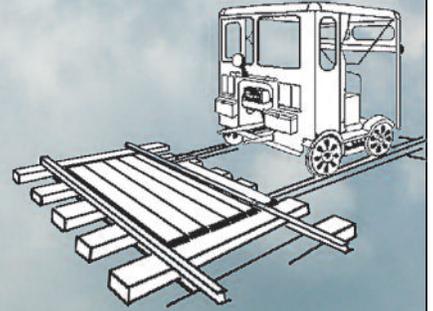


THE SETOFF



THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION

SEP / OCT 2014 VOLUME 28 - No. 5



2014 SASKATCHEWAN TOUR
GREAT LAKE CENTRAL EXCURSION

THE SETOFF

VOLUME 28 - No. 5

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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On the cover: July 7, 2014 - Operators Wayne Wilson, Eaton, SK, Jim Baker, Marietta, OH, and Mike Kelley, Poplar Grove, IL, pass the Coronach, Saskatchewan grain elevator at mile 60 on the Fife Lake Sub of the Great Western Railway. Photo by Nancy Parsons

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PRESIDENT'S MESSAGE

BILL SCHERTLE

FROM THE EDITOR

BRIAN DAVIS

My son, grandson, and I just returned from a fine excursion in Colorado sponsored by the Rocky Mountain Division. EC's John Keeling, Jerry Geiger, and Richard Reiff (in training) did a great job guiding us over high mountain passes, along wide open flatlands, and through forests of pines at elevations between 7,000 and 11,000 feet. Skirting the beautiful Rio Grande was an added benefit. The scenery was incredible and gave my son a great opportunity to operate a motorcar on 4% grades. That is why we love this hobby. I hope that many of you are having the same experience this summer.

The Annual Meeting of the Board will be held on September 26-27 in Chicago. Of course, all NARCOA members are invited and encouraged to attend and to participate. The agenda will be sent to all members via a Special Bulletin sometime before the meeting. Your input is encouraged.

Our Code of Conduct entry this issue is #4 - "Follow the instructions of the Excursion Coordinator, his assistants or of railroad employees without complaint or undo comment." For the vast majority of you this is obvious and not a problem. There are a few, however, who have to complain about everything and many times direct those complaints to the EC or, in some cases, to the railroad. If you have a problem with the way the EC is running things, talk to him personally and give him your ideas. Don't go around telling everyone else. **Never** complain to the railroad personnel. They are allowing us to run on their railroad - enough said. EC's put in a huge amount of time to prepare for each excursion and they deserve our respect and support. A "thank you" with a handshake at the end of the run is a good way to show your appreciation for all their work and worry.

I hope that many of you will experience some great Fall excursions this year. Remember to take pictures and send run reports to our Editor. He is eager to receive them.

Bill Schertle

The West Virginia Central Excursion has a lunch break at Spruce while the Great Train Race is set up. Photo by Scott Fielding



Hello NARCOA

I am certain that you will agree that it is great to finally see a full 28 pages of *The SETOFF*. This is the time of year when the articles really flow in, and I want to thank Rose, Wayne, Dick, Tom, John, Dan, and Larry for taking the time to share thier adventures on the rails with all of us. Without them and folks like them, *The SETOFF* would not be the great magazine it is. Thank You!

The excursion season here in the midwest is still in full swing as I write this, but as the weather cools down and the leaves start to turn our opportunities for local runs will diminish. Please take a minute to put a pen to paper and share your experiences and images on the great excursions.

We will see you on the rails!
Brian

IN THIS ISSUE

NARCOA Officials	2
President's Message	3
From The Editor	3
Directors' Messages	4
EC Tech & Operator Awareness ..	7
The Judicial Committee	8
An Outreach for New Members...	9
Big Sky & Great Western Rwy ..	10
Great Sandhills Rwy	15
Great Smokey Mountain RR.....	16
Eastern Washington Gateway	20
Great Lake Central RR.....	22
NARCOA Excursion Listings....	24
Suppliers	27
NARCOA Company Store.....	28

AREA FOUR

(KY, NC, SC, TN, VA, WV)

BERNIE LEADON

Howdy folks-

Not much going on for me this summer with motorcars, as I have a job which is keeping me running. I did speak to EC John Gonder yesterday, and he said that good things are coming in West Virginia. That's wonderful, as the West Virginia Central is one of the key NARCOA runs, in my opinion- beautiful mountain scenery, running along the river for two days.

We were told by the Caney Fork and Western when we ran there two years ago to come back in three years, so we will see if we can get back on there in 2015. We will need some time and effort to see if we can get back on some other RRs in Area 4, on which we do not currently have permission to run.

The L&N Hook and Eye was run twice in the recent past, so we all hope that more of those runs will be available.

Safety: There have been several very slow speed rear end bumps this season, always resulting from operator inattention. PAY ATTENTION, and MAINTAIN PROPER SEPARATION. Please review Rule 4.15 below:

4.15 Following. The operator must be constantly aware of the actions or potential actions of the operator of the equipment ahead. Allow a 10 to 12 second spacing between you and the equipment ahead. This may be increased at higher speeds and reduced at very slow speeds. Particular caution must be exercised when operating on wet or greased rail as braking ability will be greatly diminished.

Separation and caution are particularly important when cars are bunching up, or pulling out from at group stop. When the group starts moving, allow a bit of distance to open up before beginning to move. That way, you have some reaction time if you need it.

Job #1 is SAFETY. Job #2 is having fun, while we operate safely.

Thanks to each of you for doing your part.

Our organization has recently lost a pioneer. **Scottie Wershing** was a man of many talents and skills who always made himself available to lend his knowledge or help on any project. Scottie was a master well driller and had a success rate in finding water that not many men have achieved. His expertise as a fireman was valued by his local fire company as well as by the people he helped during his service. A constant smile on his face and a twinkle in his eye were Scottie's trademark. Scottie wasn't one to boast, but early into a conversation with him you would realize what a diverse amount of knowledge he had. Anyone who was fortunate enough to cross paths with Scottie would always come away with only positive feelings. The team of Scottie and Dottie were unstoppable with any task they took on. A train ride through the historical town they built together proves this point immensely! Please take a moment to reflect on just what this interesting man has accomplished in his lifetime and how many hearts he has touched with his kindness and ingenuity. Our thoughts and love go out to Dottie during this difficult time for her and the family.

Scottie, you are deeply missed!!!

Bernie

AREA FIVE

(MS, AL, GA, FL)

WILLIAM THOMPSON

The weather in area 5 has been hot and we have not been having many motorcar runs. I have an ice water run coming up in August and I am sure we will go though plenty of water to stay cool. We have the St Marys Ga run and Hartwell Ga run and Keiths Florida run this fall so let's support those who work for our enjoyment.

I would like to mention that all our rules need to be followed on all runs . The 10 to 12 second rule is also one that we need to follow when operating our OTE . When we follow too close we are asking for an accident and if the car you are following makes a sudden stop this is what will happen. The weather and track conditions plays a big part in this so you may need to back off further than 12 seconds. Remember Safety is just not a word, it is a action that we must perform.

Will T

AREA SEVEN

(ND, SD, NE, IA)

CARL SCHNEIDER

The ride season is going well and we're staying very busy keeping the motor car wheels shiny. The First Iowa Division has already welcomed some new members to NARCOA by supplying mentoring. There's another excursion set up in mid-August that will have an additional three members being mentored along with one more at a ride in October. We welcome all of our new members to NARCOA and hope they enjoy many fun years in the hobby.

For the second time in two years the First Iowa Division was asked to give rides to the public in Centerville, Iowa as a fundraiser for the local VFW so we accommodated them. The VFW supplied liability insurance for the event since the NARCOA insurance won't allow giving rides to the public for money. In all, we carried over 100 passengers on six successful, safe round trips with at least 20 motor cars netting well over \$1500 in profits for the VFW. Some of these passengers have already expressed serious interest in buying a motor car and joining the club. With the membership declining as we all get a little older, this is great news for the future of NARCOA. Thanks to all who participated in this fun event. We've already been asked to return again in 2015 for a repeat performance.

As the excursion season continues, be sure to inspect your motor cars regularly for safe operation. Pay close attention to all safety rules and especially make sure you allow a safe distance between your car the car ahead of you so there are no avoidable rear end collisions.

Carl

AREA EIGHT

(CANADA & INTERNATIONAL)

JOHN BROWN

As I write this month's column I am back from a June run on Tom Falicon's Smoky Mountains Run from Andrews, NC to Dillsboro, NC and return. Friday night after set on the town folk of Andrews had a BBQ to give thanks to the local people of Andrews and acknowledge their support in the many ways people come to the aid of their town. The Lady Mayor of Andrews invited the motor car group to at-

tend and talking to John Kook the town did the same last year. Food was hot dogs or hamburgers and salads with soft drinks and at least three different huge cakes. Music was a local band with a couple of youngsters clogging for the audience. Was a great way to pass away the evening.

I had not been on Tom's run since 2010 and got to meet a lot of people I had not seen since then.

As Trinity Ashworth mentioned I had not seen here in 4 years, but her husband Chris I have seen on runs since.

I also met Phil and Shirley Cagle, Gary Garber, Sherriff Rick Besler, John Kook and Brad Kehrer. I had the pleasure of being ahead or behind Denis and Donna Stanley whom I met for the first time and Conrad and I enjoyed their company for the weekend.

As always it is great to renew friendships and make new ones on a motor car runs. Also got to white-water rafting in the Nantahala Gorge and am looking forward to going again on Tom's run and rafting.

I would like to welcome Toby Spitzer to the NARCOA family. Tony lives in Calgary, Alberta, is 34 years of age and is a helicopter pilot/engineer at Slave Lakes Helicopters. Tony has been a pilot since he was 19. Tony says with his wife's approval he can have a speeder, but at the moment does not have one. Tony says he drives by one every time he visits his friend, but has never stopped and talked to the owner. He joined NARCOA because he has a love for the old speeders and would love to be in an excursion on one eventually.

Being on the Board one gets to

vote on the current accident reports and I must say there has been a rash of tail enders this year. I am sure we all have been following a speeder and all at once he stops at a grade crossing just after he starts up. I know I have been behind a few of them and, like many of us, you see the fellow in front start to move your eyes start looking both ways to see if any traffic is approaching only to look ahead to see the speeder in front come to a dead stop. I have come close to hitting a car in front and now I make sure I stay further behind as I start up from a bunched up group at a crossing or any planned or unplanned stop. I know the NARCOA rule is 10 sec between cars but as they say due to inflation should we make it 20 seconds?

I had mentioned to the board I had never read (or for that matter any of our new members) how points are awarded for accidents or misconduct. I was told that on the NARCOA website under "Documents & Affiliates" was a section under the name Judicial Committee and there was my answer to my questions. PLEASE new or even old members take time to read over the 7 pages and you will know what to expect in points that could affect your standing in the organization. Hopefully you will not have a cause for the J C to award you any points.

I will be off to Mike Ford's Indiana to Mich run the end of August and then it is Chicago for the Annual Business meeting. It has been a year since I was elected director for Area 8. Speaking of which feel free to run against me next year for this great job. An election is not an election in my mind with out competition.

My wife and I will be in Chicago

for the Board Meeting in September. She has always wanted to see Chicago and was told about the shopping mall in downtown I think. I will be looking forward to meeting all the Board members again this year.

John Brown

AREA TEN

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

BILL TAYLOR

Once again, Area 10 has seen an active motorcar season this summer. Will Krasselt put on runs in Eastern Washington and Idaho that were well attended, and he has plans for an active fall season as well. Bill Bain had successful runs on the Coos Bay line in Oregon, and Bill Andrews put on a great run on the Palouse and Coulee City out of Walla Walla. The Montana run and CMR run were well attended as well. Thank you to these ECs and all of the others who helped and/or participated in the runs. It's what our hobby is all about.

This summer has seen a flurry of minor "run togethers" nation wide. Thankfully, there have only been

minor damage and slight injuries in these incidents, but they are a cause for worry. In most cases it would appear the single common cause of these is operator inattention. Remember, your primary job as the operator of a motorcar is to keep focused on the track ahead (or behind as the case may be). Proper following distance and attention to rail conditions are essential to safe motorcar operations. While Area 10 has yet to see one of these incidents this year, hopefully this reminder will keep one from happening.

PRO is once again holding its annual Board of Directors meeting in Grants Pass, OR October 25th. All PRO members are invited to attend this meeting, and I know the PRO leadership would like to hear from you. The meeting is at the Bear Hotel. If you can make it, please do. I would like to add a note of thanks to Nancy Andrews for assuming the role of PRO secretary. This is a big job, and rather thankful, so be sure to tell her you're grateful when you see her.

Hope to see you all on a run this fall. If not, enjoy the rest of summer and be with us next year.

Bill Taylor

AREA ELEVEN

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

BILL SCHERTLE

Area 11 has been very active this year with both MOW and PRO sponsoring several excursions in our area as well as in the Northwest. Most of our local runs have been on California short lines - short but not boring. Some have asked why there are so few runs in the summer. It's too hot! Our foothills are dry and brown - not the most scenic territory to travel through. The territory is much more scenic in the fall or spring.

Thanks to all the Area 11 EC's who take the time and effort to put these trips together. A couple of highlights this year were the inaugural run on the tracks of the Napa Valley Wine Train in Central California and a combined PRO/MOW excursion on the Grand Canyon RR followed two days later by a run on the Copper Basin RR in Southern Arizona.

Preliminary plans are being made for a Spring California Short Line Tour to experience majestic ocean views, wildflowers in the foothills, and perhaps some towering redwoods.

Area 11 has by far more NARCOA members and insured operators than any other area. It has been my privilege to try to represent you well at the national level as Area 11 Director and I look forward to serving your interests for the next two years as well.

Bill

Arcade and Attica Consolidation #18 pulls into the station at Curriers, NY. Photo by the editor.





BY TOM FALICON

Excursion coordinators, your primary job is to ensure that each and every one of your motorcar operators runs their car professionally and safely at all times. The old belief that we are hobbyists who do not need to comply with railroad rules is no longer valid. The fact is that we are operating on real railroads that are expecting us to comply with real rules similar to the rules that govern railway maintenance machines.

Host railroads are required to comply with a long list of Federal and State regulations, so it stands to reason that if they allow a NARCOA excursion to take place on their tracks, they expect a level of railroad professionalism from us that will not jeopardize their compliance. We can all operate professionally and still have more fun than a person could imagine. The bottom line is that if our host railroads are comfortable with the way we operate on their lines, they will welcome us back again and again.

As a NARCOA EC, you are expected to have a complete knowledge of all NARCOA rules & regs and a working knowledge of your host railroad's operating rules. One of the keys to being a first class EC is to determine exactly what the host railroad expects of your group and ensuring that each attendee meets the host RR's expectations.

NARCOA host railroads step up and put their liability on the line for our excursions, therefore we should do everything in our power to keep our attendees operating safely and professionally for incident-free excursions.



Stay Focused, Stay Focused, Stay Focused.... can you guess the topic of this column? That's right, as motorcar operators we can not run our equipment safely unless we are 100% focused on operating. All distracting electronics & gadgets must be turned off and stowed so that watching the track and the vehicle ahead of you can be your #1 priority. Please pay special attention to any track hazards your EC has noted during the job/safety briefing and adjust your track speed and/or following distance accordingly.

As always, NARCOA feels that each and every grade crossing, no matter what the size, should be taken seriously! The recommended procedure at grade crossings is as follows: Ease up to the crossing with caution, stop, look both ways and proceed through the crossing when deemed safe. In heavy traffic conditions, qualified flaggers must be used to ensure safe passage of all vehicles through the crossing. If the host railroad has asked that the signal be shunted and activated with a hard wire shunt, please do not let activated gates and lights give you a false sense of security. Due to the small size of our motorcars and our increased following distances, automobile traffic may think a train has already passed and the crossing is clear and will speed right around a set of gates that are still down.

We may be called a hobby, but we are taking part in a very serious activity with potentially dangerous consequences for inattentiveness. There is absolutely no room for unprofessional performance on the rails at any NARCOA event. We have a comprehensive list of operating rules and as an operator, you must have a complete knowledge of these rules and operate accordingly. While inattentiveness could endanger lives and property, paying attention to your surroundings and focusing on safety will result in an enjoyable experience for you and your passengers.

NARCOA JUDICIAL COMMITTEE

WHAT IT IS AND WHAT IT DOES

DANIEL BERG

There are many functions that NARCOA and the Board of Directors provide that are not usually visible to NARCOA members. One of the least known committees is the Judicial Committee. Its job is to investigate all incidents and rules violations. Since many members and some excursion coordinators are not aware of our committee's presence or function, this article will help to explain what it is the committee does. In a nutshell, we are the investigative arm of NARCOA.

Many are unaware of what incidents need to be reported. Certainly, even very minor, slow speed collisions between motorcars, motorcars and people, or motorcars and road vehicles all need to be reported. Derailments where there is damage or injury must also be reported. Other items that must be reported include rulebook violations.

The reason for these reports is driven by several needs. NARCOA's first responsibility is to report all potential claims to our insurance company. Second, we investigate accidents to help police ourselves. When the Judiciary Committee was first formed, it was partly due to the need to reassure our insurance carrier that we were taking care to monitor our members for safe operations.

The responsibility for making these incident reports rests on the Excursion Coordinator. Obviously, there is a need for the report to be both timely and complete. Reports should be filed within 30 days of the incident. The information and paperwork that need to be completed are located in the Operations Manual. Each Excursion Coordinator should have a copy. If a member needs a new copy, the Operations Chairman should be contacted or a copy can be obtained from the NARCOA web site. Once these forms are completed, they are forwarded to NARCOA's insurance administrator. Then, the information is passed on to the Judicial Committee Chairman. Rulebook violations can be reported by anyone and should be sent directly to the Judicial Committee Chairman.

After the initial report is received, the Judicial Committee Chairman will review the completed forms and statements. If further details are needed, the Chairman

then contacts the witnesses and involved parties. Note that digital photo images of the incident are usually very helpful in the incident review.

After all of the information is collected the whole Judicial Committee receives the information to review. During this review, committee members try to decipher exactly what happened, who or what may have led to the incident and who may bear all or partial responsibility for the incident. The Judicial Committee then advises the whole NARCOA Board of Directors as to the findings and recommends the assessment of "points" as defined in the Judicial Committee Policy.

Final responsibility for the assessment of points rests with the NARCOA Board of Directors. Full details of the points assessment process can be found in the Judicial Committee Policy, which is in the Operations Handbook and is available separately via NARCOA's web site.

Lastly, the Judicial Committee works with the Operations and Safety Committee whose task is to look for ways to improve the safety of excursion operations. By reviewing the reports that the Judicial Committee creates, those Committees and Continual Training Manager Tom Falicon are able to look for patterns in excursion incidents and will be able to seek out ways to prevent them from occurring again.

Remember, that best accident is the one that never occurs. NARCOA operators and excursion guests operate in railroad environments that are dangerous and the goal is to protect operators and passengers from injury. This not only makes our activities more enjoyable but also helps to protect our future by keeping liability insurance available, yet affordable. The Judicial Committee plays a vital role in this process.



AN OUTREACH EFFORT FOR NEW ENTHUSIASTS

BY LARRY BOWLER

Concern has been expressed over the need to expose the hobby to a new generation of railroad enthusiasts. With that in mind, an opportunity presented itself to join hands with a model railroad store in Lodi, CA.

Roger's Railroad Junction store had closed its front door for a period of time to allow the City of Lodi to reconstruct the street and sidewalk in front of the store. The construction was now complete and Roger planned a "Grand Re-Opening of the Front Door" event. Roger's contacted me to inquire if arrangements could be made to set up a static display of rail motorcars at the front of the store. It was thought that this could be an opportunity to reach out to the community with a display of rail motorcars and promotional materials on the Amador Central Railroad, co-owned by speeder owner operators.

The first Friday and Saturday was scheduled for this event and the details were arranged. Four vintage motorcars and a pumper car were scheduled over the two day event. Approximately 40 to 50 interested visitors

stopped by for conversation and to see, touch and feel these vintage rail machines. Men, women and children arriving to shop at the model train store diverted their steps to see our display. Roger, the owner of the store, reported that both days were business successes for him. The speeder owner/operators left the machines on their trailers as a static display. This was to be a no pressure introduction to the motocar hobby to those who already have an interest in trains. There was considerable interest in what we do and what we do it with.

We may never know the results of our two days of exposure of the hobby. Nothing ventured, nothing gained.

Manning the booth were Ric Masten, Steve Paoletti, Grant Vogel, Rich Bryant and I. Thanks to these who gave up half of their weekend to promote and preserve the hobby and the Amador Central Railroad.

Larry





Photos by Nancy & Wayne Parsons

**NORTH CENTRAL RAILCARS
2014 SASKATCHEWAN TOUR
BIG SKY RAIL, GREAT WESTERN Rwy,
GREAT SANDHILLS Rwy**

Macrorie, SK - July 4-5, 2014. Excursion Coordinator Mike Ford, along with railroad escorts Lorne Dyck and Norman Dyck (*lower right*), welcome us to two days and 197 miles of very scenic riding on the Big Sky Rail. Recent rains create lush green fields of grain and trackside ponds filled with wildlife including sandpipers, ducks of all kinds, avocets, loons, pelicans, yellow headed blackbirds and canada geese. On our first day we rode ex-Canadian National Railway track that came to Dunblane in 1914 to handle Turner Valley Crude Oil. The line extended to Beechy in 1921 to serve the growing business community. On Saturday we rode ex-Canadian Northern Railway track that was completed to Elrose in 1913 to carry wheat. Today Big Sky Rail continues to focus on grain hauling. Thank you to our pilots and Kent Afleck, BGS Operations Manager, for permission!

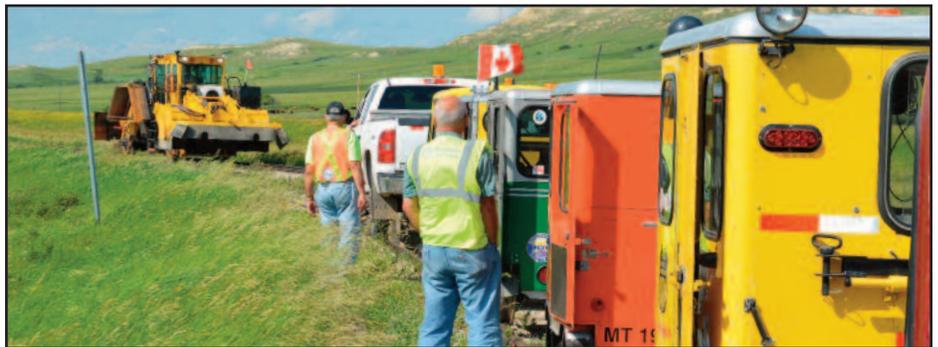


*Doug & Lori MacDonald
from Peace River, Alberta.*



Assiniboia, SK - July 7, 2014.

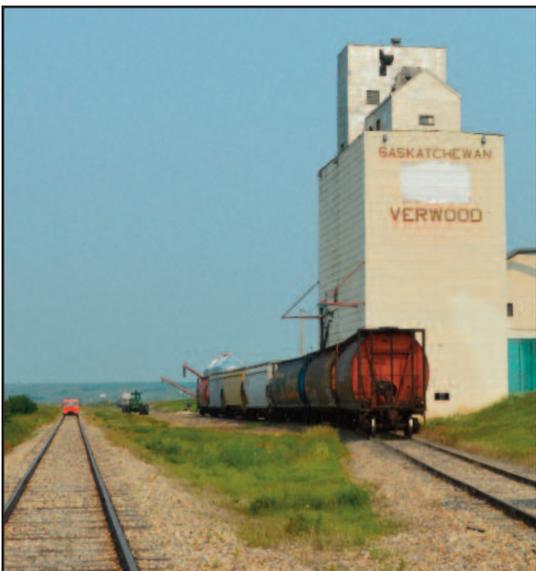
Our first day on Great Western Railway is 117 miles round trip from Assiniboia to Coronach (*below bottom*) on the former Canadian Pacific (CP) Fife Lake Sub. Our pilot is track supervisor Pat Kushniruk. (*below with EC Mike Ford*) Pat found us an alternate set-on location when a CP train blocked the main. Near Rockglen he skillfully maneuvered us around a work crew operating a ballast regulator also known as a “broom.” On our return trip we went in the hole (*bottom center*) at Scout Lake for a southbound consist of empty grain hoppers running at 10 MPH. Thank you Pat Kushniruk and thank you Roger Gadd, GWRS General Manager, for permission!



Assiniboia, SK - July 8, 2014. Today we ride 119 miles to Ogema and back. At Viceroy is the rare sight of a Saskatchewan Wheat Pool yellow logo on a elevator painted with the original red color. The POOL logo is removed in most places due to operations having been consolidated under the Viterra name. Thankfully some people won't let the past be lost.

At Ogema is another rare sight - a CPR train station. Around 1960, without notice, CPR demolished the station. In 2002 an authentic 1912 station, being used as a grain bin on a farm, was found 170 miles away at Simpson, SK. All of the interior walls and the second story living quarters were rebuilt and furnished with period items. Usually open on the weekends, a volunteer opened the station for us today.

Wayne & Deanne Wilson, from Eaton, SK, operated their Grand Trunk MT-14L at their first motorcar event.





Shaunavon - Consul, SK - July 9-10, 2014. The Wednesday ride to Shaunavon is 118 miles with abundant yellow Canola fields for scenery. At our stop in Cadillac (*above and left*) the sidings are full of oil tankers. At Shaunavon (*center*) the same is true of the railyard. This new source of revenue for GWRS could reach 7000 car loadings annually. On Thursday we ride 124 miles round-trip from Shaunavon to Consul. This area has many livestock operations including a horse on the wrong side of the fence. Along the way we stop at Eastend (*bottom center*) where a very complete skeleton of a Tyrannosaurus Rex, named "Scotty," is a tourist attraction. We turn around at Consul, SK (*bottom right*) where the track once bent back south and east 97 miles to Val Marie. Today the track stops at Bracken, MP 75.



*John & Susan Bronow
from Tacoma, WA*



Shaunavon, SK - July 11, 2014. Friday begins with the morning safety meeting where EC Mike Ford reminds us that “There is nothing so important today that we can’t take time to do it safely.” Then we’re off for the 118 mile return to Assiniboia and set-off in the yard next to the crew bunk house. This is the last day on the rails for some. For others the weekend is a two day rest and reposition to Swift Current. A big thank you to all the participants for five totally incident free days, to Mike Ford for this well organized event, to our escort Pat Kushniruk and to Gen Mgr Roger Gadd for the hats and permission to ride.

Finally, a word about grain elevators. The old wooden “vators” are now used mostly for storage. Their contents are trucked to an inland terminal such as Assiniboia (*below right*) where four cars load at a time and a 100 car grain train made up in a day. But, the village elevator was once a place to meet and fight the loneliness of the prairie with a bit of socializing. It could also guide you home in a snow storm. *Text by Wayne Parsons*



GREAT SANDHILLS RAILWAY

MIKE FORD, EC

Cantuar - Mendham, SK - July 14-15, 2014. The final two days of the 2014 Saskatchewan Tour covered 184 scenic miles through some of the best farmland in the province. From Cantuar we went Northeast to Mendham 92 miles and returned 10 miles to Leader. Here a bus took us to Kindersley for the night.

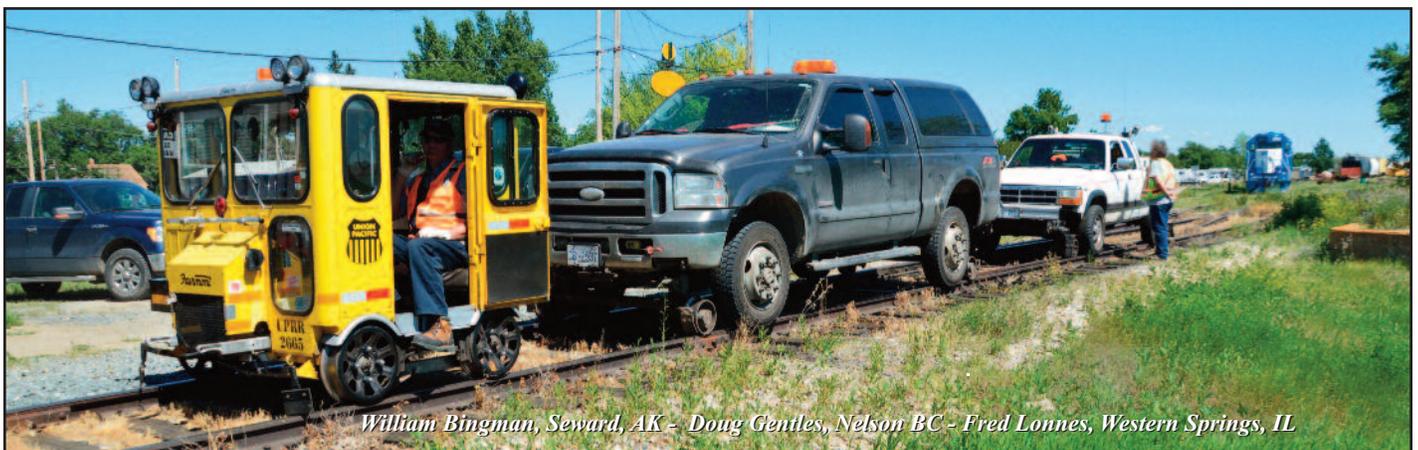
At Battrum (*top right*) the elevator is being used for storage and for a truck reloading site. Back in the day the operator would be in the elevator office until twilight. Today the operator is often one of the owners and found driving the truck or on his farm “one mile up and first driveway on the right.”

Our railroad host provided lunch, drinks, and dessert for us both days; westbound at Lancer (*right center*) and eastbound at the park in Cabri. Many towns have statues depicting the local flora and fauna.

On Tuesday we returned 82 miles from Leader to setoff at Cantuar. A big thank you to Ops Mgr Aaron Wenzel for our escorts and providing lunch, and to Pres & CEO Perry Pellerin for permission to ride!



Eileen Keaveny and Bob Courtemanche from Pollock Pines, CA.



William Bingman, Seward, AK - Doug Gentles, Nelson BC - Fred Lonnes, Western Springs, IL

JERSEY FOLKS GOIN' TAR HEEL! GREAT SMOKY MOUNTAINS RAILROAD RUN AND RAIL-B-Q,

JUNE 7-8, 2014 BY TOM SCHMIEDER

The Great Smoky Mountains Railroad (GSMRR) is primarily a tourist line that runs 51 miles from Dillsboro to Andrews, NC through the Great Smoky Mountains National Park and the Nantahala [Nan-tuh-HAY-Iuh] National Forest. It is part of the former Southern Railway Murphy Branch which ran from Asheville to Murphy, NC. West of Asheville, the Southern faced tall mountains and had several lines with steep grades. The 3.1 mile grade of the GSMRR through Nantahala Gorge over Red Marble Mountain is 4.2% but there are places on it that are 5.1%. That comes close to Southern's well-known Saluda grade which is 4.7% but also has a 100 foot section of 5.1%.

It all starts with an email. Tom Falicon is the man behind one of the greatest motorcar rides on the east coast. He is an individual NARCOA affiliate, is the Excursion Coordinator for this run and also just happens to be the Roadmaster for the GSMRR. Tom has been hosting the GSMRR run "forever" and has finely tuned the event. While winter is still holding its grip on the East, Tom releases the announcement for the run via email. The run is limited to 35 cars but the summer Rail-B-Q event is extremely popular and sells out almost overnight. The registration is first come-first served by

regular mail, so when I saw the email I overnighted a check from New Jersey so that I might have a chance at making the cut. A confirmation email by Tom assured me that I had made it.

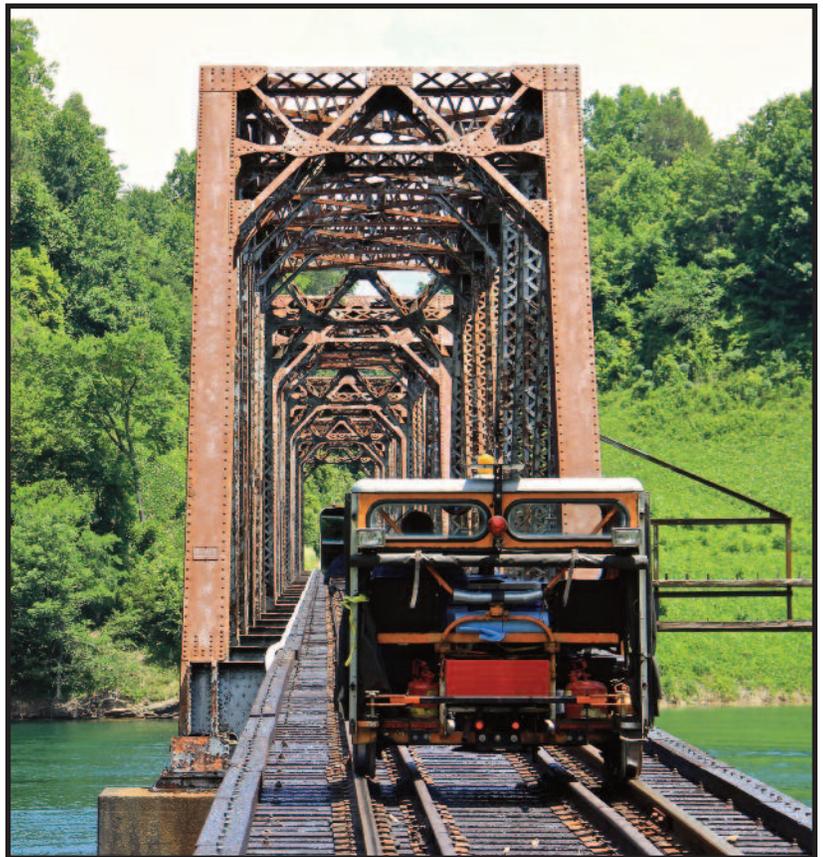
Carey Boney in Wallace, NC rebuilds 2-stroke Fairmont engines and he had recently completed an RO-B engine for my 1945 C&O M-19-E. I decided to make a package deal out of the drive to North Carolina, so my wife Melissa and I headed to Carey's house earlier in the week to pick up the engine. On Tuesday, Carey and I installed the engine in the motorcar. On Wednesday, Carey and I test ran the freshly repowered car on the Red Springs and Northern in Red Springs, NC. Well, actually, I test drove it while Carey enjoyed trying out my open DL&W M-19-D. On Thursday, Melissa and I headed out for the Great Smoky Mountains, 430 miles away.

Early set-on and inspection was held at the Andrews Depot (MP 99) on Friday from 10:30 am to 8:00 pm thanks to the help of Will Thompson, Les Keegan and Chris Thompson. Set on was also open from 6 to 7:30 on Saturday morning. After the 35 cars and 3 Hy-Rails were on the track, Tom hosted the safety meeting. He was very thorough and cautioned all of the attendees



about various conditions which could affect our running and made sure that everyone had a Timetable that detailed the schedule of the day's events. We had a meet scheduled with the GSMRR Gorge Train at the Nantahala Outdoor Center (NOC, MP 80), so we headed east at 8:45. We were immediately on the grade towards Topton and traversed many wooden trestles and a tunnel. Over the crest of the grade at Topton, we descended into the Nantahala Gorge. There are several outfitters offering kayak and raft adventures on the Nantahala River through the gorge and we saw many enjoying the whitewater as we traveled. We took the siding at the NOC and had ample time there to grab a bite to eat prior to the train's arrival.

We continued east along the river and eventually crossed Fontana Lake on a large bridge. In Bryson City (MP 64), we stopped long enough for everyone to eat or shop if they so desired. Afterwards, we rode through more lush country mountain scenery, past many dairy and horse farms, crossed countless bridges and through another tunnel. The forecast called for a chance of rain, but we enjoyed partly cloudy skies most of the day. As we were coming into the outskirts of Dillsboro we passed two wrecked locomotives from the Illinois Southern Railroad, used in the filming of the 1993 Warner Brothers movie, *The Fugitive*. We ended our trip in the town of Dillsboro (MP 47.9) and had 45 minutes to browse the art and antique shops in this quaint mountain town.



Above: Motorcars heading east over the Fontana Lake bridge. Below: A panoramic view of the motorcars stopped at Bryson City on Sunday. Both photos by Daniel Ashworth.

After turning the cars, we headed west about a quarter mile to the Best Western Riverside Hotel (which also happens to be trackside) and parked for the night. Everyone had time to clean up before the Rail-B-Q dinner bell rang trackside. Chris Helmer of Salem, VA is responsible for the Rail-B-Q and received rounds of applause for his culinary skills. He served up a delicious





meal of pork tenderloin, mac-n-cheese, green beans, many more sides and a host of desserts!

Sunday morning started with the safety meeting and a leisurely westward departure at 9:00. We enjoyed weather similar to Saturday, but at MP 57 we encountered two large trees that had fallen during the rains overnight. Roadmaster Tom Falicon leaped into action, donned his chaps, gloves and helmet/safety shield and grabbed his chain saw. About a half hour of cutting and a helping hand from meet participants, the line was reopened. We continued without incident all the way to the NOC at MP 80 where we enjoyed another trackside Chris Helmer Rail-B-Q event and waited for a meet with the GSMRR Gorge Train.

After the train arrived, we headed out for the gorge. At the foot of the 4.2% Red Marble Mountain grade (MP 86.8), we stopped so that the five popper cars among the group could be hitched to the car in front of them to be towed up the grade. Although I'm sure that my M-19, with a freshly shopped Carey Boney engine could have made it up the hill, it is operationally more predictable to tow the two-strokes up the grade. Over the crest at

Opposite top: Tom Falicon hosts the Safety Meeting at Dillsboro. Thankfully, he let someone else tell the joke of the day. T. Schmieder photo.

Opposite Bottom: Shirlene and Billy Inman emerge from a tunnel with their Milwaukee Road car. Melissa Schmieder photo

Right: Tom Falicon and some helpers clear fallen trees from the track at MP 57. James Cardinal photo.

Below: Mugzi Falicon and Chris Helmer prepare meals on board the Rail-B-Que at the trackside feast in Dillsboro. Tom Schmieder photo.



Topton (MP 90.3), we unhooked the tow bars and started our descent into Andrews. The grade west of Topton is fairly steep as well and the brakes on everyone's cars got a workout. We pulled into Andrews on time at 3:00 pm for an early set-off and head for home. By the time my wife and I returned to New Jersey, we had traveled almost 1900 miles, returned my C&O M-19 to action, ran the GSMRR and enjoyed the finest in Southern hospitality everywhere we went. Many thanks to Carey and Becky Boney, Tom and Mugzi Falicon and Chris Helmer for making this trip a success!





EASTERN WASHINGTON GATEWAY RAILROAD AND PEND OREILLE VALLEY AUTHORITY RR

BY JOHN BRONOW

Twenty seven motor cars participated in a PRO excursion on the Eastern Washington Gateway RR and Pend Oreille Valley Authority (POVA) RR in April. Set-on took place at the SE Brace St crossing in Wilbur, WA on the afternoon of Friday the 25th. A cold morning was in the Saturday forecast so we put a heater in our MT-14 for the trip east to Medical Lake.

The morning arrived sunny and the heater came back out. Our EC Will Krasselt's safety meeting covered usual topics until it was announced we would be sharing the line with oncoming traffic. Plans were to meet at the Reardon switch which got everyone's attention. Our first stop came in Davenport, followed by a meet with the westbound right on time at the switch in Reardan, WA. Reardan is the new home of the Inland Northwest Rail Museum. After the last of the 100+ open hopper cars passed by we continued to Medical Lake where we turned and had lunch.

Upon our return and another stop in Davenport we

pulled onto a siding in Creston, WA. We were provided a snack and learned of local history in McGregor Company's new Creston Agronomy Unit which assists local growers with materials and technical information to help make successful crops. We returned to Wilbur covering 127 miles.

We awoke to poor weather Sunday morning with blowing rain and few inches of snow to the east. Fortunately the weather improved before getting underway west to Coulee City. Past Almira we found ourselves running on a long tangent parallel to a quiet highway 2 when I spotted a string of bright colors closing in from behind. It turned out to be a large group of late model Corvettes out for a cruise. They really got a kick watching us with most taking pictures. Ahead was a stop and go for the extremely long Highway 2 grade crossing at Road 'N' NE. As if planned, the Corvettes weaved with our railcars to get a better look. We turned at Coulee City having a warm lunch at the Steamboat Rock Restaurant. The return to Wilbur and

setting off finished a nice 68 mile day.

Monday was a travel day with an afternoon set-on of 19 cars at the 2nd Street crossing of the Pend Oreille Valley Authority (POVA) RR in Newport, WA. Vi Shanklin had arranged a group dinner at the Riverbank Restaurant that evening which provided the chance to make new friends and reunite with old ones. At 8:30 Tuesday morning we started out North to Metaline Falls on what would become a very scenic 122 mile day. After a rest along the way our next stop was a spectacular one on the Box Canyon Trestle completed in 1910 overlooking the Box Canyon Dam and Pend Oreille River before Metaline Falls, WA. A few tunnels and several bridges later the cars were turned in Metaline Falls where a former UP baggage car containing local historical exhibits was permanently on display. While returning we stopped for lunch at the Ione station where the local Lions Club offer train rides up these same picturesque tracks. Our final stop brought us to tour the modern POVA locomotive shop. The knowledgeable professionals on hand provided much to see and learn. Returning to Newport, we set off at 6:30PM and said our good-byes.



Opposite: Lunchbreak at Coulee City , WA; photo by John Bronow; Below: POVA Shops. Look ma, no wheels! photo by John Bronow. Above: POVA Box Canyon Trestle & Dam; Photo by Vi Shanklin.



NARCOA'S GREAT LAKE CENTRAL RAILROAD

JUNE 5-8, 2014

ARTICLE AND PHOTOS BY ROSE HINES

The annual GLC NARCOA meet is known as “Cadillac” because the set-on & off’s are located in Cadillac, MI. Traditionally “Cadillac” fills within hours of being posted on NARCOA’s excursion calendar. This four-day “Cadillac” meet includes both Petoskey and Traverse City, Michigan.

To-date, NARCOA has been able to ride this line nine times, thanks to the support of the current GLCRR President & CEO Mike Bagwell and GLCRR pilot Ray Robinson. NARCOA had made a positive impression with our safety, operation and conduct.

EC Michael Ford deserves our thanks and gratitude for “attention to detail” with his organizational skills and donations to local charities. There’s also Michael’s

assistant, Fred Lonnes and between the two of them they promptly and efficiently handle any situations that may happen to come along.

Thursday, June 5

DAY 1 of 4 Approximately 35 NARCOA motorcars and 80 participants traveled to Cadillac, MI from several states including OH, IN, IL, WI and NJ. Our EC Michael Ford welcomed and directed each rail car to successful set-on’s then gave participants their pre-ordered, dedicated-meet-designed t-shirts. These special t-shirts were the GLCRR colors of blue and white. Nicely depicting the date and route of this “Cadillac” run on the back. Thanks go to EC Michael Ford and Dick Ray’s design talents. Their time and efforts make these t-shirts very nice keepsakes.

Friday, June 6

DAY 2 of 4 Following our early morning safety meeting Michael Ford announced that after nine years of being NARCOA’s RR pilot, Ray Robinson would be retiring in August, with 40 years of working on the railroad. Ray, his wife Stephanie, son Corey and mother Cecelia were presented with several meaningful gifts, congratulations, applause and thank you’s for their time and supportive efforts. We will miss Ray and his family but we hope to see them soon, along the rails, as members and participants. Note to retirees: NARCOA is a great way to travel in those retirement years.

Right on schedule, we roll out of Cadillac, MI. MP 331.8. Destination: Petoskey, MI, 93 miles. First morning break: MP 344.0 Manton, MI where our EC had pre-arranged for freshly made cinnamon loaves and coffee to be waiting for us. Next stop was MP 371.5 in Kalkaska, MI for our lunch break. Here we find McDonald’s and/or Big Boy for food, relaxing and conversations. On to MP 409.0 for fuel and coffee in Boyne Falls, MI.

MP 424.8 finds us arriving in upscale Petoskey, MI where we left the motorcars to rest overnight in their beautiful downtown park. We were bused to our hotel where everyone scattered in various directions for dinner, shopping and/or a free shuttle ride to dine at the nearby casino.



Above: From right to left: EC Mike Ford with retiring GLC pilot Ray Robinson and family.

Below: Rolling into Petoskey, MI





*Top, this page: Post-sprinklers in Petoskey's downtown park
Middle: Coffee & fuel break in Kingsley, MI
Below: Tied-up in Petoskey*

at the railroad station. This morning's safety meeting included final set-off instructions for when we would reach our final destination in a few hours. Concluding that, our EC and group gave a final round of thanks and applause to our (almost) retiring GLCRR Pilot Ray Robinson and family.

Saturday, June 7

DAY 3 of 4 We were up bright and early, ate breakfast at the hotel and were bused back to our rail cars, finding that Petoskey's beautiful park was so because of their automatic sprinkler system. After a quick water-wipe-off and focus on an informative safety meeting we were rolling. Destination: Traverse City, MI, 97.9 miles.

Leaving Petoskey MP 424.8 our first two stops were the reverse of yesterday's... coffee and/or fuel stop in Boyne Falls and lunch at Kalkaska. Finishing lunch we headed for the main line MP 352.8 which is Walton Jct. (Traverse City Branch). Switching onto this Traverse City Branch line the MP is 0. Next stop is Kingsley, MI, MP 9.3. Kingsley was a rest stop where there is a Subway restaurant and fuel up the hill a bit. This year another attraction was a local tent & fishing event in progress which a few of us walked thru. Time to roll on, into the Traverse City railroad station, MP 25.9 where we secure our cars for the night and board very nice buses for the ride to our luxury hotel. Then either on foot or by taxi we found dinner and/or adventure in Traverse City MI proper. The weather continued to be near-perfect along the beautiful Traverse City Bay waters.

Sunday June 8

DAY 4 of 4 After enjoying a fabulous hotel breakfast the buses again returned us to our waiting motorcars

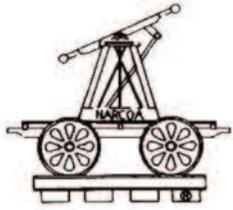
We left Traverse City MI, traversing to Walton Junction then back to Cadillac, MI for today's total of 46.9 miles from Traverse City back to our original set-on



point in Cadillac, MI. We safely and successfully completed yet another great 237.8 round trip miles on the GLCRR where beautiful weather, scenery and the company of fellow NARCOA members made for a wonderful and memorable NARCOA meet. The one

phrase that every NARCOA member knows to be true is that "every meet has its own story"! Therefore, go forth and write your own article for the SETOFF! We'll all be glad you did!



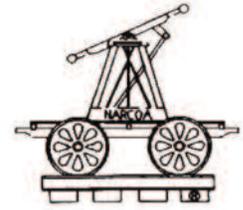


NARCOA EXCURSIONS

AS OF AUGUST 19, 2014

Please submit all excursions and ads directly to
narcoa@comcast.net

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



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 - 7 - ME/NH posted 07/30

Conway Scenic RR & Maine Central Mountain Division

Saturday & Sunday, approx 180 RT miles. 30 car limit. EC Gordan Wallick along with the NEREX Team. The fees for this one day optional excursion are Sat Mtn Div, \$40, Sun CSRR, \$125.

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 Glatz](#) 907 No. Riviera Circle Cedar Park, TX 78613 512-918-2412.

Sep 12 - 13 - MI posted 07/08

Coopersville & Marne Railway

Great Lakes Railcars night run to Marne on September 12 and two trips to Grand Rapids, estimated 56 miles, Saturday. \$50 per car, 25 car limit. Checks payable to Great Lakes Railcars to [Richard Dunton](#), 1225 - 19 Mile Road, Cedar Springs, MI 49319, 616-644-5024, before 8 pm.

Sep 13 - VA posted 08/05

Fort Eustis US Army Transportation School RR

Run US Transportation Corps RR loop track on base with other branches. Approximately 25 miles for the day. NCRA excursion. (near Williamsburg) \$30.00 Donation to benefit US Army MWR. [Jamie Haislip](#) 703-906-2502

Sep 13 - OH posted 07/27

Willard Trainfest / Ashland Railway

Ohio Valley Railcars will display at the Willard Trainfest followed by a 11 mile excursion on the B&O segment of the Ashland Railway, Willard to Plymouth. Fee is \$20 and a request that you display your

motorcar at the festival. OVR rule compliance required. EC Phil Linne.

Sep 13 - 14 - MT posted 07/16

Central Montana Rail

PRO will sponsor a "Judith Bridge Dedication" excursion over the operational segments of Central Montana Rail. Set on will be at Denton. Cost \$145. 180 miles total. Checks payable to PRO mailed to EC [Bill Taylor](#), 917 Parkview Way, Missoula, MT 59803.

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.

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 - MO posted 07/24

Museum of Transportation – St. Louis

Great Lakes Rail Cars is looking for 4 motor cars & operators to give rides to the public as part of the "Go-By-Train" event hosted by the Museum and the NRHS St. Louis Chapter between 9:00 a.m. and 3:00 p.m. No cost to the operator. NARCOA insured (Members Policy). EC [Mike Ford](#) 317-839-9320

Sep 27 - CA posted 07/07

Amador Central R.R.

Recreational Railroad Coalition Historical Society (RRCHS) Fall Fun Run in conjunction with our annual business meeting. Free for Members of RRCHS. Cost for non members, \$45.00. Contact [Tom Correa](#) for more information.

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 Glatzi](#) 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 3 - 4 - GA posted 07/24

St. Marys Railroad

SERO Operation - St. Marys and Kingsland Via Kings Bay Spur 28 Miles. Will Operate with Steam Train Saturday. Excursion \$50. Caboose Ride \$12. Checks

to EC Jay Boggs, 3289 Country Oaks Ln, Orange Park, FL 32065 (904-910-5648), Assisting Jim Garner (904-264-5564), Will Thompson.

Oct 4 - OH posted 07/27

Ashland Railway

Ohio Valley Railcars 60 mile round trip on the former Erie Ry. portion of the Ashland Railway, Ashland to Mansfield. Fee of \$80 includes lunch for 2. OVR rule compliance required. EC Phil Linne.

Oct 4 - CA posted 07/25

Niles Canyon Railroad

PRO, is sponsoring a Rides for the Public event.

Oct 4 - 5 - TX posted 08/12

Blacklands Railroad

Railroad Partners, Inc. run in conjunction with the SSW Symposium at Texas A&M University. Up to 120 RT miles between Greenville and Winfield each day. Mentoring with permission. Hyrails welcome. \$80 for one or both days. EC [Myron Malone](#) 214-882-8756 cell, evenings, EC-in-Training [Greg Michelin](#) 817-247-1651

Oct 4 - 5 - PA posted 08/05

Lycoming Valley Railroad and Union County Industrial Railroad Oct 4 - Lycoming Valley Railroad - Williamsport to Jersey Shore and Muncy and return. \$55. Oct 5th - Union County Industrial Railroad - New Columbia to Allenwood to Winfield and return. \$35. Checks to Central PA Excursions, PO Box, 145, White Deer, PA 17887 Larry Maynard (570) 337-3979

Oct 11-12 - ID posted 08/13

Former Camas Prairie Railroad

Two day PRO motorcar excursion out of Lewiston. Saturday will be a 144 mile RT to Riparia on the Great Northwest RR. Sunday will be a 129 mile RT to Kamiah on the BG&CM. 30 car limit. Excursion fee is \$215. Contact is EC [Will Krasselt](#). 208-310-1335. Details [HERE](#).

Oct 11 - 12 MN posted 07/16

Minnesota Prairie Lines

The First Iowa Division is hosting a ride out of Redwood Falls. Mileage 188 miles. Cost is \$100 per car. EC [Dave Voeltz](#), 800 Harrison Ave., Pierre, SD 57501-2303605-224-2964 (H) or 605-280-5551(C).

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](#) Fee \$160.00 per/car. Download registration form on our website Appalachian Rail Excursions LLC Registration is now open. First come first serve.

Oct 18 - CA posted 08/04

Amador Central Railroad

Fall History rides for the public. One run to Martel and back, 20 miles round trip for the day. Operators are needed to provide seats. No charge if you can provide two or more seats. If you can't provide seats, cost is \$45 per car. This is a NARCOA sanctioned event. Please contact [Tom Correa](#), EC ASAP if you can provide seats.

Oct 18 - OK posted 08/04

A-OK Railroad

Oklahoma Railway Museum trip out of McAlester to Red Oak and return. Approximately 92 miles. Cost \$40.00. EC Drake Rice, 3121 Talon Rd., Edmond, OK 73013-7478; 405-478-3225.

Oct 18 - 19 - PA & NY posted 08/03

Lehigh Railway, Owego & Harford Railway

Saturday, Lehigh Railway, Athens, PA, approx 100 RT miles. Sunday, Owego & Harford Railway, Owego, NY, approx 50 RT miles. 25 car limit. This is a non-mentoring excursion. EC for this NEREX excursion is Rob Piligian, along with the NEREX Team. Fee \$165.

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)

Nov 1 - 2 - GA posted 05/03

Hartwell Railroad **Full. Waiting list Started**

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](#) EC/Affiliate, 3520 Cold Spring Lane, Chamblee, GA 30341 770-457-6212.

Nov 7 - 9 - FL posted 07/16

Florida Central / Florida Northern Railroads

Friday from Eustis to Umatilla and return, then a night run to Mt Dora for dinner- total about 30 miles. Saturday, Eutis to Winter Garden and return - about 65 miles. Sunday from Ocala to Candler to Lowell and return - about 50 miles. Cost \$175 [Keith Mackey](#), EC. 352-347-0770. This is a SERO excursion.

Nov 15 - 16 - OK posted 08/04

Farmrail Railroad

Oklahoma Railway Museum trip out of Clinton two

days. Approximately total of 200 miles for trips. Cost \$70.00. EC Drake Rice, 3121 Talon Rd., Edmond, OK 73013-7478; 405-478-3225

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](#) (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](#) 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 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](#) 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](#) 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](#)

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.

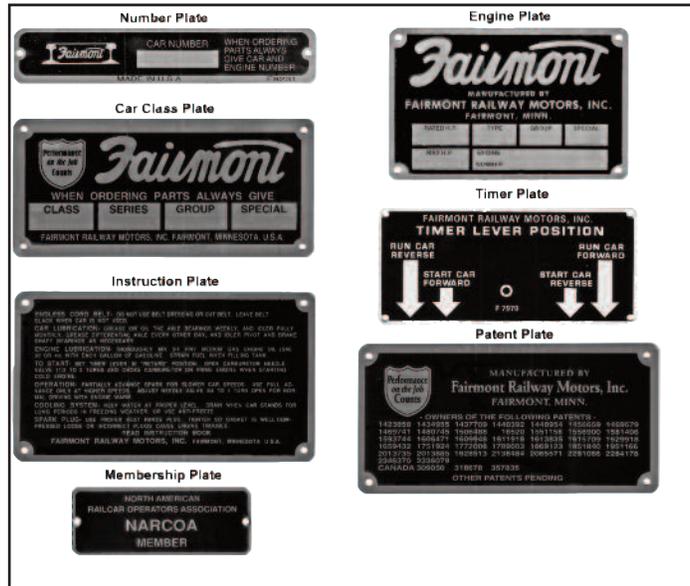
Wheel Inspection Tools

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 \$10.00 surcharge for Canadian shipments; all other countries by quote. 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