but here is a new approach using recent hardware adapted from a different motorsport.



All of us face 3 common instrumentation issues with our motorcars. The basics are covered by the oil pressure gauge and ammeter, but I was not satisfied I really had good data to work with. I realized that waiting until the engine smelled hot was probably not the best method of judging temperature. Trying to decide when to shift by sound was not easy and I didn't really want to calculate speed from mile-markers and my watch. As operators we'd like more information, and Fairmont just didn't see the need. We want to know how fast we are going, how fast our engine is turning over and how the engine is doing.

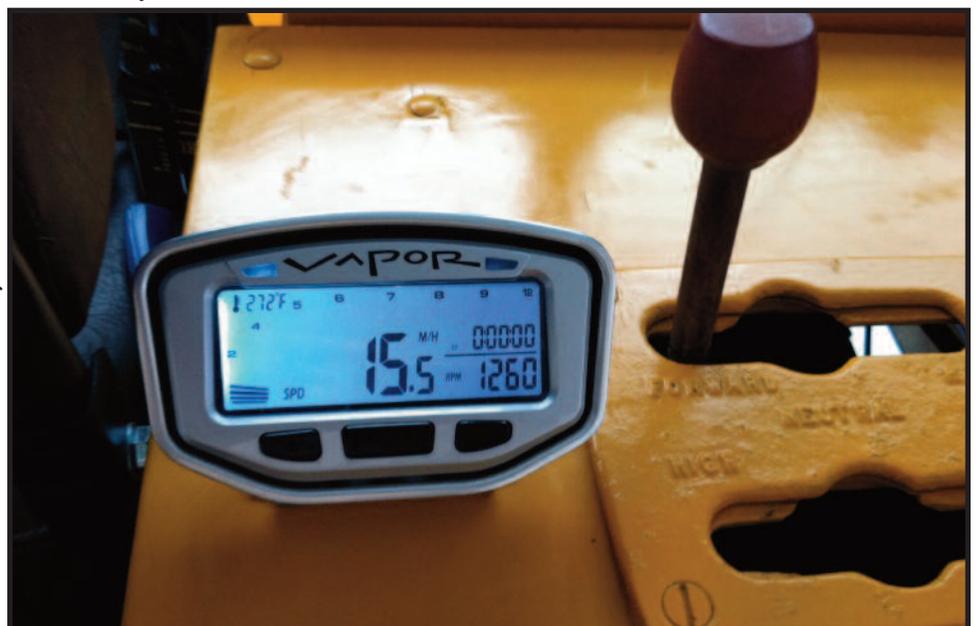
After getting my MT-14 running fairly well by following many of the tips in the back issues of The Setoff, I found a great article from 2001 by Dave Sigafosse describing adding automotive gauges. While his engineering was sound, some things including the speedometer seemed just a bit too complicated for me. I also did not

want to create a full secondary instrument panel. Beyond a speedometer, for me the most important gauge to install was a tachometer, but most everything on the market seemed to be for 4, 6 or 8 cylinder applications; certainly not a two cylinder where both plugs fire every stroke. Various people on the blog suggested TinyTach but it didn't seem very robust. I realized that many motorcycles share ignition features and are air-cooled just like our Onan engines. And motorcycles use a wide variety of wheel sizes. After a bit of research, I found Trail Tech and a product they call Vapor to be a perfect fit.

The Vapor is a compact yet easy to read combination instrument that includes a tachometer, engine temperature readout and speedometer. It is designed for the hard knocks and outdoor exposure of off-road use. It is offered in many configurations but the one I chose is part number 75-2020 as it seems to be the best fit for our hardware.

This model Vapor is sold to be installed on the handlebars of a Yamaha Blaster, a 200 cc air-cooled single-cylinder two-stroke all-terrain 4 wheeled vehicle that also has zero instrumentation. Since we don't have handlebars, some sort of mounting in a convenient spot would be necessary.

The Vapor is about 4 1/2" wide, 2 1/2" tall and 1" thick. The space on the top of the engine cover on the left side of the transmission levers was my choice as it is in the driver's line of sight and has nothing below. The Vapor





can be mounted onto any flat surface using screws, however they also sell an angled aluminum bracket (Part Number 022-OEB) that will index it 90 degrees to a vertical position. Neither horizontal nor vertical seemed right so I clamped the bracket in a vise and gently hammered it back to around 45 degrees. I also drilled a hole through the mounting surface so the wires



could go straight down. I marked the doghouse cover and drilled the needed holes. When doing this, make sure to allow enough clearance for the connectors to pass through one at a time.

Another option I chose to purchase was the protective aluminum housing seen in this photo. While the

plastic housing is tough, I wanted a bit more insurance against impact damage. You can see the wires with connectors are routed through the bracket allowing for a very clean installation to the top of the cover. The instructions and wiring diagram from Trail Tech are very clear and each wire is labeled to match. Each connector is a different size so a cross connection is pretty much eliminated. When running the power, I chose to make the connection via a dedicated fuse with low amperage rating directly off of the main power buss.

All the connections will now be made on the bottom of the engine cover. Since the engine cover hinges at the rear, you will need to route the wires toward the pivot point before their final destination. This method will require extra wire length but will keep the wiring out of your way when the cover is open. I chose to protect them with a corrugated wire loom and then secure that to the underside of the cover with ring-type zip-ties.

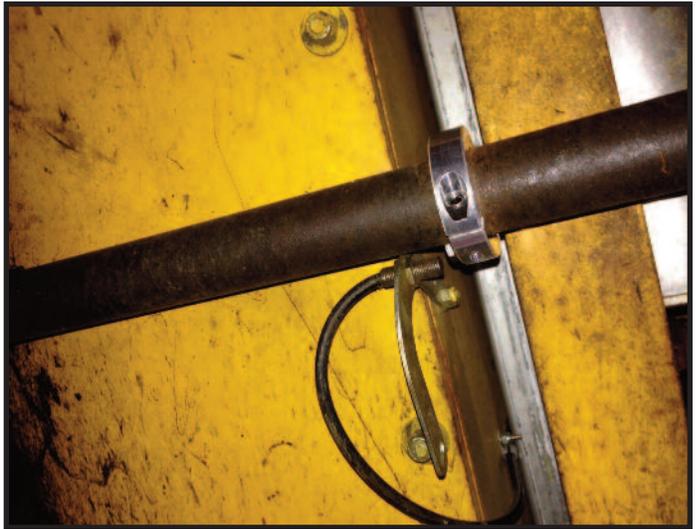
The tachometer hook-up can be done in two ways. They suggest wrapping the small red lead around a spark plug wire. When I tried this I found the signal strength was weak and readings inconsistent. The second method is to connect the red lead to the positive side of the coil then the small black wire to ground. This was simple using spade connectors and has proven dependable.

The next item was the temperature sensor. For the Onan engine, with no coolant to measure, the sensor is



a ring that goes onto the threaded end of a spark plug. The 75-2020 Vapor kit includes the correct ring to fit the 14mm size plug. The plug compresses it firmly against the cylinder head. No drilling or tapping is needed. Make certain to route the wire away from the head and exhaust pipe. The standard wire length is 36" which is not long enough. They offer a 72" extension (part number V-300-72) with mating plugs on both ends. The longer wire made it easy to install the temp sensor wire along with the tach wire from the engine up to the Vapor. If you are installing it on a water cooled engine, there are several other sensors to choose from that can be adapted as appropriate.

Next comes the speedometer hook up. The sensor detects the field from a magnet attached to the axle. This creates a pulse for each revolution of the wheel. The sensor comes with a mounting bracket and two magnets. One is a bolt and one is a small disk. So now you're wondering, how am I going to get a magnet on the axle? McMaster Carr offers a two-piece, clamp on shaft collar #6436K147. It is made of aluminum and fits on the 1 7/16" axle perfectly. You can drill a hole and epoxy the magnet into it. You could drill and tap from the edge of the collar and thread the bolt in. I chose to reduce the diameter of the magnetic bolt that came with the kit and rethread it to 10-24; next I drilled

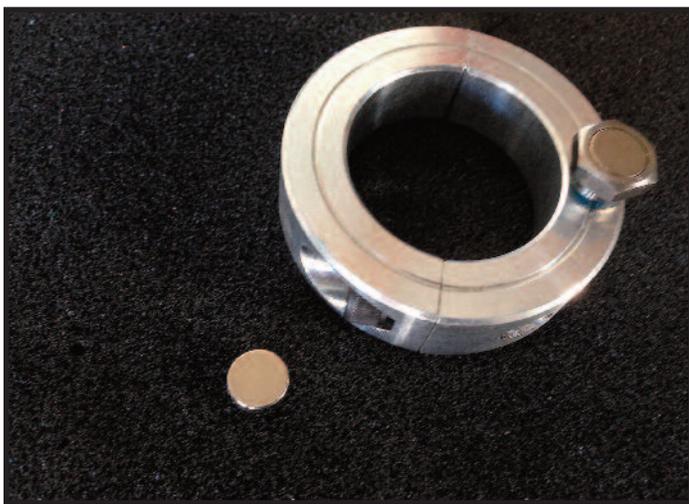


per revolution since both plugs fire every time. The other factor to enter is the wheel circumference in millimeters. The instruction manual gives the math details, but for our 16" wheels it is 1277mm. Once you



enter this into the correct screen, both your speed and distance will automatically display in miles per hour.

Here is the final result. The temp is displayed in the upper left hand corner, the engine RPM is in the lower right corner and the speed is shown in the center. There are several other readouts that can be brought up by pressing the black buttons across the bottom such as the miles and duration for the current trip as well as a non-resettable odometer. Indicator lights at the top can be set for maximum RPM as well as warning for temperature. I have found that when running in the hills it is easy to stay in high gear too long and the engine temperature quickly climbs. I am now able to see at a glance important motorcar operating information via a digital design instrument. With this permanent, weatherproof set-up, I know I am in compliance with NARCOA rules so I can safely enjoy the scenery.



and tapped the side of the collar to match. Once the collar with a magnet is on the axle, simply mount the sensor bracket so the end of the sensor is close to the magnet. The sensor is threaded as is the bracket, so adjustment is easy. A single bolt is fine to secure the bracket. Be certain to secure the cable for the speed sensor as you route it up through the doghouse to the Vapor. The hard part is done!

You will need to set up some factors when you power up the Vapor. The tach setting must be set for 2 pulses

# TWO FOR ONE

## MAY 5 - 8, 2014

### BY BILL SCHERTLE

Everyone likes a bargain, especially when you buy two for the price of one. Recently I had the opportunity to motorcar two railroads in Arizona located about 250 miles apart. Despite the fact that the Grand Canyon RR was coordinated by Motorcar Operators West and the Copper Basin RY was coordinated by Pacific Railcar Operators, an agreement was made to combine them into one event with a travel day in the middle. In this way, those of us travelling a distance would be able to run two railroads on the same trip. It was a good decision and the majority of those attending ran both railroads.

Dan Berg was the MOW EC on the Grand Canyon RR. We set on in Williams, AZ near the old Santa Fe depot and traveled 60 miles to the Grand Canyon Depot. From there it is an easy walk to the canyon rim. Rooms were arranged for an overnight stay to give all of us a chance to tour the area. The next day we ran back to Williams ahead of the train but allowed it to run by us at the siding near the "North Pole". A late afternoon setoff in Williams provided time to explore this iconic town on old Route 66.

Doug Stivers was the PRO EC on the Copper Basin Railway. Following a travel day, we set on near the CBRY headquarters in Hayden, AZ. The Copper Basin primarily hauls copper ore from the Ray Mine to the smelter in Hayden. The route takes us about 60 miles through the Southern Arizona desert which is why we normally run this in the Spring or Fall. The saguaro



cacti were beginning to bloom and the weather was perfect. After turning near the UP junction, we ate our lunch and then headed back to the set on site, pausing for a group photo at the old Gila River bridge.

Thank you, Dan and Doug for working together to make this a great tour.

# PALOUSE RIVER & COULEE CITY RR & ST. MARIES RIVER RR

BY JOHN BRONOW

On Friday afternoon May 23<sup>rd</sup>, EC Will Krasselt oversaw nineteen railcars set on the Last Street crossing in Colfax, WA for a PRO excursion of the Palouse River & Coulee City RR. Following the Saturday 8 AM safety meeting we began our ascent West up the 3% grade reaching the top near the Palouse Empire Fairgrounds where its reader board still announced the April 'Plowing Bee' where traditional plowing and harvesting techniques are demonstrated. Stopping at the wye in Winona, we switched North and continued through the steel girder bridge crossing and following the Palouse River for several miles. Ahead we passed through many communities some thriving and some left to history. We stopped in the nice little town of St. John, WA for a picnic lunch in the shade on a beautiful day after turning at Thornton the northernmost point. Heading South from St. John took us up a hill where one could look down on the town and surrounding area. The return to Colfax provided a 113 mile day viewing many towns and miles of rolling farmland.

Our Sunday morning safety meeting was greeted with sunshine as the announcement was made that the town of LaCrosse would be expecting us for a BBQ lunch on the return from Hooper. Our escort in the highrail was again Josh Roberts whose father had ridden with us to Thornton the day before. All the railcars again passed the test of climbing the grade from Colfax. We continued though the Winona wye West making a brief stop for visiting and doughnuts. Except for a few spots of fresh unregulated ballast, the track to Hooper, WA was smooth, taking a route along various terrain including river, rock ledges, and high plateau ranches. Arriving at the Hooper crossing, we turned and after a brief rest our pace picked up as we headed to our waiting lunch at LaCrosse. We learned that LaCrosse had been a town in decline with businesses closing and the threat of extinction. The community rallied forward even successfully lobbying the FDIC to bring back a bank. They were proud to have us in their new community center with adjacent library and their positive

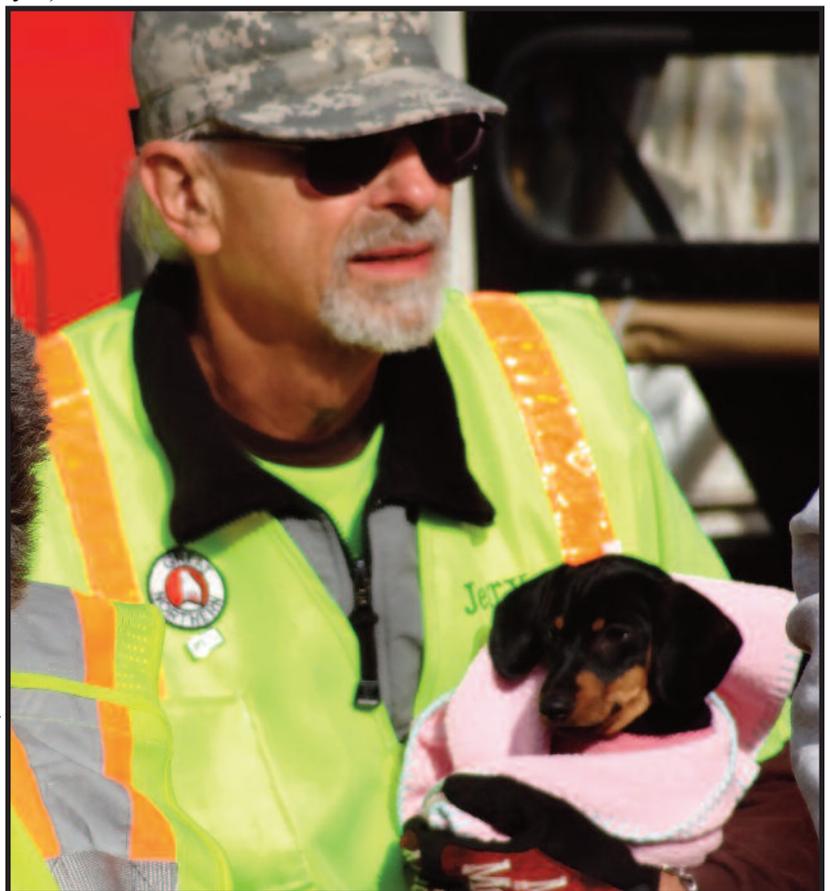




spirit was infectious as lunch was outstanding. Enough time was allowed to walk about town and see the stone buildings constructed long ago for farm workers. Completing 101 miles we set off in Colfax ,WA and traveled to St. Maries, ID (Pronounced St. Mary's) arriving before dark.

The predicted Monday rain arrived during the night giving us sunshine for an earlier than published set-on in front of the St. Maries RR Locomotive Shop. The day before, EC Will Krasselt had a group vote unanimously in favor of an 8 – 10 AM set on allowing 18 rail-cars two trips on this fantastic track. An excess of trees, lakes, rivers, bridges, and tunnels overwhelms the senses on this 19.5 mile route to Plummer, ID. After leaving the St. Maries yard through 14 switches we traveled 8 miles to stop and take pictures between the 363 Ft. Tunnel #40 and the ½ mile Benewah Lake Bridge. A continuous 1% grade began at the West end of the bridge giving an approx. 502 Ft. rise in elevation before arriving to turn at Plummer. Enough cannot be said of the scenery in this area and the extra trip was a huge bonus. After completing 78 miles of total pleasure, it was 4:30 and time to regretfully setoff.

*Opposite: Tied Down For Lunch At LaCrosse. Above: Visiting & Having Doughnuts At The Winona Wye. Below: Everyone Attends Safety Meetings, even Jerry Hixson's Puppy. All photos by the author.*



# IONE RAIL FAIR ON THE AMADOR CENTRAL RAILROAD

BY GRANT VOGEL

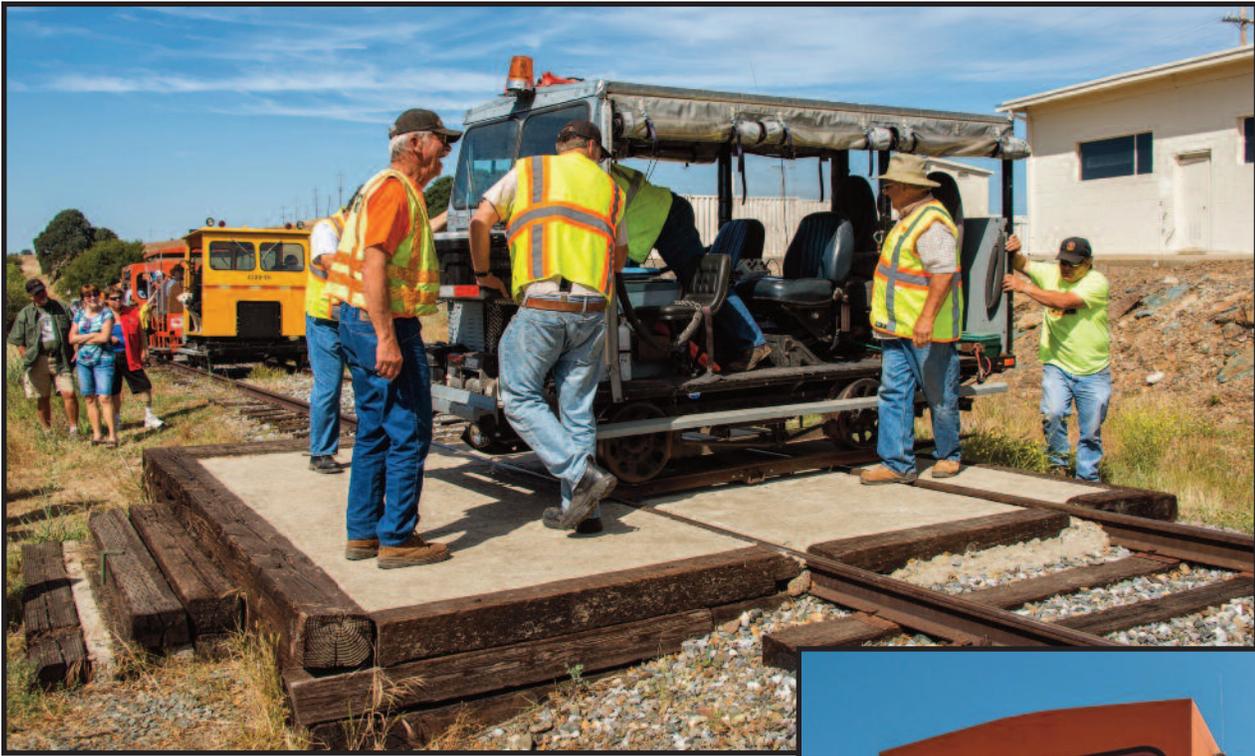
Memorial Day weekend was celebrated on the 110 year old rail line stretching from Ione to Martell with our annual rail fair complete with vendors, limited rides on the corridor and railroad activities at the wye and in the school yard. Also included was the HO scale layout of Sacramento Modular Railroaders which seems to grow each year. Recreational Railroad Coalition Historical Society's Fred Dorman was the event chairman this year and our own Tom Correa was the Event Coordinator under the tutelage of PRO's Steve Paluso. Set on was quickly seen to on our new set on site on the back side of the wye. Tom conducted our safety meeting. May is generally a beautiful time in the California foothills and while things are starting to dry out due to lack of rain it is still a beautiful corridor to run. For you members on the east coast and Midwest who have never been on our railroad if given the opportunity you may want to pay us a visit. I say "our railroad" as it is owned and operated by RRCHS and the Amador

County Historical Society which makes the AMC a very unique line.

We left Ione and proceeded up hill going through 4 sets of operating signals and gates and across one steel trestle spanning a state highway, past old clay pits, a clay brick processing plant, across cattle and horse grazing land, historic and beautiful vistas to MP 9.9 where we several years back constructed a concrete turning pad that was recently upgraded with a sleigh type of turntable. Pausing at the top for some chit chat with our guests about the railroad and some of the sights seen and having some refreshments we started back down hill past the same vistas but seen from a 180 degree different angle. I was on the first trip we took on the railroad some years back and to this day still marvel at the ever changing views.

Two trips were made on Saturday and one on Sunday with our guests smiling from ear to ear. Lunch time was a big draw as well with Fat Freddie serving his fa-





mous hot dogs to the crowd. Larry Angiers, photographer extraordinaire, now has a drone in his camera bag and provided us with a link to our rails from the air up close and personal. Go to <http://youtu.be/F3PNz8mBIIQ> for a peek.

Grant

***OPPOSITE: Sweeping California Vistas; ABOVE: Turning Pad at EOL; RIGHT: Amador Central A6 on the Trestle; BELOW: Heading into the hills. All photos are the work of Michael Cozad***



# A MOTORCAR TRIP ON THE WNY&P APRIL 26-27, 2014 DICK RAY WM M9 No. 67



The Western New York and Pennsylvania Railroad is an all-Alco railroad with headquarters in Olean NY, down in the southwest corner of NY. It operates a railroad comprised of ex-Erie and Pennsylvania lines including the Keating Summit grade. That hill is a much steeper grade than Horseshoe Curve which is 1.85%, but at a lower peak elevation. More trivia is that a portion of the movie "Unstoppable" was filmed on the WNY&P.

The EC for this NEREX event was Rob Piligian, with assistance from Gordan Wallick, Dan Peck, and Al Elliott, all of whom took care of the Friday afternoon set on, car inspection, and trailer parking.

At the Safety Meeting Rob gave a good lecture and demonstration of hand signals, something we all need to understand fully. Reviewing significant rules should be a standard item at every event.

Departing the Olean yard our pilot discovered some equipment occupying the track we needed to use, resulting in a reverse move to use an alternate track. This always takes longer than we ever expect! We flagged several crossings departing Olean then headed southwest toward North Driftwood, PA. The first comfort

stop was at Port Allegany where there was a Sheetz gas station and convenience store. Many picked up lunch stuff there, and soon we were off again.

From Port Allegany up to the Keating Summit is a steady 1% grade for 11 miles but we were much more affected by strong headwinds. The route was all nice rail with a rated track speed of 40 mph for their freights.

Beyond Keating Summit it was an easy descent to Emporium, then onward to North Driftwood, PA. The pilot got us permission to go four miles past the planned turning point, followed by a reverse move back. During this reverse move a half sprocket from one of the cars was reported missing, but was found with no delay. Many ate their lunch at this time, and the cars without turntables got turned on a small crossing.

It was an easy trip back to Emporium, where the steep westbound grade starts. We paused there for a comfort stop, then departed westbound. The 2 ½% grade did not bother the cars much, but now the wind had changed and once again we had a headwind! After another rest stop at Port Allegany, we finally arrived back



at the Olean yard where we tied down on a track that would let us directly out on Sunday. The mileage on Saturday was 134 miles.

The Sunday eastbound departure was easy, and we soon passed the great, but closed, museum at Salamanca. A previous year trip had us spending an hour there. The day was chilly but the sun soon warmed us up, and the wind had died down.

We flagged our way across the busy crossing at Casino and eventually arrived at Falconer and the very welcome rest rooms after a 48 mile stretch. We turned there and went several miles back to a crossing that had a large convenience store where we found lots of items for lunch. Again an easy return trip following the Allegheny River back to Olean, arriving at 3:30 PM. Thanks to the NEREX organization for this first trip of 2014 and getting those people from Ohio, Virginia, and New Hampshire back on the road early.

All in all it was a very good trip. The good news was that there were no trains to delay us. The bad news was that we did not get to see those rare Alcos in operation.

Railfans can find a good history of

the railroad in the June 2012 issue of Trains Magazine and there are lots of on-line videos of the big Alcos struggling up the steep westbound grade.

Dick Ray

***OPPOSITE: WNYP Olean yard office at SETON; ABOVE: All 30 cars paused at Emporium, PA; BELOW: Dan Peck and Rob Piligian inspecting cars at Olean All photos by Dick Ray***



# CARE OF CANVAS CURTAINS

## DICK RAY WM M9 No. 67

Recently there was an inquiry one of the internet discussion groups on the care of the plastic windows in canvas side curtain. I have had side curtains for many years and have learned how to care for them, as well as preventing window scratches in the first place.

Having really good visibility through the windows is a safety issue that should not be dismissed.

Advice on removing scratches usually starts with various liquids for that purpose. After trying motorcycle shops for face shield scratch remover with no useful results. I have had the most luck with Novus products that I got from an internet seller. The package came with #1 which is advertised to “clean, shine, and protect”. Novus No.2 says it is for scratch removing and is the only one I have used so far. Novus No.3 says for heavy scratches so I have not yet used it.

After removing the side curtains I worked on the picnic table outside that was covered with a piece of cardboard for a uniform surface to work on. I washed both sides of the windows with dishwashing soap. Then I applied the No.2 in the areas where there was vertical strips of hazing, after carefully looking to see if the scratches were on the inside or outside.

For the actual scratch removal I used a cheap rotary polisher that plugs into a cigarette lighter.

A spare 12 V battery and a lighter socket allowed me to work away from the motorcar. After spreading some of the Novus liquid I polished the plastic windows for about 1 minute. Then I wiped the excess off with a damp paper towel, followed by a wet paper towel. A final polishing with an old, clean T-shirt finished the task. I inspected the result and re-did some areas that I could identify. I could not always tell whether the last scratches were on the inside or outside so I worked on the same area on both sides as necessary. While I did not do a perfect job, my window was much better afterward.

Equally important is preventing the scratches in the first place. I carry my curtains stowed at the front of the car instead of at the rear because it seemed to be a way of

keeping them cleaner. They do not get the dirt stirred up by the wheels. Eventually I discovered that many of the scratches were coming from the places the windows were folded and rubbed on each other. As a result, I now never fasten the upper straps when stowing the curtains, and use only the lower straps, not very tight as well. Before towing I now pull the top of the curtain several inches to the rear so that the folds in the window area are not so tight.

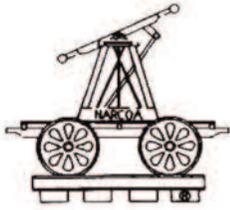
Since I use a full canvas cover over the motorcar while towing, I notice that the airflow pulls the cover away from the curtains at the front so it should not be causing rubbing and scratches on the windows. I did not think to establish whether the scratches were mostly on the inside or mostly on the outside. That would be useful information.

The rear curtain is a different situation. It tends to get dirt brought in from the wheels by the airflow. Probably a lot comes from the airflow bringing fine dirt particles up to the rear of the curtain. On it I need only to wash it now and then. Some scratches come from the support pipes and I have not figured out a good method of protecting the rear window from them.

Removal of the rear curtain which uses the OEM method of attachment is a large task, so for scratch removal I have a helper hold a cardboard covered piece of plywood up on the inside of the curtain, and I do the polishing from the outside. Then we change places.

I have been cleaning the curtain windows for seven years now and they look nearly new.



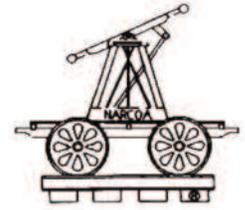


# NARCOA EXCURSIONS

AS OF JUNE 19, 2014

Please submit all excursions and ads directly to  
[narcoa@comcast.net](mailto:narcoa@comcast.net)

The SETOFF downloads directly from the website  
for the most current information.



**Jul 2 - SK** posted 12/24 **CANCELLED**

### **Torch River Rail**

North Central Railcars, Ltd. hosting a 104 mile trip between Nipawin and Choiceland. Will run the line twice, includes 1,800' trestle. Date is for planning purposes. to follow when finalized. [Mike Ford](#), E.C.

**Jul 4 - 5 - SK** posted 12/24 **Full - Waiting list Started**  
**Big Sky Rail, Ltd.**

North Central Railcars hosting a 2-day, 208 mile trip between Macrorie - Beechy and Macrorie - Elrose. Excursion Fee \$200.00. [Mike Ford](#), E.C.

**Jul 4 - 5 - OR** posted 05/20

### **Oregon Pacific Railroad**

The OPR is hosting a Non-NARCOA Speeders, Fireworks & Night Run on the East Portland Branch in Portland. [Kevin Novak](#) by e-mail or by phone at (503) 984-4186, 1000-2200 PST.

**Jul 4 - 6 - TX** posted 05/22

### **Backlands Railroad**

Greenville to Winfield approx 120 miles RT. Friday is a cleanup run, mileage shorter. Sat & Sun Full Distance runs. Mentoring on Friday only. Hyrails welcome. Fee: \$80.00 for one or more days. . Hosted by Railroad Partners, Inc. EC: Myron Malone, 5306 Kayway Greenville, TX 75402. 214-882-8756 cell

**Jul 7 - 11 - SK** posted 12/24 **Full - Waiting list Started**  
**Great Western Rwy, Fife Lake Rwy, Red Coat Road and Rail**

North Central Railcars, Ltd. hosting a 5-day, 600 mile trip (1-set-on) in southwest Saskatchewan. Excursion Fee \$650 (includes 2 nights lodging). [Mike Ford](#), E.C.

**July 11 - 13 - NY** posted 02/04

### **Delaware & Ulster RR**

Camp out and run this old line in Arkville. A great time for all as we night run and day run this line in the beautiful Catskills. Dinner Train Excursion as well. ECs Craig W. Hartman 973-838-3628, Chris Vitz

**Jul 11 - 13 - IA** posted 01/07

### **Appanoose County Railroad**

The First Iowa Division ride between Centerville and Albia. Mileage 190. Cost \$35. EC [Frosty Farrell](#), Contact Carl Schneider, 1302 6th Ave SE, Altoona, IA 50009-2002 515-967-5181 (H) or 515-494-4401 (C).

**Jul 12 - TX** posted 06/16

### **Capital Metro Transportation**

McDade to Giddings - approx. 44 miles RT. 2 runs during the day. Total mileage, 88mi. Contact EC Prior to run. Mentoring allowed. Fee \$40 per car. EC: [Leland Stewart](#) 10057 Palomino Canyon Converse, TX 78109 210-

863-5397.

**Jul 12 - 13 - ID** posted 06/22

### **Washington and Idaho Railway**

Two days of public rides to raise funds for the ongoing restoration of the Potlatch Depot. There will be no fees for the operators. Contact is EC [Will Krasselt](#). 208-310-1335.

**Jul 14 - 15 - SK** posted 12/24

### **Great Sandhills Railway Full. Waiting list Started**

North Central Railcars, Ltd. hosting a 2-day, 260 mile trip between Cantuar and Burstall. Excursion fee \$225.00 [Mike Ford](#), E.C. .

**Jul 19 - GA** posted 05/31

### **Blue Ridge Scenic RR**

Blue Ridge to Ellijay Price: \$5.00 per car active Blue Ridge Scenic Railroad Volunteers. All others \$10.00. There is no car limit but please call or email if you plan on coming on the ride. Coordinators: [Carl Hymen](#) (706-455-0492) Barry Vincent (706-276-2283)

**Jul 19 - 21 - NY** posted 05/10

### **Adirondack Scenic Railroad**

Saturday-Monday, overnight Sunday, approx 250 RT miles. , contact info, and sign-up form . 30 car limit. EC for this NEREX excursion is Keith Knowlton. The fee for this three day package is \$260.00, plus \$128.00 Sunday night accomodation.

**Jul 19 - 20 - SD** posted 01/19

### **Dakota Missouri Valley & Western Railroad**

The First Iowa Division ride at Britton. Mileage 260. Cost \$80. EC [Dave Voeltz](#). 800 N. Harrison Ave, Pierre, SD 50009-2002 605-224-2964 H / 605-280-5551 C .

**Jul 19 - 20 - WV** posted 11/18

### **West Virginia Central RR Full. Waiting list Started**

Trip over Cheat Mountain. 170 plus miles Mountain railroading. Picnic lunch at Spruce for additional cost. NARCOA compliant Radio required. \$160 per/car 35 car limit. Call [John Gonder](#) at 724-244-7538 Include email address for confirmation.

**Jul 25 - 26 - CO** posted 05/01

### **Leadville Colorado and Southern Railroad**

Leadville, Colorado, Rocky Mountain Division, 50 miles over three days. Cost \$75 EC: Jerry Geiger, .

**Jul 26 - TX** posted 06/16

### **Capital Metro Transportation**

Llano to Scobee Spur - Approx. 54 miles RT each day or McDade to Giddings - approx. 42 miles RT each day. Contact EC prior to run. This will be a cleanup ride. Mentoring available. Hyrails welcome. Fee: \$25 membership to Railroad Partners, Inc. . (EC) [Leland Stewart](#) 10057 Palomino Canyon Converse, TX 78109 210-863-5397,

(EC) [Frank Glatzl](#) 907 No. Riviera Circle Cedar Park, TX 78613 512-918-2412.

**Jul 26 - 27- PA** posted 02/12

**North Shore Railroad and Shamokin Valley Railroads**

July 26 –North Shore Railroad - Northumberland to Berwick and return. July 27 – Shamokin Valley Railroads - Sunbury to Shamokin and return. \$90 to Central PA Excursions, PO Box, 145, White Deer, PA 17887 - [Larry Maynard](#) (570) 337-3979 .

**Jul 26 - 27- NY** posted 02/07 **CANCELLED**

**New York Susquehanna & Western Rwy**

Utica NY. Join Mid Atlantic Motorcar Association for this weekend on the rails, other railroad expected to be added. Go to our [website](#) for further details. ECs Craig Hartman (973-838-3628), Chris Vitz

**Jul 27 - QE** posted 06/10

**Quebec Central Railway**

Charny to Vallee-Junction and return. 65 miles - \$50 CA [Louis-Francois Garceau](#) EC 418-832-1502 or mobile 418-955-2466

**Jul 27 - OH** posted 05/10 **CANCELLED due to storm damage**

**Akron Metro Transit - Green Line**

Ohio Valley Railcars will run on the Akron Metro Green Line out of Canton, OH north to Akron, OH. and return, totaling about 45 miles. Fee \$35 per car. Registration deadline is July 18. EC [Alan Wilber](#).

**Jul 27 - 28 - CO** posted 01/29

**San Luis & Rio Grande Railroad**

The Rocky Mountain Division run at Alamosa. Mileage approximately 155-180. Cost \$175. . EC [Jon Keeling](#). EC in training [Richard Reiff](#), 4364 Blueflax Dr, Pueblo, CO 81001 Phone 719-543-7023

**Jul 29 - CO** posted 02/07

**Denver & Rio Grande RR**

South Fork Co. RMD announces Creede Branch excursion, South Fork Colo. to Wasson & return. Round trip 40 miles. Cost \$110. No Hi-rails or A-cars without turntables. Spark arrestors required. Mentoring welcomed. . EC [Jon Keeling](#). EC in training [Richard Reiff](#), 4364 Blueflax Dr, Pueblo, CO 81001 Phone 719-543-7023

**Aug 1 - 3 - IA** posted 01/07

**Appanoose County Railroad**

First Iowa Division rides to the public fund raiser for restoring the Centerville Depot. The VFW August 2nd ride is not a NARCOA ride nor is it sanctioned by the First Iowa Division. The Friday night and Sunday morning rides will be covered by NARCOA insurance. The VFW is covering the insurance on Saturday. EC: Frosty Farrell Contact: [Carl Schneider](#), 1302 6th Ave SE, Altoona, IA 50009 515-967-5181 (H) or 515-494-4401 (C) .

**Aug 2 - 3 - GA** posted 06/22

**Cater Parrott Railnet**

Madison / Nashville. Saturday - Shady Dale to Madison. 46 miles RT New line for NARCOA. Sunday - Willacoochee to Valdosta. 96 miles RT. This is a SERO affiliate run. Cost \$100 for both days. EC William Thompson 229-

723-8231 229-359-5701-cell, EC in training Frank Ahouse 229-886-4707-cell.

**Aug 9 - GA** posted 05/31

**Blue Ridge Scenic RR**

Blue Ridge to Ellijay Price: \$5.00 per car active Blue Ridge Scenic Railroad Volunteers. All others \$10.00. There is no car limit but please call or email if you plan on coming on the ride. Coordinators: [Carl Hymen](#) (706-455-0492) Barry Vincent (706-276-2283)

**Aug 9 - WV** posted 03/15

**South Branch Valley Railroad**

102 miles round trip from Petersburg to Greensprings and return. Will pass Potomac Eagle Scenic Train and go through the "TROUGH" . Contact [John Gonder](#) at 724-244-7538. Fee is \$65.00 per/car Can be run with Western MD the following day by contacting Gary Shrey or Northern Central Railcar Assn.

**Aug 10 - WV/MD** posted 03/06

**Western Maryland Scenic Railroad**

From Ridgeley, WV, to Frostburg, MD 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](#) 54 Adams Road, New Freedom, PA 17349 (717) 227-9628 .

**Aug 15 - 17 - OR** posted 03/25

**Coos Bay RailLink FULL - waiting list**

PRO Coos Bay Rail tour. Noti, (west of Eugene approx. 12 miles) to Coos Bay 8/15, Coos Bay to Coquille and return 8/16, Coos Bay to Noti 8/17. Total mileage approx 250. Fee \$395. EC Bill Bain, P.O. Box 1047, Newport, OR 97365. Checks payable to PRO. 30 car limit.

**Aug 16 - TX** posted 06/16

**Capital Metro Transportation**

Llano to Scobee Spur - Approx. 54 miles RT each day or McDade to Giddings - approx. 42 miles RT each day. Contact EC prior to run. This will be a cleanup ride. Mentoring available. Hyrails welcome. Fee: \$25 membership to Railroad Partners, Inc. (EC) [Leland Stewart](#) 10057 Palomino Canyon Converse, TX 78109 210-863-5397, (EC) [Frank Glatzl](#) 907 No. Riviera Circle Cedar Park, TX 78613 512-918-2412.

**Aug 16 - IA** posted 02/15

**Iowa Northern Railroad**

The First Iowa Division ride between Oelwein and Dewar,. This is in conjunction with Oelwein Railroad Days. Mileage is 40. EC [Carl Schneider](#), 1302 6th Ave SE, Altoona, IA 50009 515-967-5181 (H) or 515-494-4401 (C)

**Aug 17 - 20 - CO** posted 03/17

**Durango & Silverton Narrow Gauge Railroad - 3 ft Narrow Gauge**

Set-on in Silverton Sunday morning. Sunday afternoon Ride from Silverton to Cascade and return, Ride from Silverton to Rockwood and return on Monday, Silverton to Railroad Park wye on Tuesday, Silverton to Rockwood, return and setoff on Wednesday. 230 miles. No Mentoring. Fee \$380 per car. 20 car limit. Sign up ends July 15. A

C&TS run immediately follows. EC [Philip Walters](#) (970) 946-3806

**Aug 21 - 24 - NM/CO** posted 03/17

**Cumbres & Toltec Scenic Railroad - 3 ft Narrow Gauge**

General meeting in Antonito, CO at 5:00pm Thursday, Aug. 21, followed by set-on. Ride from Antonito to Osier and back on Friday, Antonito to Cumbres Pass and back on Saturday, and Antonito to Osier and back on Sunday. Total approx. 248 miles. 20 car limit. No mentoring. Deadline for signing up is July 15. EC [Jim McKeel](#) phone: (316) 721-4378.

**Aug 22- 24 -IN/MI** posted 12/24 **FULL - waiting list**  
**Indiana Northeastern Railroad**

Great Lakes Railcars, Inc. hosting 2-day, 150 mile trip between Ashley, In and Coldwater, MI. Excursion Fee \$275.00 (includes 1 night lodging). [Mike Ford](#), E.C.

**Aug 30 - 31 - PA** posted 02/04

**Steamtown National Historic Site**

Mid Atlantic Motorcar Association will be guests of Steamtown National Historic site in Scranton with up to a dozen of our cars representing NARCOA and you about our hobby and operating on their yard tracks at their Railfest 2014. EC's Craig W. Hartman 973-838-3528, Chris Vitz

**Aug 30 - Sep 1 - SD** posted 01/19

**Black Hills Central Railroad**

The First Iowa Division ride between Hill City and Keystone. Cost \$80. EC [Dave Voeltz](#). 800 N. Harrison Ave, Pierre, SD 50009-2002 605-224-2964 H / 605-280-5551 C

**Sep 6 -7 - NV** posted 05/26

**Virginia & Truckee RR**

Motorcars Operators West excursion from Carson City to Virginia City during the World Famous Camel Races on the mountainous and historic Virginia and Truckee Railroad. One round trip each day. \$110 dollars for both days. EC Dave Balestreri and John Haverty.

**Sep 6 - TX** posted 06/16

**Capital Metro Transportation**

Llano to Scobee Spur - Approx. 54 miles RT each day or McDade to Giddings - approx. 42 miles RT each day. Contact EC prior to run. This will be a cleanup ride. Mentoring available. Hyrails welcome. Fee: \$25 membership to Railroad Partners, Inc. .. (EC) [Leland Stewart](#) 10057 Palomino Canyon Converse, TX 78109 210-863-5397, (EC) [Frank Glatzl](#) 907 No. Riviera Circle Cedar Park, TX 78613 512-918-2412.

**Sep 13 - Sep 22 - BC/WA** posted 03/27

**Vancouver Island, BC & Washington Tour**

Motorcar Operators West invites you to join us on five railroads with high scenic value on Vancouver Island and the mainland. We will cover 435 miles. Fee \$720. EC Dave Balestreri.

**Sep 19 - 21- CO** posted 05/01

**Leadville Colorado and Southern Railroad**

Leadville, Colorado, Rocky Mountain Division, 80 miles over three days. Cost \$100 EC: Jerry Geiger,

**Sep 20 - 21 - NY** posted 02/07

**New York Susquehanna & Western Rwy Syracuse Division**

Mid Atlantic Motorcars 160 RT mile run. Saturday roundtrip from Cortland to Syracuse. Sunday roundtrip from Cortland to Chenango Bridge. Trip fee \$185.35 car limit. ECs Craig Hartman and Chris Vitz. RR requires operators pass a NORAC guidelines training class and test.

**Sep 26 - 27 - IL** posted 06/06

**2014 Narcoa Annual Meeting**

Sheraton — Chicago O'Hare Airport Hotel, 6501 North Mannheim Road, Rosemont, Illinois 60018. Meeting open to all paid NARCOA members. Members wishing to address the board or add items to the agenda, must contact President, [Bill Schertle](#) at (714) 743-0804. To secure a hotel reservation at the NARCOA rate, contact [Bob Knight](#) at (815) 786-3096. The cut-off date for room reservations is August 18th, 2014 for the NARCOA room rate of \$132.00 per night, plus taxes.

**Sep 26 - 28 - CO** posted 05/27

**Denver & Rio Grande RR**

Rocky Mountain Division Fall Color excursion. South Fork, CO. 40 mile R.T. along the Rio Grande River. Sweeps & spark arrestors required. Cost \$195. [Jon Keeling](#) EC 719-989-0779, John Spiro, EC assisting.

**Sep 27 - TX** posted 06/16

**Capital Metro Transportation**

Llano to Scobee Spur - Approx. 54 miles RT each day or McDade to Giddings - approx. 42 miles RT each day. Contact EC prior to run. This will be a cleanup ride. Mentoring available. Hyrails welcome. Fee: \$25 membership to Railroad Partners, Inc. .. (EC) [Leland Stewart](#) 10057 Palomino Canyon Converse, TX 78109 210-863-5397, (EC) [Frank Glatzl](#) 907 No. Riviera Circle Cedar Park, TX 78613 512-918-2412.

**Sep 27 - GA** posted 05/31

**Blue Ridge Scenic RR**

Blue Ridge to McCaysville & Mineral Bluff. Price: \$5.00 per car active Blue Ridge Scenic Railroad Volunteers. All others \$10.00. There is no car limit but please call or email if you plan on coming on the ride. Coordinators: [Carl Hymen](#) (706-455-0492) Barry Vincent (706-276-2283)

**Sep 27 - MO** posted 01/19

**Columbia Terminal (COLT) Railroad**

The First Iowa Division ride. Mileage 88. Cost \$45. EC [Frosty Farrell](#), Contact Carl Schneider, 1302 6th Ave SE, Altoona, IA 50009-2002 515-967-5181 (H) or 515-494-4401 (C)

**Sep 28 - QE** posted 06/10

**Quebec Central Railway**

Charny to Vallee-Junction and return. 65 miles - \$50 CA [Louis-Francois Garceau](#) EC 418-832-1502 or mobile 418-955-2466

**Sep 28 - MO** posted 01/19

**Ft. Leonard Wood Army Base**

The First Iowa Division ride. Mileage 80. Cost \$35. EC [Frosty Farrell](#), Contact Carl Schneider, 1302 6th Ave

SE, Altoona, IA 50009-2002 515-967-5181 (H) or 515-494-4401 (C)

**Oct 4 - 5 - PA** posted 02/12

**Wellsboro & Corning Railroad and Lycoming Valley Railroad**

Oct 4 - Wellsboro & Corning Railroad - Wellsboro to Gang Mills NY and Return. Oct 5 - Lycoming Valley Railroad - Williamsport to Jersey Shore and Muncy and return. \$55 each day to Central PA Excursions, PO Box, 145, White Deer, PA 17887 - [Larry Maynard](mailto:Larry.Maynard@centralpaexcursions.com) (570) 337-3979

**Oct 11 - 12 - PA** posted 03/17

**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 \$220. for two days. ECs Craig W. Hartman (973-838-3628 eves) and Chris Vitz.

**Oct 11 - 12 - WV** posted 03/15

**West Virginia Central RR**

102 miles leaving from Elkins and return. Experienced operators only. No mentoring, Radios required. More info at or contact [John Gonder](mailto:John.Gonder@wvcrr.com) Fee \$160.00 per/car. Download registration form on our website Appalachian Rail Excursions LLC Registration is now open. First come first serve.

**Nov 1 - IA** posted 01/15

**Boone & Scenic Valley Railroad**

The First Iowa Division ride at Boone. RT approx 20 miles. Cost \$20. Current membership in the Iowa Railroad Historical Society ( \$25) is a requirement. EC [Carl Schneider](mailto:Carl.Schneider@iowarailroad.com), 1302 6th Ave SE, Altoona, IA 50009-2002 515-967-5181 (H) or 515-494-4401 (C)

**Nov 1 - 2 - GA** posted 05/03 **Full. Waiting list Started Hartwell Railroad**

Toccoa to Elberton via Hartwell and Bowersville. 110 RT miles each day. \$155.00 for both days. Safety vest/shirt required. you may register via email. [Bobby Moreman](mailto:Bobby.Moreman@hartwellrailroad.com) EC/Affiliate, 3520 Cold Spring Lane, Chamblee, GA 30341 770-457-6212.

**Nov 7 - 9 - FL** posted 05/10

**Florida Central / Florida Northern Railroads**

Tentative notice. Following the Hartwell Railroad run the previous weekend, we are planning on running on newly restored track in North Florida to some places we haven't visited in many years. Details are being finalized and will be published here when complete. Keith Mackey, EC.

**Dec 13 - 14 - PA** posted 02/12

**North Shore Railroad and Union County Industrial Railroad**

Dec 13 - Annual Toys for Tots on the North Shore Railroad. Northumberland to Berwick and return. \$55. Dec 14 - Union County Industrial Railroad - New Columbia to Winfield and return. \$35. Checks to Central PA Excursions, PO Box, 145, White Deer, PA 17887 - [Larry Maynard](mailto:Larry.Maynard@centralpaexcursions.com) (570) 337-3979

**Excursions Held On A Regular Basis**

**Feb 1, 2014 - Jan 31, 2015 - 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](mailto:Dean.L.Grote@ncrrail.com) call 717-637-7647 or e-mail for details.

**Feb 1, 2014 - Jan 31, 2015 - 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](mailto:Dean.L.Grote@ncrrail.com) call 717-637-7647 or e-mail for details.

**Feb 1, 2014 - Jan 31, 2015 - GA**

**Heart Of Georgia-West Railroad**

Southeast Railcar Operators, Inc. will be having NARCOA Motor Car runs and work days on the HOG West Railroad from Richland, Ga. to Omaha, Ga. on various dates. Contact [Will Thompson](mailto:Will.Thompson@hograil.com) 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, 2014 - Jan 31, 2015 - GA**

**Cater Parrott Railnet**

SERO will be having motorcar car runs on the Cater Parrott Rail net from Valdosta to Willacoochee and from from Madison to Newborn on various dates contact [Will Thompson](mailto:Will.Thompson@sero.com) E.C. Home 229-723-8231 or Cell 229-359-5701

**Jan 1, 2014 through Feb 1, 2015 - TX**

**Capitol 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. (EC) [Leland Stewart](mailto:Leland.Stewart@capitolmetro.com) 10057 Palomino Canyon Converse, TX 78109 210-863-5397, (EC) [Frank Glatzi](mailto:Frank.Glatzi@capitolmetro.com) 907 No. Riviera Circle Cedar Park, TX 78613 512-918-2412



# 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 members' 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

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.

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

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 Levengood 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