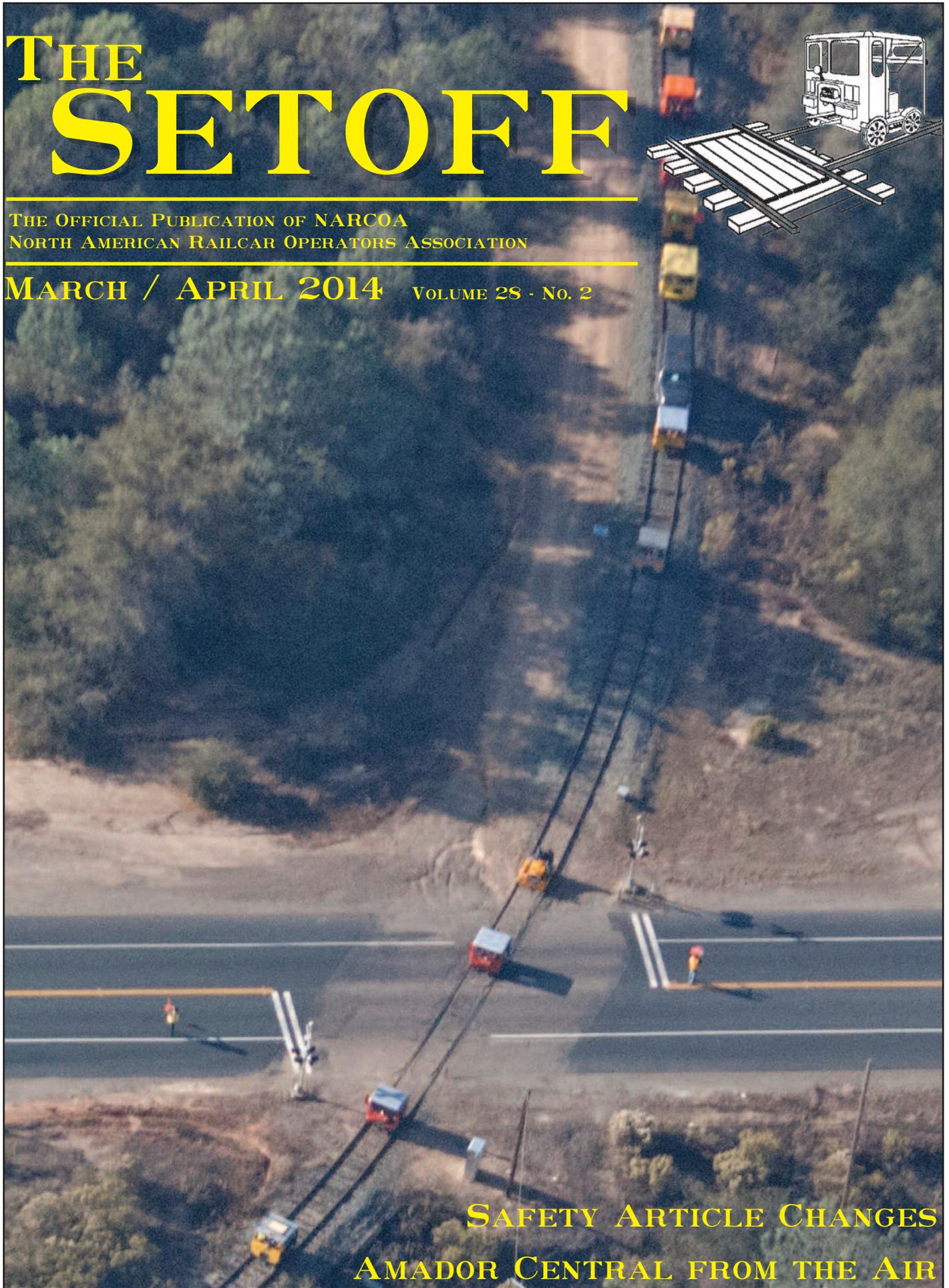
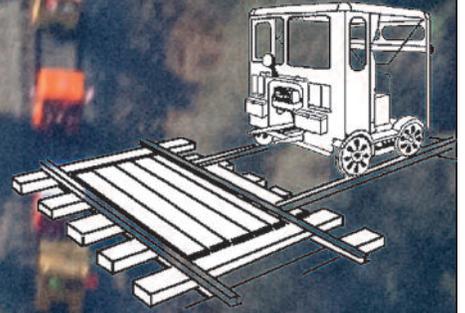


THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION

MARCH / APRIL 2014 VOLUME 28 - No. 2



**SAFETY ARTICLE CHANGES
AMADOR CENTRAL FROM THE AIR**

THE SETOFF

VOLUME 28 - No. 2

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. Please send your check made out to NARCOA to:

Mark Hudson, Membership
Box 321, Dry Ridge, KY 41035
membership@narcoa.org

All memberships, subscriptions and address changes requests must be submitted to the Membership Chair.

Brian Davis, SETOFF Editor
5626 Chadwell Cir
Ravenna, Ohio 44266
setoff@neo.rr.com

Jamie Haislip, Contributor

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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, Mexico, and overseas please see:

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ON THE COVER: The Amador Central excursion crosses Highway 104 in December 2013. Photo by Pat Davis

NARCOA OFFICIALS

President: Bill Schertle
Vice-President: John Gonder
Secretary: Mark Hudson
Treasurer: Tom Norman

Area 1 Director
(ME, NH, VT, NY, MA, CT, RI)
Ross Baxter (706) 799-0689
babycatcher21@rochester.rr.com

Area 2 Director
(NJ, PA, DE, MD)
John Gonder (724) 244-7538
up3706@gmail.com.

Area 3 Director
(IN, Lower MI, OH)
Jeff Levengood (330) 343-3407
jlevengood@roadrunner.com

Area 4 Director
(WV, VA, KY, NC, SC, TN)
Bernie Leadon (615) 478-3660
leadon@reallsmall.com

Area 5 Director
(MS, AL, GA, FL)
Will Thompson (229) 359-5701
cwthompson@windstream.net

Area 6 Director
(MN, WI, IL, Upper MI)
Bob Knight (815) 786-3096
railbuff@indianvalley.com

Area 7 Director
(ND, SD, NE, IA)
Carl Schneider (515) 967-5181
motorcarl@mchsi.com

Area 8 Director
(Canada, World outside U.S.)
John Brown (705) 538-1196
johnbrown_42@hotmail.com

Area 9 Director
(AR, CO, KS, LA, MO, OK, TX)
Chris Weaver (303) 589-6665
cpweaver@gmail.com

Area 10 Director
(WA, OR, ID, MT, AK, WY)
Bill Taylor (406) 721-2351
wtaylor@bresnan.net

Area 11 Director
(CA, NV, UT, AZ, NM, HI)
Bill Schertle (714) 743-0804
bschertle@sbcglobal.net

Director-at-Large (non-voting)
Dan Berg (702) 341-8617
derail@embarqmail.com

Director-at-Large (non-voting)
Jaime Samuell (740) 427-4443
jaime@gambierandwerstern.com

Nominations, Elections
Dan Page (714) 847-5906
dan.h.page@gmail.com

NARCOA Insurance Administrator
Tom Norman (406) 722-3012
1047 Terrace View Drive
Alberton, MT 59820
alb4961@blackfoot.net

Rule Book Certification Test
Al McCracken
2916 Taper Avenue
Santa Clara, CA 95051
alnethie@alnethie.com

The SETOFF Editor
Brian Davis (330) 554-4480
setoff@neo.rr.com

NARCOA Webmaster
Keith Mackey (352) 347-0770
webmaster@narcoa.org

NARCOA Forum Moderator
Rich Stivers (408) 264-1048
rich@stivers-bros.com

Committee Chairs:

Judiciary Chair
Dan Berg (702) 341-8617
2017 Mule Creek St.
Las Vegas, NV 89134
deerail@embarqmail.com

Safety Chair
Bob Knight (815) 786-3096
railbuff@indianvalley.com

Rules Chair
Jim McKeel (316) 721-4378
cp2123@cox.net

Operations Chair
Bill Taylor (406) 721-2351
wtaylor@bresnan.net

Affiliates Dave Verzi wm340@aol.com
HyRail & Custom-Built Motorcars Commit-
tee..... Tom Falicon raildawg@gte.net
Communications Bernie Leadon
Legal Forms Mark Springer
Membership Manager.....Bob Hstings
bobhstings3@gmail.com
Database ManagerDan Page
dan.h.page@gmail.com

RADIO EQUIPPED

NARCOA Radio Call Sign WPHT745
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PRESIDENT'S MESSAGE

BILL SCHERTLE

FROM THE EDITOR

BRIAN DAVIS

I bought my first motorcar in 1996 – a Canadian CR7. Like many of you, upon restoring it I generated lots of paperwork. I saved it all in a large envelope. While going through the envelope the other day I also found a NARCOA Rulebook from 1996. Boy, how things have changed! It contained almost a full page on the operation of steam motorcars. One section it did not contain was a Code of Conduct. Perhaps all operators were civil back then. In speaking with Jim McKeel it appears to have been around 2001 that the Board adopted a Code of Conduct. Perhaps some old timers could shed some light on why. They are found in the back of the Rulebook on pages 47 and 48.

Throughout this year I would like to highlight at least one of the sections beginning with #1 this month. NARCOA members are expected to act as guests while on railroad property. A guest is prompt, courteous, and careful while on other's property. You can only imagine why this is in the Code. Boorish, rude, and careless behavior should not be a part of this hobby. If you have a problem with any aspect of the railroad you are required to speak with the EC and not go to the railroad personnel at any time. Yes, we are guests and as such our host has the right to ask us to leave at any time. We do not want that to happen. Good and respectful behavior will have a lasting impact on the railroad. Don't be hesitant to say "thank you" to those who have invited you to be their guests. It makes it much easier for the EC to receive an invitation for a future excursion.

Have fun and be safe as the motorcar season hits high gear in the weeks ahead.

Bill Schertle, President

Hello NARCOA!

Here we are in the depths of winter, and 80% our cars are laid up. As I look at the 12 inches of snow out my window I take heart because spring is on the way and the number of scheduled excursions is growing by leaps and bounds.

We have a great issue here, with a run report from our California brethren, a how-to for you two stroke folks, and a nice article on the Black Hills. We've also got a change to the way Safety articles are reviewed and approved, you'll see a note about that on this page.

Recruiting new members is an area were we need to work together, and the Membership Committee has an important announcement on page 7. Thanks Guys!

Jane and I hope to see you on the rails again very soon!

Brian

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SAFETY ARTICLE CHANGES

If safety is not the first thing on everyone's mind, it should be! Safety is constantly on the mind of our Board members, and to make certain that NARCOA 'speaks with one voice', beginning with this issue the SETOFF will not publish any safety topic article that has not been written by NARCAOA's Continual Training Manager Tom Falicon.

Tom sits on the Judicial Committee, so he knows of any safety related issues arising from operational incidents. Tom is also in charge of Continual Training for Excursion Coordinators, as well as Operators.

Tom will welcome receiving members' thoughts on safety related topics. He will then combine all these inputs regarding safety issues and use them in his various timely articles and columns, whether published in the Setoff, NARCOA Bulletins issued via email, or posted on the website.

Your leadership wants to encourage everyone to continue to submit safety related concerns to us, and we will forward them on to Tom. You may send your thoughts and concerns to your local Area Director, Bob Knight and the Safety Committee, or you may contact Tom Falicon directly.

- Editor

AREA ONE

(ME, NH, VT, MA, CT, RI)

ROSS BAXTER

Well we have surely had some cold temperatures here in the Northeast with several days below zero. I for one am ready for some warmer weather and a nice excursion. I have been in contact with the Area One affiliate NEREX, which has several interesting runs this year. They have something planned for each month starting in April. I am also sure that MAMA, Ohio Valley Rail Cars and others will be offering excursions in Area One as well. Keep an eye on the NARCOA website and sign up early.

As spring nears and excursions start back up, let's remember that we all need to check our motorcars very carefully. Sitting idle in a garage or outdoors in frigid temperatures can wreak havoc on both electrical and mechanical components. You do not want to miss any of the fun by being unable to start your car or by breaking down early in a run. It is also a good idea to check your trailer's lights, connections and brakes before heading out.

Our membership here in the Northeast continues to grow. Since my last report we have gotten six new members; Benton Hiltz II, Ernie Williams and Justin Fornal from New York; Tony Aftuck and Twofeathers Artherton from Massachusetts; and Bruce Stuart from New Hampshire. Please help me welcome them to the hobby.

One last item for this edition: as our hobby grows and matures, we naturally get multiple opinions of what is best. Obviously, no one is right all of the time, which is why we have discussions about rule

changes and the day-to-day operations of NARCOA. The people who ultimately make these decisions are members of the Board of Directors, who are elected by the area members. As with any corporation, small business, government entity or group of hobbyists, once a decision has been made it is up to each and every one of us to abide by that decision. We are all a group of unpaid individuals who devote an amazing amount of time to making sure that NARCOA runs as smoothly and, more importantly, as safely as possible. One thing that significantly hinders this process is when individual members go outside of this process and contact government officials, railroad representatives or the media directly. The situation is especially dangerous when they say that they represent NARCOA. The President or persons appointed by him are the only persons who represent NARCOA, and the rest of us can only say that we are members of NARCOA. I know this seems a minor detail, but it is an important one. Rather than expressing your opinion of a rule change, pending legislation or other item to persons outside of NARCOA or on the internet forums, please contact your area director first so that the opinion stated can be a unified opinion formed after careful investigation and thorough consideration of the facts at hand. Maintaining the chain of command and speaking in a unified voice will keep our organization strong which will ultimately lead to its longevity. Doing otherwise could potentially ruin our credibility with our host railroads and our insurance carrier and destroy us.

As always contact me with any concerns or questions. (baby-catcher21@rochester.rr.com) or

(706-799-0689) Enjoy yourselves and be safe. Hopefully I will see you all out on the rails.

Ross

AREA FIVE

(MS, AL, GA, FL)

WILLIAM THOMPSON

We have not had this cold of weather in area 5 in a long time we forgot what cold was like. There has been some people sick with the flu so hope everyone is better. Now that the weather has gotten better we are looking at motorcar runs. I have one in March and so does Bobby Moreman. Bill Delmar is having a run in April on the loop in Tennessee this being his first run after becoming an EC. Congratulations Bill now you got the ball rolling keep it going. Bobby Moreman's Heart of Georgia in April also. Chris Thompson is getting close to finishing his training and is working with me on the Mississippi Delta Run in Clarksdale Ms. on May 2nd. I have picked up a new line out of Madison Ga. looking at doing something in May on it. So it looks like some good riding before it gets to hot this summer. I don't see anything at this time for Carl Hymen I'm sure he will have something before long. So lets drag out our motorcars clean them up go over them and get ready to ride. Make sure you get your insurance and pay your membership without it you can not run a motorcar.

Will

AREA SIX

(MN, WI, IL, UPPER MI)

BOB KNIGHT

Great things are happening in Area 6 even if all we seem to receive is snow every other day!!

I am happy to report we have added three new members to our area 6 and they are:

Dave Johnson from Kankakee, IL
Robert Scholz from Quincy, IL

And Jim Peterson from Lewiston, MN

We welcome them to our great hobby and hope to see them on the rails this summer. If you live close by, please stop by for a visit as they might have many questions and you might also help them through the mentoring process. Glad to have them on board.

Now there are two planned area meetings that all of you are welcome to attend and a great way to fellowship and exchange new motorcar ideas.

The first meeting is for the Great Lakes Rail Car Annual Meeting which will take place Sunday, February 23rd at the Hoosier Valley Railroad Museum. It will take place at 10:00AM at the Railroad Station located in North Judson, Indiana. The Great Lakes Rail Car includes NARCOA members from Indiana, Illinois and Michigan. Fred Lonnes is the current president of the group.

The second annual meeting is the North Central Railcars Annual Meeting which is scheduled for March 22nd (Sat) at 1:00 PM. This meeting will be held at Dino's Restaurant located in Portage, WI located at 2900 New Piney Road. Current president, Dave Otte has planned a lunch gathering at noon also at Dino's for those that want to come and fellowship over lunch before the meeting. Again, all Area 6 members are invited. The North Central region includes Wisconsin and Minnesota.

Hope to see you at one of the

above meeting or on the rails soon as many motorcar excursions are being planned so please watch the website for their listings. If you have any comments or questions, please give me a call (815-786-3096) or e-mail – railbuff@indian-valley.com

Keep it safe on the rails,
Bob

AREA EIGHT

(CANADA & INTERNATIONAL)

JOHN BROWN

It has been an old fashioned winter here in Ontario Canada with temps in the -20 to -35 C {-4 to -31F} degrees at nights and -10 to -16 C {14 to 3F} during the days. Also have had a lot of snow that Ma Nature seemed to have found this December and January. If February and March carry on from January it might be July before I get the MT19 out of the garage.

Actually have about 3 feet of snow on the roof of the house with snow banks not far from that height.

Believe me I am already looking for warmer runs south of me, and on the excursion schedule every night.

As per the past couple of years I headed down to West Springfield, MA at the end of January, for the BIG E show as it is called. With travelling from Ontario and going around the golden horseshoe skirting Buffalo and past Rochester we have always been lucky with no severe winter storms. I know my luck will run out one January. This is the Amherst Model Railroad show were 22,000 to 24,000 people manage to go through the gates on a weekend. One of the great shows if you are a model railroader, next

best in my mind is Trainfest in Milwaukee, Wisconsin in November.

As usual met many old friends from the Model Railroad hobby and being a model railroader I managed to talk to many Model Railroad Manufacturers about my wishes, and submitting my articles to William Schaumberg of Railroad Model Craftman.

I am always amazed at the number of fellow Canadians I run into at this show, and usually a few times over the two day event.

This time at the show there were a dozen new participants and among them for their first appearance was the NEREX group. This is the newest NARCOA Associate replacing NERCA and they were exhibiting one of their motor cars and pictures of their past runs.

It was a pleasure to meet the fellows, even though I had met and knew a couple of them from riding with them on different excursions over the past few years. Gordon Wallick, Dan Peck, Keith Knowlton and Rob Piligan were telling the show attendees the joys, pleasures, friendships, fun and seeing the country side from ground level from a rail motor car what an adventure it is.

My good friend Al Elliot, along with Mike Heaton and Dick Forde were also there helping out when I dropped by.

I mentioned to the fellows it has been a few years since I have been on runs in their area and do hope to make my way back there again this year.

Jim Brown and Rod Wilson from Track Motorcars Of Ontario (TMOO) do the same type of show at the Brampton Model train show, and last fall had a couple join NAR-

COA. Hopefully NEREX had the same luck.

Also I would like to welcome Ian Balme from Taumarunui, New Zealand, Bill Harrison from Glenbrook, New South Wales and Roma Krusch from North Vancouver, Canada to the NARCOA family.

Maybe I can convince the NARCOA board to fund a trip to Australia and New Zealand for me since I represent them, so I could officially welcome them into the NARCOA family. Worth a try aye.

Thanks to the MAMA group as I received their 2014 calendar and an extremely well done with great pictures of their runs. One of the runs I was on in 2012 is included and my luck my car was not in the picture at Armory Square in Syracuse, NY.

For all you above the Mason-Dixon line spring is coming no matter what the dumb groundhogs say.

John Brown

AREA NINE

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

CHRIS WEAVER

Hello Area 9! It's been quite a while since you've heard from me. I'd like to think things run so smoothly I can be the Maytag guy with little to do. I'm also bad at writing columns. Hopefully you'll hear from me a little more this year...

I wanted to talk about the importance of our mentoring process. We here at NARCOA are constantly thinking about rules and policies. However, one thing comes up over and over again — you can't write rules for common sense. This is where mentoring comes in. NARCOA mentors fill the gap between the rulebook and reality. A mentor has a big responsibility to both the

new operator and also to NARCOA.

To the operator, a mentor's first job is to keep them safe. It's easy to make a mistake unloading a trailer or turning a motorcar around, especially with a line of people waiting. The mentor needs to be at the ready to help out and head off problems. In most cases this means riding along with the new operator. The mentor is also there to answer questions, make the new operator feel welcome and included, and maybe provide some tips and tricks.

To NARCOA, a mentor's first job is still to keep new operator safe. Don't let them put themselves or someone else into a dangerous situation. The EC should feel confident that a mentor will keep an inexperienced operator out of trouble. The second job is to make sure the new person is ready to 'fly solo'. Are they comfortable operating their car? Are they familiar with all the ins and outs of excursions? If they seem nervous or unsure, maybe more time with a sidekick would help them out.

So there is some food for thought on a little different topic than usual. If you ever have the opportunity to mentor a new operator I encourage you to step up and help them to become a safe and happy participant. The mentoring form has a whole list of important topics to get you started.

That's it for now! Hope to see you on an excursion.

AREA TEN

(WA, OR, ID, MT, AK, WY)

BILL TAYLOR

I hope you all had a great Holiday Season and are getting rested up for the 2014 motorcar season. There

are some exciting runs being organized. Will Krasselt has announced one on the Eastern Washington Gateway April 26th, and I have announced the annual Montana run for June 7th. In addition there are plans for a spring run out of Walla Walla, a Memorial Day Colfax - St. Maries run, the annual Potlatch - WI event in July and a return to Central Montana Rail after their bridge is fixed in September. MOW is planning a tour up I-5 to Vancouver Island in May. Other runs are in the works. Many thanks to the ECs who put on these runs we all enjoy. Watch the PRO, MOW and NARCOA web sites for registration information.

It was with sadness I learned of Milt Swanson's passing in January. He was 96. Milt was one of the original members of Northwest Rail Car and was active until just a few years ago. I was fortunate to spend several great trips with Milt, and I enjoyed his good humor, motorcar wisdom and coal mining stories. Our best wishes go out to his family.

There are a couple of house keeping details. Several members have yet to update their Operators' Certificates by taking the test. The new Operator's Cards are yellow and the four digit number begins with 8. If you have yet to do this, your old one expired January 31st. Consult the NARCOA web site for instructions. Also, the 2014 insurance renewal program is underway. The deadline is March 31st. You should have received the forms in the mail. Don't forget to send in a separate check for your NARCOA dues when you renew.

See you on the rails.

Bill Taylor

NOMINATIONS ARE STILL NEEDED FOR ODD NUMBERED SEATS ON THE NARCOA BOARD OF DIRECTORS

The success of any organization depends upon having good leaders in key positions.

In 2014, NARCOA will elect Area Directors for the positions listed below. To ensure a robust election, we should have at least two persons nominated for each position. Incumbents are automatically re-nominated unless they decline. There is no need to re-nominate them.

Directors serve as the leadership team of NARCOA and are the voice of local members at the national level.

Any active NARCOA member can nominate another active member in their Area who they think will do a good job as a NARCOA Area Director. Before nominating someone, please check with them first to ensure they are willing to serve. Nominations will close on March 31, 2014.

Please send me your nominations either by e-mail at dan.h.page@gmail.com or send a note to me at:

NARCOA Elections
6432 Mukai Court
Huntington Beach CA 92647

Positions to be elected:

Area 1- CT, MA, ME, NH, NY, RI, and VT Incumbent: Ross Baxter

Area 3 - IN, MI, and OH Incumbent: Jeff Levengood

Area 5 - AL, GA, FL and MS Incumbent: William Thompson

Area 7 – IA, ND, NE, and SD Incumbent: Carl Schneider

Area 9 – AR, CO, KS, LA, MO, OK, TX: Incumbent: Chris Weaver

Area 11 - AZ, CA, HI, NM, NV and UT Incumbent: Bill Schertle

Dan Page Nominations and Elections

NARCOA MEMBERSHIP EXPANSION CAMPAIGN

The Membership Committee feels that our membership is slowly but continually slipping away. All of us must take an active role in replacing and growing our membership or we will all lose a fantastic hobby.

The NARCOA Membership Expansion Campaign is designed to encourage members to go ‘hunting’ for new members. The NARCOA Membership Committee will pay a bonus to any current member who brings in either a new member or a past inactive member.

Purpose:

Expand NARCOA membership

Communicate the unique experience of NARCOA to the greater Railroad community

Involve the current NARCOA members in the growth of NARCOA

Timing:

January 1, 2014 – December 31, 2014

Reward:

A TWO MONTH Membership Bonus to any current member who brings in a new member or a past member.

Rules:

NARCOA will pay a ‘**NED Buck**’ (NARCOA Electronic Database) valued at two month’s membership to any active member who brings in either a new member or a past archived member.

The new member must pay in full and **MUST** include the referring member’s name on the membership application.

The **NED Buck** can only be used by the identified referring member (no trading on the black market).

Each **NED Buck** will be worth 1/6th of a membership and has no cash value.

Members may earn a maximum of six **NED Bucks** to be applied to the 2015 or 2016 membership.

A valid past archived member also must have been inactive for a least two calendar years prior to rejoining.

Please don’t scam the system. Anyone suspected of cheating will have their name misspelled in NARCOA forever!! ;-))

Mark Hudson, Bob Hastings, Dan Page
NARCOA Membership Team

BLACK HILLS CENTRAL RAILROAD BY STEVE HIER

The weekend of Oct. 4th and 5th saw 38 inches of snow dumped on Hill City SD with 60 mph winds. My speeder trip was the next weekend on the Black Hills Central RR in the Black Hills of SD. I did not have high hopes that the trip would proceed but it warmed up and the trip was given the high ball on Tuesday. Friday morning the 11th brought 2 inches of rain to the area and 50 mph winds, but by 3PM we were able to set on. We ran a short trip to Oblivion, SD and then tied up for the night in Hill City.

The Black Hills Central RR was a short line of the CB&Q build in 1900 from Hill City to Keystone right below Mt Rushmore. It was build to access mines in the area. In 1957 a tourist line shared the line until the 1980s when

the BN took up the Black Hills high line leaving the short line with no way out.

The BHC currently has 3 functioning steam engines. The engine operating on our weekend is a 1928 Baldwin 2-6-6-2 Mallet brought in from North West lumber operations. This engine is the last of its kind still operating.

On Sat morning we got going by 7am, 30 degrees with frost on the rail. Right out of Hill City is a 6% grade. We had 2 belt driven cars out of the 8 on the trip. Good operators and no problems. The line has several 4-6% grades with multiple road crossings so everybody was on their toes.

We did 3 runs that day with a steam pass by outside of Keystone. We got to be up close with the Baldwin and ask the engineers and mechanics lots of questions.

The BHC has quite a collection of old railroad rolling stock including the 2 other working Baldwin steam units. While we were





there, a TEXAS ZEPHR car was being loaded on a trailer for a trip to Texas.

It was a long drive for me (Chicago) but 1 more trip scratched off my speeder bucket list. Thanks to Dave Voeltz the EC and the Black Hills Central for a great weekend.

Steve Hier

Opposite page: Keystone water tower. Above: Baldwin engine at station Below: ZEPHR on trailer.



LITTLE-KNOWN HAZARDS

BY DICK RAY WM M9 #67

This article is intended to help relatively inexperienced operators, but should be useful to all operators. All of the conditions and scenarios below have occurred in my experience.

STARTING

Oddly, this is not a well known hazard but does occur. The trouble happens when cars are starting out from a group stop. As the cars are starting out, operators tend to start too quickly to avoid stalling the engine. Then they need to slow down to avoid overtaking the car ahead. Now add in the tendency for operators to look at the controls when starting out and rear end collisions can occur. If the rails are slippery, multiple collisions can occur. To avoid the incidents, simply wait 5-7 seconds before starting out after the car ahead starts out. Then ignore the honking from the car behind you!

CROSS LEVEL

This is the track geometry hazard caused by rails that are really poor and have all kinds of vertical bends.

If one side is up and the other side is down, one front wheel flange can lose contact with the rail. This hazard can be compounded when the vehicle is in a curve since more outward force is being applied to the wheel flanges. It can be especially bad with longer wheelbase cars such as Fairmont A-Series cars, and those that have had re-enforcements added to the body or have turntable structures which compromise the inherent flexibility of those cars.

I have seen smaller cars derail due to having two quite heavy occupants sitting over the rear wheels.

The root cause was probably due to the excellent traction of dry, shiny rail, and a curve with some cross level imperfection. The rear wheels had so much traction that the car literally drove over the outer rail. Probably the flange of the front outside wheel was not fully in contact with the railhead.

Avoidance consists of going slower on sharp curves (as the rules require) and the defense would be to increase your following distance so you don't collide with the derailed car ahead, as well as making sure your car retains a flexible frame, and excess weight has been

properly distributed throughout the car.

DIRT CROSSINGS

You can never trust a dirt crossing, especially when you see a puff of dust from the car ahead.

It may be that the car ahead is running on the flanges in the dirt and it may cause a bump, possibly putting you on the ground. Or the car ahead of you may kick a rock into the flangeway, and that rock can derail you. If that crossing is on a curve the danger is increased many times. Only a small bump is needed to put you on the ground. Tall overgrown vegetation may cause a line-of-sight issue where vehicles approaching the crossing may be hidden, as well as road traffic may be unaware of your approaching motorcar and may not stop at the crossing due to their belief that trains do not run on weekends.

OTHER CROSSING DANGERS

We learned early on not to enter a crossing until you are sure you can get all the way across. Otherwise you are stuck in the middle of the road. Two earlier articles warned of the caution needed with seldom used grade crossings. It is best to cross with the belt or clutch partially disengaged to avoid stalling the engine.

I recently observed a group of cars stopped waiting for the flaggers to come up from the rear. But a passenger near the front, wanting to be helpful, jumped out and flagged the crossing and motioned to the cars to cross. However they did not notice that another group was stopped on the other side. Cars started across, had to stop, and left several in the middle of the crossing. The solution is to be observant of what is happening ahead and to refuse the flagger instructions if it is not safe.

TUNNELS

Tunnels can be a hazard because visibility is limited until the operator's eyes adjust. That can take some time on a sunny day. If the tunnel is long or curved the car ahead may not be easily seen. You may be catching up to the car ahead without realizing it, and then need to brake quickly. Now the conditions are present for the

car behind to run into you if he has trouble finding the brake lever in the dark, as well as finding the associated other controls.

The danger is minimized if you establish a steady speed and an increased following distance beyond the recommended 10 to 12 seconds before entering the tunnel and then make no changes while in the tunnel.

Another tunnel hazard is ice that has built up on the rails due to tunnel water seepage and extreme cold, creating an instant derailer. The sun may be shining and the temperature moderate outside the tunnel but it takes awhile to warm up the inside of a tunnel.

SELF GUARDING FROGS

These have been mentioned many times, apparently with little effect. I saw one car in Canada derail twice after having been warned ahead of time. Another time the EC in front asked the Pilot riding with him what the appropriate speed should be thru the frog ahead. The Pilot said 10 mph so the EC derailed at 10 mph! The following car went slower and derailed at 5 mph. A good EC will ask the RR pilot about any to be encountered. Fortunately there are none of them on mainlines in the US, but we are not always on a main line. Additionally, only the diverging route thru a self guarding frog is dangerous. Other routes are relatively safe.

The proper defense is to learn what the frogs look like, and ensure that the front wheel follows the intended route. This may involve actually getting out and pushing the front of the car sideways to achieve that. It also helps to observe the frogs on the outbound trip and be prepared for them on the return trip.

SLICK RAILS

Wet rail is not necessarily slick. If it is frequently used, shiny, not under trees, and not lubricated it is still OK. Fairmont data shows that with the OEM iron shoes the stopping distance increases only 20% in clean wet conditions. Just add two seconds to your following distance.

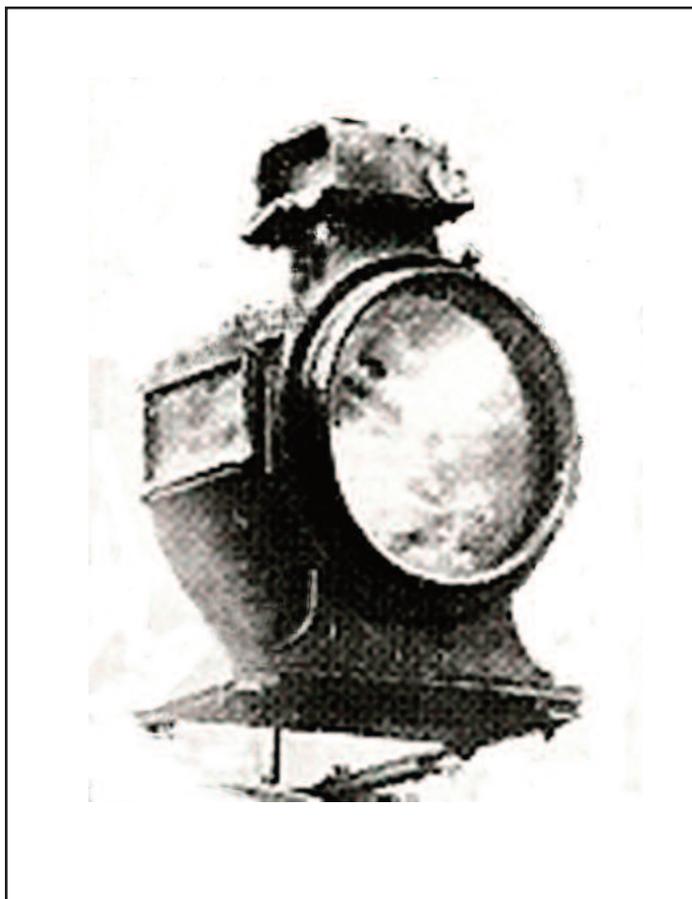
Why are the rails slick? Actually there are many reasons. Often you will hear the EC announce that since the rail is wet it will be slick, but that does not mean that dry rail is not slick. For instance leaf residue is very slippery. It is a hazard even when the leaves are not on the rails. Sometimes you are running on a nice fall day in open country on dry rail and then enter a heavily wooded area that still has dew on the rails. The traction

can decrease a lot when you are under the trees.

Of course you know that the areas around flange oilers will be slippery with oil, but most railroads are using spray-on lubricant instead. You cannot see that substance and the RR personnel may not realize the hazard to us. Your pilot may have done the spraying just the day before! A good EC is expected to ask the RR people about rail treatment. Remember that the pilot in a hi-rail truck is not much affected by rail conditions and may not think to advise us.

Heavily rusted rail is slippery because the rust flakes act like the tiny flakes of graphite. Add some moisture and it can be really slick. Fortunately, we do not operate on heavily rusted rail very often, and when we do we run at a reduced speed, right?

How do you know the rails are slippery? One way is to open the throttle for a second (when you are well behind the car ahead) and see if the wheels spin. If they do not spin then quickly reduce to your prior speed. Even the lowest power cars will spin on slick rail. Or, when you are well ahead of the car behind, make a quick hard brake application and see if the wheels slide easily.



BUILDING AN ENGINE STORAGE FRAME FOR FAIRMONT TWO-CYCLE ENGINES

BY JEFF FORD

In the motorcar hobby, you stand a pretty good chance of accumulating spare parts. Spare engines are among the heaviest and most awkward items to move and store. Specifically, Fairmont two-cycle engines don't lay flat on the floor because the flywheels extend below the base of the engine. It's a pretty simple operation to attach a couple of wood rails or a block of wood to the base of the engine to keep it up off the floor. The main shortcoming of this approach is side-to-side stability.

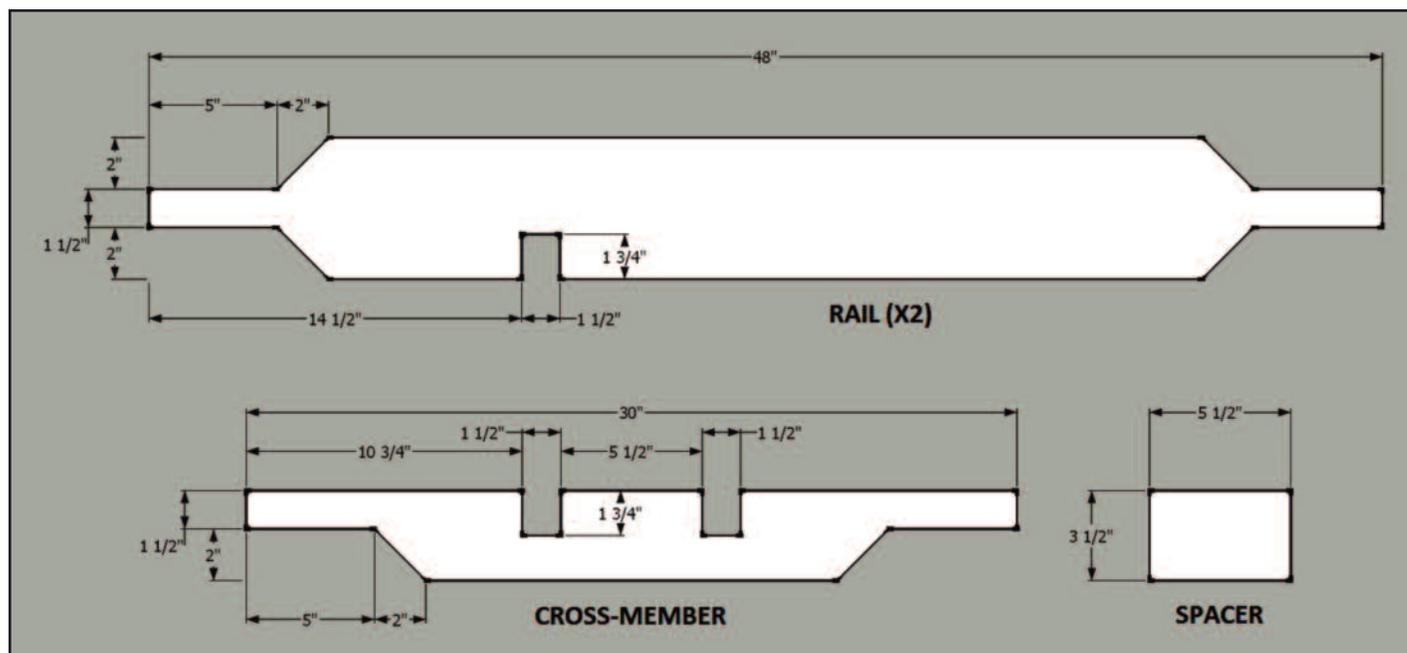
In the course of restoring three ROC engines, my good friend Garrett came up with a refinement of the wood rail idea: He added a horizontal cross-member that provides the needed stability. As a bonus, the ends of the cross-member also provide convenient lift points. These engines are heavy and lifting them is a potentially awkward operation, so the extra lift points come in handy. With this design, it's possible to lift an engine with three people, which gives you an added measure of safety when lifting heavy QB and RQ engines. In addition to storage, these frames can support an engine for test running, if needed.

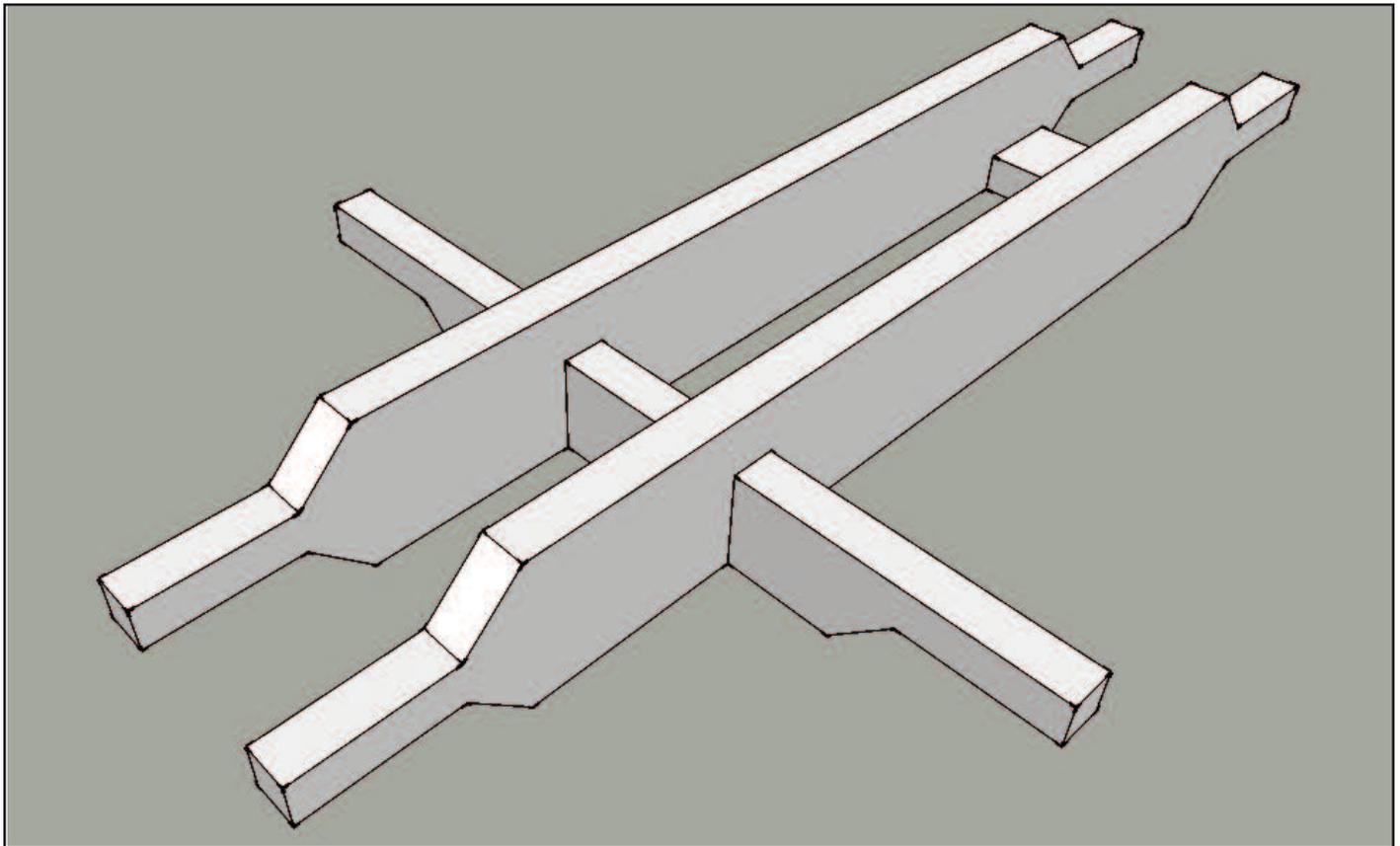
Central to the rigidity of this design is the lap joint between the two engine rails and the cross-member. Also note the spacer block at the rear of the frame. This braces the rear of the frame and provides additional structural integrity. It's important to note that 2x4's

will not raise the engine off the ground a sufficient distance to clear the flywheels. This holds true for both sizes of the Fairmont single-cylinder engines. That's why this design specifies 2x6 material for the rails. We used 2x4 on the first of these and had to add spacer material to raise the flywheels to clear the floor. I rectified that problem with 2x6 material when I built one of these frames for my QBA.

Construction is straightforward and only requires a few tools. Take the time to work safely, using safety glasses and hearing protection. If this project is beyond your skills or comfort, by all means find someone who has the appropriate skills to help. The few tools you'll need to complete this project are pretty common. To cut the 2x6 and 2x4 material to length, you will need a chop saw or a circular saw. To produce the lap joints and the handles, you will need a jig saw, a band saw, or a coping saw. A router can be used to ease the edges of the handles for comfort. A drill is used to make pilot holes for the screws and lag bolts.

Assemble the frame with 2 1/2" "drywall" screws. Lag screws are used to attach the engine to the frame. Drill pilot holes for all the screws; this will prevent the wood from splitting and make driving the screws easier. If you like, you can finish the frame off with small chair casters. If you do plan to add casters, I'd recommend





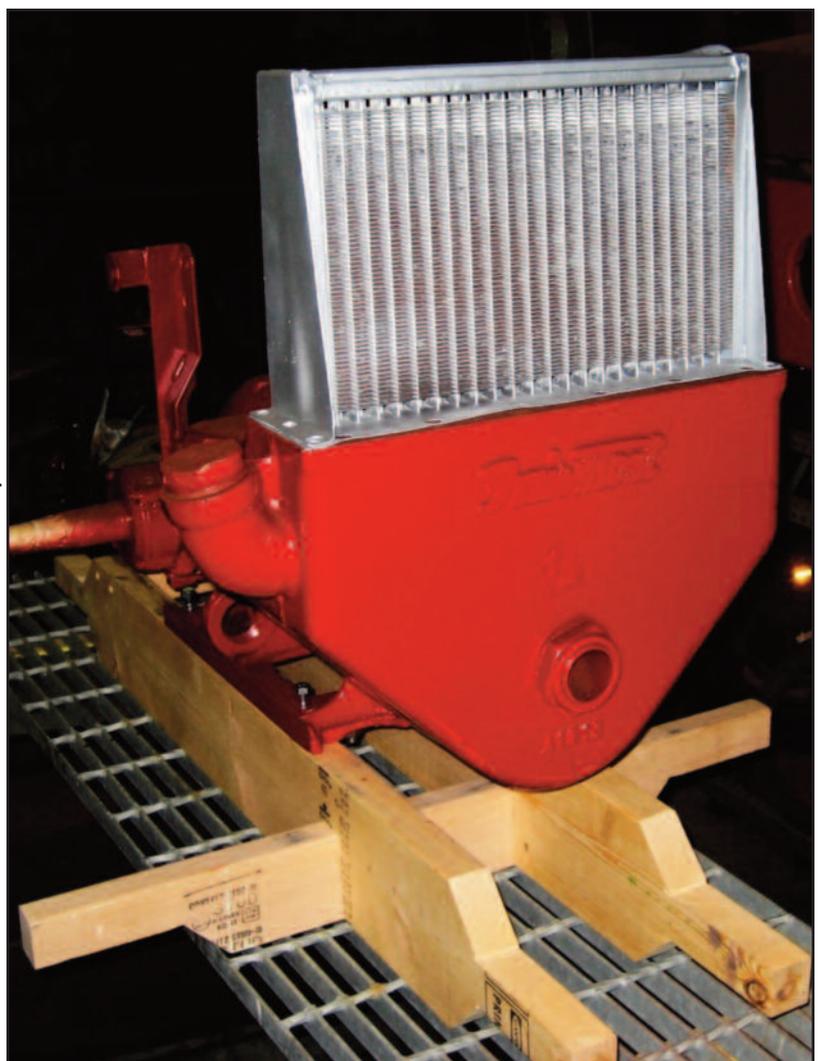
attaching the rail spacer flush with the bottom of the rails to provide a good surface to attach the casters.

This frame has proven useful for storing and transporting my spare engine. I've also used it on top of saw horses for engine reassembly and painting. I hope this frame will help you "tame" your spare parts pile as well.

* Please note these drawings reflect the dimensions of large QB or RQ-series engines. You will need to change the spacing of the rails for OD or RO engines. In that case, use a spacer block 5" wide and adjust the spacing of the notches in the 2x4 cross-member accordingly. I don't have any experience with the RK "twin" engines, but from all appearances, this plan should accommodate those engines as well.

Cut List for Engine Frame:

- 2 – 2x6x48
- 1 – 2x4x30
- 1 – 2x4x5 ½ for large engine or 5" for small engine



AMADOR CENTRAL FROM THE AIR

BY LARRY BOWLER, PHOTOS BY PAT DAVIS



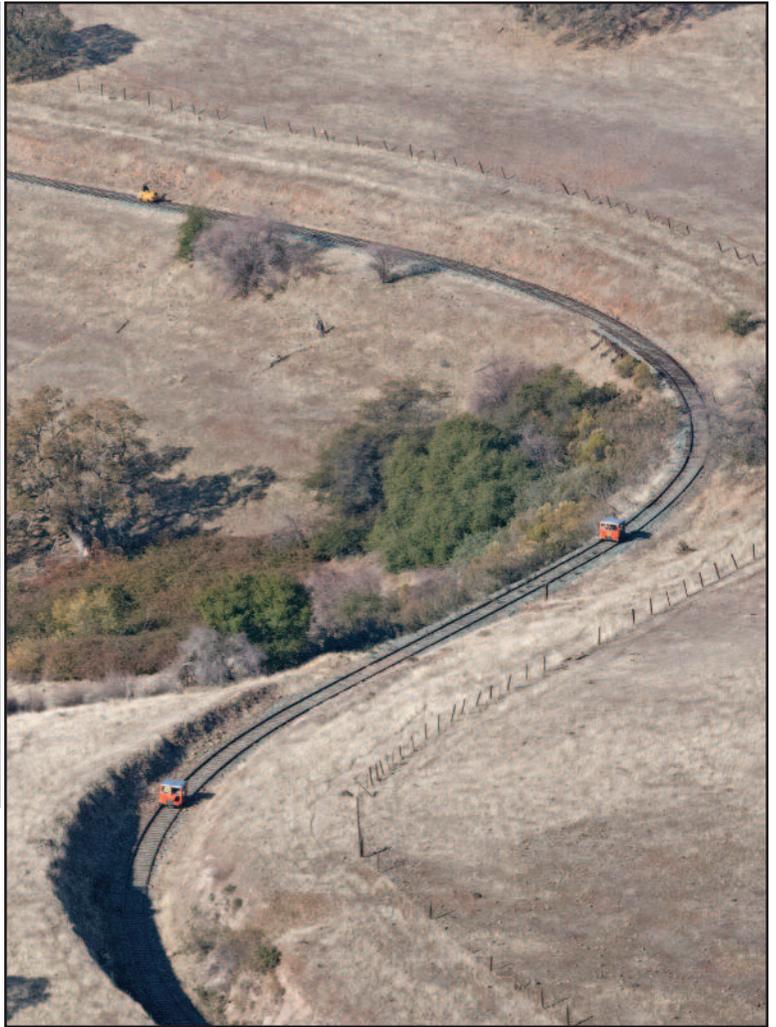
It was a cold, crisp, California Saturday morning when 17 rail motorcars and one Hy-Rail gathered in Ione, CA. on the only railroad in the United States which is owned and operated by volunteers as an educational/recreational railroad. This would be the first time since operating this historic corridor that a Hy-Rail would participate. If that were not unique enough, an airplane was observed to be orbiting over the consist as it departed the rail yard eastbound for Martell, CA. One or two of us were vaguely aware that the airplane was overhead, however, its presence was not a focus as the consist proceeded into the “up-country” foothills of the Sierra Nevada Mountains.

The journey was, as always, enjoyable. Operators came from British Columbia, Oregon and all around California. This excursion was the prelude to the Annual Meeting of the corporation. Two runs were scheduled, however, because of the rapid approach of darkness, it was decided to make the final run of the day to be a “half-run”, out 5 miles and return. Running in the darkness in the open rangeland can be “iffy” considering

the wild life and the cattle.

Upon my return home later that night I was greeted by the following photographs in an E-mail taken by private pilot, Patrick Davis. Never having seen the railroad corridor from an aerial perspective, I thought we should share it with readers of Setoff. - Larry





*Opposite top: Eastbound, crossing Highway 104
Opposite bottom: Rounding the curve at the
Stone Corral Barn. Above: Unidentified curve.
Right: "S" curve passing "Pete's Hole". Below:
Negotiating Hurricane Ridge.*



ADJUSTING YOUR 2-CYCLE COIL

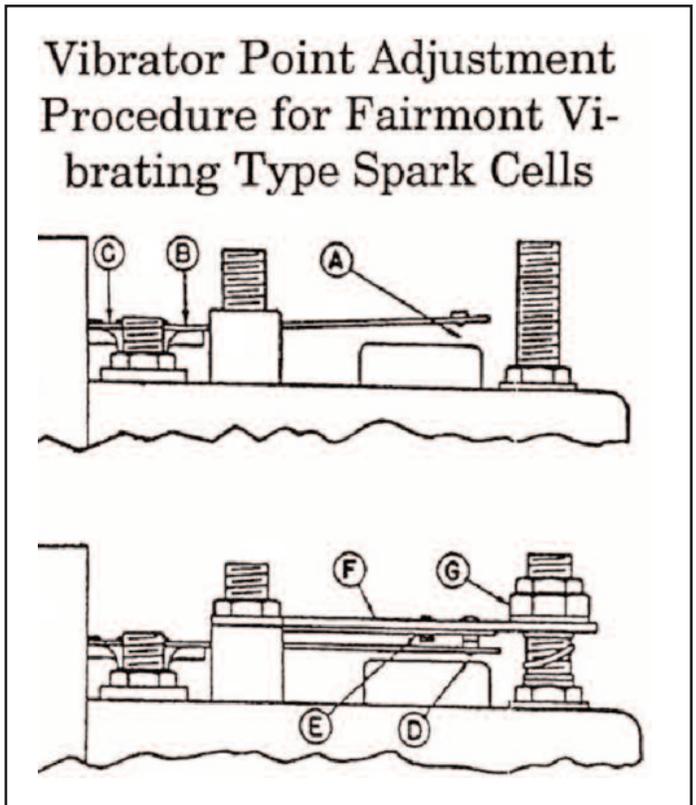
BY DICK RAY WESTERN MARYLAND M9 No. 67

It seems that many 2-cycle problems are due to mal-adjusted coils, both on single cylinder and twin cylinder cars. There should be no reason for this, except that the procedure was last published in the SETOFF some 22 years ago! It can still be found on the NARCOA site under Tech Articles. This article is a much more detailed explanation and the diagram is included here for convenience.

The picture below shows the set of tools that will be useful. Notice that two of them are 5/16 wrenches whose use will be described later. The larger one is 7/16. Those are the sizes that fit the original hardware. Nowhere do you see pliers or adjustable wrenches!

Start by removing everything from the points end of the coil, making sure you know where it all goes. Do not lose the little spring or the two fiber washers from the top of the point assembly. The fiber washers should show a bit of a shoulder on them which serves to keep the two halves of the points from touching each other. Next step is to file all the corrosion and pitting from the two points. A flat point file is shown, but I use a small stone in a Dremel tool to do it easily, and I give each point a slightly rounded surface so that as the points wear the contact area increases.

Now shine up all the contact surfaces on both halves



of the points and the nuts as well. I hope you did not lose those because they are #12 thin nuts and quite hard to find at hardware stores. They are available from Lang's as part number 5007HW. A little shining of everything applies to brand new point assemblies as

well because they may have a preservative coating on them.

See the instructions and reassemble the point set. To get the initial 1/16 spacing and the 1/32 spacing I use brass rod in those sizes from a hobby shop. You can also use narrow flat brass strips. The initial spacing probably applies to the center of the two surfaces.

The adjustment procedure shows how to adjust the initial 1/16 spacing by tapping with a punch and small hammer. Notice I said "tapping". You will find that it does not take much to

Above: Illustration of the adjustment procedure from the Fairmont literature; Left: The tools needed and the double nuts on the stud.





square lantern batteries, but are now replaced by spring connections. I get the finger nuts from the dead battery bucket at the local re-cycling center because I have not found any other source..

A last addition to reliability is to add a short wire from the COM terminal to one of the studs holding down the bottom point assembly. There is a wire or connection inside the coil that can come loose, rendering the coil dead. The external wire simply bypasses that connection. One picture shows that wire. Or just carry a short piece of wire with the proper terminals as a repair part when your coil goes bad.

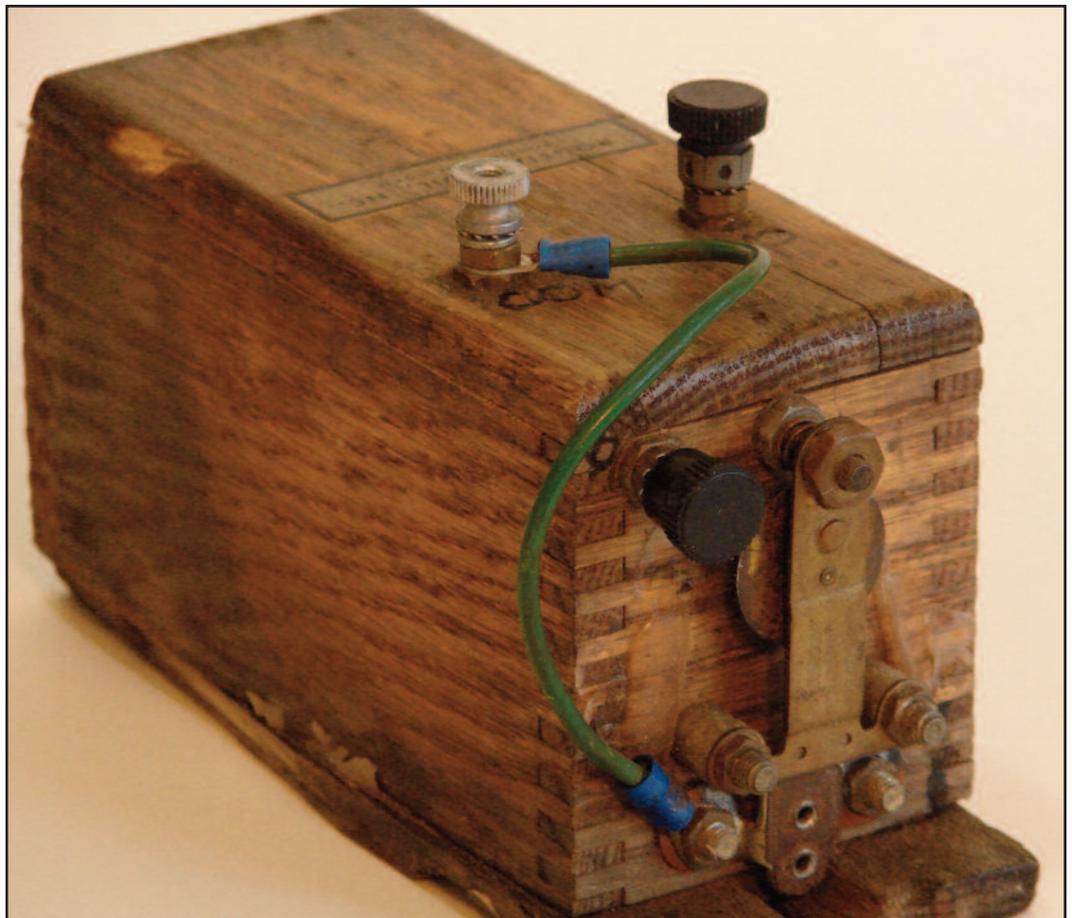
move the spacing a lot.

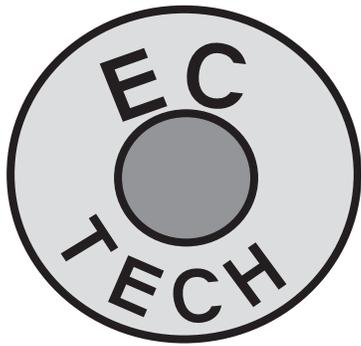
As you re-install the coil in your car, do not allow any of the studs to turn! If the stud turns, you can break the inaccessible connections inside. On the COM, BAT, and PLUG terminals add a second nut as a lock nut and lock the two together. When you connect the wires hold one of those bottom nuts so that the stud does not turn. It is good to add an external tooth shake-proof washer to all connections so as to prevent loosening and to get good metal to metal contact. Maybe a lock washer would do as well, but it is easier to lose when dropped.

Of course you have shined up the lugs on the wires. If you simply wrap the wires around the stud and add the wire you are preparing to be towed. Notice from the pictures that I use what is called a “finger nut” to hold the connections to the studs and that fastener provides insulation for the BAT and PLUG terminals.. Those fasteners are found on electric fence batteries and have an 8-32 thread. They used to be found on the

None of the specifications are extremely important but if you try for the most precise adjustment the car will run a longer time before it needs coil service and will be good for 2-3 thousand miles at least.

Above: This is a view of coil top with shakeproof washers Below: The added wire used on an old coil for reliability





BY TOM FALICON



Once again I am combining my EC and Operator columns to cover a subject that poses a threat to all of us this threat is the unexpected movement of our motorcars due to defective, insufficient or undersized cables, straps, ratchet binders and winches during our transport and loading/unloading processes.

Restraining or tow cables and straps are only as good as their current condition. Cuts, nicks, tears, and frays can reduce the holding or pulling capabilities of cables and straps.

Even brand new cables, straps and winches that are in excellent condition can break if they are undersized for the load. Defective or worn ratcheting and holding mechanisms could also cause a tie down to unexpectedly release.

We can take lessons from both the crane/rigging industry and the rail industry. Riggers always review the weight of the load they will be working with and increase the holding or lifting capabilities of their rigging by a 5 to 1 safety factor, while RR Roadway Workers employ the concept of a "Machine Work Zone". This zone is an area where workers are told to be alert for unexpected machine movements or an area that is totally off limits due to the unpredictable movement of equipment in that "Work Zone".

Some rigging safety tips we all should abide by are as follows:

~ **A bargain priced, undersized winch is not a bargain if it results in injury.**

~ **Never, for any reason stand behind a car that is being unloaded.**

~ **Never help push a car from behind as it is being loaded.**

~ **Focus all of your attention to the job of loading or unloading your car.**

~ **Stay out of the "runaway car zone", which is approx. 0 to 50 feet behind the car.**

~ **If a person enters into your "runaway car zone" ask them to move immediately.**

~ **Oversized or redundant rigging is always a good idea.**

~ **Before loading/unloading, hold a "mini job briefing" with your assistant to ensure that they are also aware of these safety issues.**

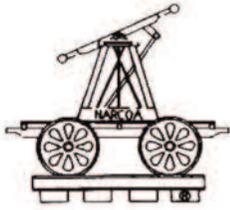
~ **Vibration during highway travel could cause the unexpected release of a binder.**

~ **Use a tackle block to put less stress on your winch and its cable.**

~ **When figuring the actual weight of your car, don't forget tools, coolers, fuel, etc.**

Excursion Coordinators – Always post an assistant in the loading/unloading area of your event whose dedicated job is overseeing the loading /unloading process and creating a "clear zone" behind any vehicle that is being loaded or unloaded. During your safety briefing, note the threat of winch, cable or strap failure during the loading/unloading process. Some operators may not understand the stress that is being put on cables and straps.

Motorcar Operators – Improper loading/unloading techniques, short, steep trailer ramps as well as the failure of winches, tie downs or tow lines can result in serious injury to any one in the vicinity of your equipment. Before each motorcar outing please take the time to inspect every part of your tie down and winching devices for defects. Along with inspecting for cuts and frays in cables and straps, also check for damage caused by rot, rust, corrosion and chemical intrusion. Cable crimps and clamps must also be regularly checked for looseness. Before your next trip, calculate the actual weight of your car and assess the capability of your tow vehicle's winch or hand crank unit and the cable or strap attached to it... if any component is undersized, replace that component immediately before its inadequacies cause a safety issue!

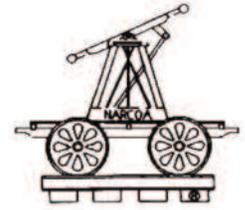


NARCOA EXCURSIONS

AS OF FEBRUARY 15, 2014

Please submit all excursions and ads directly to
webmaster@narcoa.org

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



Mar 1 - CA posted 01/22

Niles Canyon Railway

PRO is sponsored run at Sunol. Cost \$45. EC Steve Paluso..

Mar 1 - 2 - GA posted 12/05

Heart of Georgia/Hog West Railroad

Saturday Preston to Cordele RT 100 miles. Sunday Richland to Chattahoochee River. RT 56 miles. \$125.00 SERO Affiliate [Will Thompson](#) 229-723-8231

Mar 8 - OK posted 01/19

Stillwater Central RR

Heart of the Heartlands Museum trip from Stillwater to Pawnee and return. Two round trips. Each trip is approximately 41.5 miles RT. EC [Drake Rice](#) (405-478-322)

Mar 8 - 9 - GA/TN posted 11/20 **FULL - waiting list**

Georgia Northeastern RR & Tennessee Valley RR

First Narcoa excursion on these combined railroads. Travel through the 'eye' of the famous L & N Hook and Eye loop. Only two loops in the US. \$200 c/o [Bobby Moreman](#), (770) 457-6212

Mar 15 - CA posted 02/08

Santa Cruz Big Trees Pacific Railroad

PRO run. Cost \$95.. EC Steve Paluso.

Mar 22 - 23 - TX posted 01/07

Capitol Metro Transportation

Llano to Scobee Spur - or McDade to near Giddings This will be a cleanup ride. Mentoring available. Hyrails welcome. Fee: \$30 membership to Railroad Partners, Inc. EC [Leland Stewart](#) 210-863-5397, EC in Training [Frank Glatzl](#) 512-918-2412

Mar 29 - 30 - OK posted 01/19

Farmrail RR

Oklahoma Railway Museum trip out of Clinton. Approx total mileage for both days 190 . EC [Drake Rice](#) 405-478-3225

Mar 29 - TX posted 01/07

Capitol Metro Transportation

Bluebonnet Run – Llano through Kingsland to Scobey Spur - approx 54 mi. RT. Second evening run planned, Fee \$40 . Hy-rails welcome. EC [Leland Stewart](#) 210-863-5397, EC in Training [Frank Glatzl](#) 512-918-2412

April 5 - IN posted 02/12

Whitewater Valley Railroad

Great Lakes Railcars - Connersville to Metamora. Approx 48 RT miles. Fee \$55.00. EC [Andy Sargent](#) at 812-525-4856 Registration deadline is March 28, no exceptions.

Apr 6 - IN posted 02/12

Indiana Transportation Museum

Great Lakes Railcars - Noblesville to Tipton appx 30 RT Miles. Fee \$35.00. EC [Andy Sargent](#) at 812-525-4856 Registration deadline is March 28, no exceptions.

Apr 6 - TN posted 02/03

Tennessee Valley RR

Ride the Hiwassee Loop on Tennessee Valley Railroad Museum's Hiwassee River RR. Etowah to Copperhill. 94 miles Round Trip. Cost \$95. SERO affiliate. Contact: [Bill Delmar](#) EC 404-636-3450, Will Thompson EC.

Apr 6 - CA posted 02/07

Western Railroad Museum

Rio Vista Junction. We will run to Bird's Landing in the morning and return for a trolley ride at 11:00 and then go to Meridian in the afternoon. \$65 fee payable to MOW, EC Dave Balestreri

Apr 12 - CA posted 01/27

Amador Central Railroad

History Run sponsored by PRO. This event will be hosted by one of our local historians. Cost \$35. [Tom Correa](#), EC in training

Apr 13 - CA posted 01/25

Amador Central Railroad

PRO run followed by a welding class given by Master Welder Carl Shellhorn. Second run if time permits. Fee \$40. Contact [Tom Correa](#) for more information.

Apr 12 - 13 - PA posted 10/10

Southwest Pennsylvania Railroad

Confirmed date for planning. [Appalachian Rail Excursions](#). John Gonder

Apr 19 - CA posted 01/31

Napa Valley Wine Train

Motorcar Operators West will run 36 RT miles between Napa and St. Helena. 25 car limit. No mentoring, no hyrails. Fee \$72. EC Glen Ford, Cell (530) 913-2386

Apr 26 - IA posted 01/19

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](#), 515-967-5181 (H) or 515-494-4401 (C)

Apr 26 - 27 - WA posted 01/24

Eastern Washington Gateway Railroad

Two day PRO motorcar excursion out of Wilbur. Saturday - RT to Medical Lake. Sunday - RT to Coulee City. 195 total miles. 30 car limit. Excursion fee is \$220. Contact is EC [Will Krasselt](#). 208-310-1335.

Apr 26 - 27 - GA posted 01/07

Heart of Georgia Railroad

Mileage 130. Leave from Pitts, GA each day. SAT, Pitts to Alamo (RT), SUN Pitts to Plains (RT) Cost for both days \$175. [Bobby Moreman](#), 770-457-6212. A waiting list will be established.

May 2 - 4 - MS posted 01/24

Mississippi Delta Railroad

Friday: Supper Run Clarksdale to Hopson 6 RTM. Saturday: Clarksdale (south) to Swan Lake 60 RTM. Sunday.: Clarksdale (north) to Jonestown 66 RTM. \$150. for all three days. SERO affiliate. Will Thompson EC 229-359-5701, Chris Thompson EC in Training

May 3 - PA posted 02/08

Everett RR

Permission to hold the excursion has been verbally approved. An updated announcement will be on our [web site](#) by the end of February. The excursion will start in Hollidaysburg .Gary Shrey.

May 3 - PA posted 02/12

Nittany & Bald Eagle Railroad

Bellefonte to Tyrone and return. Date for planning. Central PA Excursions - [Larry Maynard](#) (570) 337-3979 Everett Railroad May 3 by Gary Shrey.

May 17 - PA posted 10/10

Allegheny Valley Railroad

New Kensington to Pittsburgh & return. Confirmed date for planning. [Appalachian Rail Excursions](#) John Gonder

May 16 - 18 - IA posted 01/22

Appanoose County Railroad

The First Iowa Division ride. Approx. 200 miles. Cost \$25 per car. EC in training is [William Bingman](#). Contact Carl Schneider, 1302 6th Ave SE, Altoona, IA 50009-2002 515-967-5181 (H) or 515-494-4401 (C)

May 16 - 17 - NV posted 10/02

Virginia & Truckee Railroad

Pacific Railcar Operators - Fee \$100. EC Steve Paluso.

May 23 - 26 - NY posted 01/27

Saratoga and North Creek RR

Out of North Creek, NY. Date changed due to conflict

with Mother's Day.. Great trip with added mileage up to the mine and full length of the line, night run planned. Craig W. Hartman, E.C.

May 24 - 26 - MN posted 02/15

Minnesota Northern / Dakota Northern Railroad

The First Iowa Division Memorial Day excursion. Mileage 336. EC for this ride is [Don Schoeb](#), 217 James Court, Eagle Lake, MN 56024-9500 507- 257-3073 (H) or 507- 327-5294 (C)

May 24 - 25 - CA posted 02/04

Amador Central Railroad Rail Fair

PRO annual Rail Fair. Fee \$45. Three runs on Saturday and one run on Sunday. Hobo camp available for overnights. Please contact [Tom Correa](#) for full information.

Jun 5 - 8 - MI posted 12/24 **Full. Waiting list Started**

Great Lakes Central Railroad

Great Lakes Railcars, Inc. hosting 238 miles between Cadillac, Petoskey, & Traverse City, MI. Excursion fee \$500.00 [Mike Ford](#), E.C.

Jun 7 - 14 - MT posted 02/15

PRO Montana Three Rivers Tour

Mission Mountain Railroad at Eureka. Then on Montana Rail Link at Missoula. Then to MRL at Whitehall. Tour end on the Butte, Anaconda & Pacific on Saturday Total mileage approx 325. Fee \$595. EC [Bill Taylor](#), 917 Parkview Way, Missoula, MT 59803. Checks payable to PRO. 25 car limit.

Jun 11-13 - CO posted 12/28

San Luis & Rio Grande RR

The First Iowa Division ride at Alamosa . Mileage approx. 300. Cost \$250. EC [Len Jones](#), 6065 Del Paz Dr., Colorado Springs, CO 80918 719-244-2888 .

Jun 13 - 14 - WA posted 01/22

Dayton Depot

Non NARCOA Event - West Coast Railroaders Group fundraiser ride in Dayton. We will go to Prescott, WA on Friday and give several short rides on Saturday. Insurance provided by the museum. 20 car limit. Call (707) 778 7112

Jun 14 - CO posted 02/07

D&RG RR

RMD announces Creede Branch excursion, South Fork to Wasson & return. Cost \$110. No hi-rails or A cars without turntables. Spark Arrestors required. Mentoring welcomed. Jon Keeling E.C. 719-989-0779.

Jun 20 - 22 - ME posted 02/12

Maine Eastern Railroad

Friday, Former Maine Central Lower Road, Brunswick - Augusta. Approx 66 mile RT. Saturday, Brunswick - Rockland. Overnight at Rockland, return to seton on Sunday, Friday is optional, . EC Keith Knowlton..

Jun 21 - 22 - MN posted 01/19

Minnesota Prairie Railroad

The First Iowa Division ride out of Redwood Falls. EC [Dave Voeltz](#). 800 N. Harrison Ave., Pierre, SD 57501, 605-224-2964 H / 605-280-5551 C

Jun 22 - 29 - MB posted 12/24 **Full. Waiting list Started**

Hudson Bay Railway

North Central Railcars, Ltd. hosting 1,150 mile, 8-day trip, between The Pas and Churchill, MB. Dates listed for planning purposes. Details to follow when finalized. [Mike Ford](#), E.C.

Jun 28 - 29 - NJ posted 02/07

NYSW Southern Division

The Mid Atlantic Motorcar Association 130 mile RT run. Approx 130 miles. Cost \$175. ECs Craig Hartman (973-838-3628), Chris Vitz. 35 car limit. The NYS&W requires that ALL operators pass a North-east Operating Rules Advisory Committee (NORAC) guidelines test.

Jul 2 - SK posted 12/24 **Full. Waiting list Started 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. Details 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 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 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 - 20 - SD posted 01/19

DMV&W 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

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 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. Date for planning. Central PA Excursions - [Larry Maynard](#) (570) 337-3979

Jul 26 - 27- NY posted 02/07

NYSW RR

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 Website

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

D&RG RR

South Fork Co. RMD announces Creede Branch excursion, South Fork Colo. to Wasson & return. Round trip 40 miles. 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. EC: Frosty Farrell Contact: [Carl Schneider](#), 1302 6th Ave SE, Altoona, IA 50009 515-967-5181 (H) or 515-494-4401 (C)

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 22- 24 -IN/MI posted 12/24

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 20 - 21 - NY posted 02/07

NYSW 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 27 - MO posted 01/19

Columbia Terminal (COLT) Railroad

The First Iowa Division ride. Mileage 88. Cost \$45. EC [Frosty Farrell](#), Contact Carl Schneider, 515-967-5181 (H) or 515-494-4401 (C)

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, 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. [Larry Maynard](#)(570) 337-3979

Oct 11 - 12 - WV posted 11/02

West Virginia Central RR

Fall Foliage Trip, Elkins. Confirmed date. Planning at this time. Watch for full announcement before trying to register. John Gonder [Appalachian Rail Excursions](#)

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](#), 1302 6th Ave SE, Altoona, IA 50009-2002

515-967-5181 (H) or 515-494-4401 (C)

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.

Dec 14 - Union County Industrial Railroad - New Columbia to Winfield and return. Central PA Excursions - [Larry Maynard](#) (570) 337-3979

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 Contact [Leland Stewart](#) 10057 Palomino Canyon Converse, TX 78109 210-863-5397 cell

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](#) 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](#) call 717-637-7647

Feb 1, 2013 - Jan 31, 2014 - GA

Heart Of Georgia–West Railroad

Southeast Railcar Operators, Inc. will be having runs and work days on the HOG West Railroad from Richland, Ga. to Omaha, Ga. 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

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](#) 10057 Palomino Canyon Converse, TX 78109 210-863-5397, (EC) [Frank Glatz](#) 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. 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 39 Jacksonia Drive, North Providence, RI 02911 phone: (401) 232-0992 Fax: (401) 231-7073. Brake Shoes, brake liners, and brake parts for most cars.

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

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

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

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

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

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

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

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

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

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

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



NARCOA COMPANY STORE



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

Wheel Inspection Tools

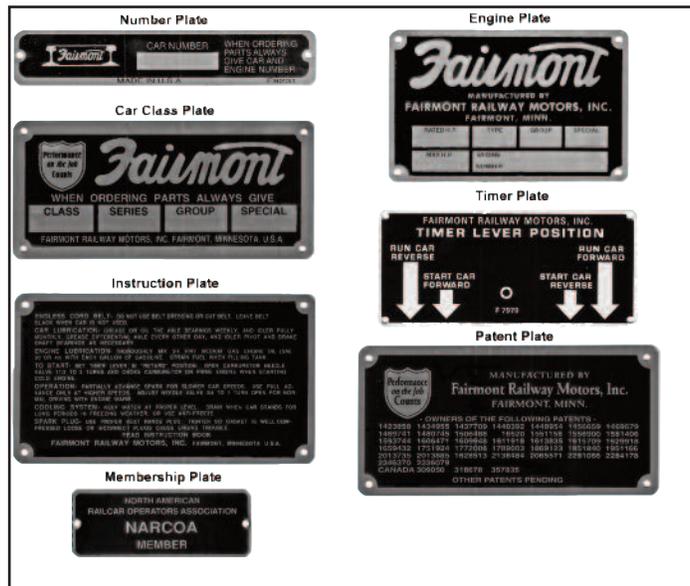
The clear plastic wheel profile is necessary to determine if the wheel is flat, thin in the flange area, or has wear between the flange and the flat section of the tread. Use the wheel profile as your first step in diagnosing "hunting" on the rails. Use two of the clear plastic wheel profiles to determine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

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