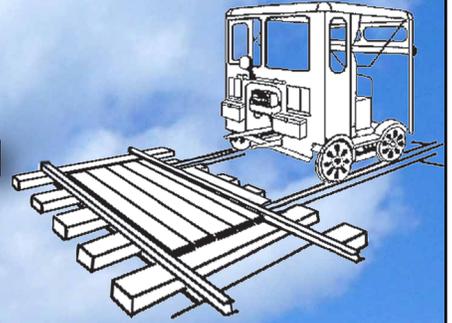


THE SETOFF



THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION

MAR / APR 2015 VOLUME 29 - No. 2



AUSTRALIAN BEARING DESIGN
THE SARATOGA & NORTH CREEK
VANCOUVER ISLAND AND MOUNT HOOD

THE SETOFF

VOLUME 29 NOV 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.

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

The SETOFF is printed by
Greg Kightlinger, GEK Printing

Membership in NARCOA, which includes a subscription to The SETOFF, is \$36 per year, and is available from the Secretary at the address below. Please send your check made out to NARCOA to:

Bob Hastings, Secretary
P.O. Box 9035 Cincinnati, OH 45209
membership@narcoa.org

All subscriptions and address changes must be sent to the NARCOA Secretary.

All materials for publication must be sent to the SETOFF Editor.

Materials received by the 10th of even numbered months will appear on the 1st of the next odd numbered month subject to editing and available space. Please include your e-mail address and phone number. Electronic submissions are preferred. Text files must have either .doc or .txt extensions. Photo files must be high resolution with .jpg extensions. All materials are archived and not returned. We cannot reprint copyrighted material without written authorization or proper attribution.

Letters to the Editor must be signed and include an e-mail address or phone number for authentication. All such letters may be printed as discussed in the NARCOA policy book.

For more information about NARCOA, the safe legal operation of motorcars, or to find NARCOA affiliates located in Canada, the United States, and Mexico, please see:

www.narcoa.org

© Copyright 2015 - NARCOA. All rights reserved. Reproduction, by any means, in whole or part, by any party, is strictly prohibited.

ON THE COVER

Cars on the Saratoga & North Creek excursion turned and ready to head South from Tahawus Mine. Photo by Joe Marsh

NARCOA OFFICIALS

President: Bill Schertle
Vice-President: Bernie Leadon
Secretary: Bob Hastings
Treasurer: Tom Norman

Area 1 Director
(ME, NH, VT, NY, MA, CT, RI)
Keith Knowlton (860)779-1361
keith@nerex.org

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

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

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

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

Area 6 Director
(MN, WI, IL)
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
(CO, KS, MO, NM, OK, TX, UT)
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, AZ, HI)
Bill Schertle (714) 743-0804
bschertle@sbcglobal.net

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

Director-at-Large (non-voting)
Jaime Samuell (740) 427-4444
jaime@gambierandwestern.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

AffiliatesDave Verzi wm340@aol.com
HyRail & Custom-Built Motorcars
.....Tom Falicon raildawg@gte.net
Communications Bernie Leadon
Legal FormsMark Springer
Membership Manager.....Bob Hastings
bobhastings3@gmail.com
Database ManagerDan Page
dan.h.page@gmail.com

RADIO EQUIPPED

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

PRESIDENT'S MESSAGE

BILL SCHERTLE

As the motorcar year has begun it is encouraging to follow the "Excursions" section of the NARCOA website. Each day it seems that more and more excursions are being added to the ever growing list. I hope you are encouraged, too, as Excursion Coordinators all over the NARCOA network are talking to railroad personnel seeking permission to hold an excursion on their rails. In many cases the hoped for permission is denied. In others, the permission is granted with open arms. Safe and courteous operation is crucial to our success. Let's make this a year with no incidents.

The newly approved rule inserts will be available shortly. Attach them to the appropriate page in your Rule Book and carry it with you on every excursion. Perhaps someday we will allow you to access the Rule Book on your mobile device but not yet. Here in California they are ready to propose legislation to allow digital driver licenses! No more losing your license when your wallet is stolen. Speaking of technology you probably noticed that in the last issue of the Setoff was a copy of our unique NARCOA QR code. Feel free to share that with anyone who asks about NARCOA. Carry it with you or stick it on your motorcar so anyone with a smart phone can instantly access our website and find out who we are. It's a great tool created by our own Keith Mackey.

Enjoy your Spring runs and remember, no smacks.

Bill Schertle

FROM THE EDITOR

BRIAN DAVIS

Hello Fellow NARCOA Members!

We have had record low temperatures here this month, but the first excursion in this area is only 6 weeks away. We are getting excited, even if it is too cold to get out to the garage to get the motorcar ready.

We have had a wonderful number and variety of submissions for this issue, and I have had a lot of fun putting it together. I do hope you like them. The number of excursions listed is growing by the day, too! It's an exciting time of the year!

We'll see you on the rails!

Jane & Brian

ATTENTION MEMBERS!

Our insurance applications must be submitted by March 31st for coverage in 2015!

Send in your payment soon!

CORRECTION:

In our Jan Feb 2015 issue we incorrectly identified the photographer in the "Go By Train Event" article. Mike Ford took all of those pictures. We apologize for this error. -Editor

IN THIS ISSUE

NARCOA Officials	2
President's Message	3
From The Editor	3
Directors' Messages	4
Letter to the editor	6
Joe Speeder	7
Saratoga & North Creek	8
RPI Awakens a Sleeping Line	10
Great Sandhills	14
NARCOA at A Train Show	15
Great Start to the New Year	16
Vancouver Island	18
Australin Bearing Setup	22
Upcoming Excursions	24
Suppliers	27
NARCOA Company Store	28

AREA ONE
(ME, NH, VT, MA, CT, RI)
KEITH L. KNOWLTON

Well here it is the second week of February. My wife Elaine has been ill for a couple of weeks, I have already run more gas through my snow blower so far this season than in any other winter in memory and most of the tracks we run on are under feet of snow, not inches, and more is coming this weekend. But it's a fine time to get things done such as contacting railroads and setting up excursions which has occupied a great deal of my time and that of the other NEREX ECs. I have met some new railroad folks who are interested in hosting excursions but really don't know much about who we are, and so our letters of reference from other railroads have been invaluable in helping them decide to host a run.

Railroad letters of reference are not all that easy to come by and that's why it is so important that everybody on each run treat railroad property and personnel with respect and politeness. As it says in our rules, if you have something you don't like on an excursion tell the EC, not the pilot. The folks on the runs I have been on have been great in this respect and that attitude is indirectly opening doors for us. Thank you all! So far every railroad that has hosted an excursion has invited us back again. How good is that?

Dave Kotsonis is now an EC in training and we look forward to working with him this summer. When he is certified, the Cotton Valley Rail Trail Club, now a NARCOA affiliate, will have an EC closer to home than either Gordy or I and that will be good for everybody.

Radios: every year it becomes more important to have a decent radio in our vehicle. As an EC I have two, one for NARCOA 1,2 or3 and one for the railroad frequency and I have found that Kenwood NX-700 radios are especially good. I buy them from time to time on Ebay and I have all the software, cables, and programs to set them up for excursions. They are both analog and digital and have room for more channels than we can use. If you get your hands on one I'll be happy to set it up for you.

That's about it for now, be safe out there and pray for spring!!

AREA FIVE
(MS, AL, LA, GA, FL)
WILLIAM THOMPSON

The motorcar season is on us there is some good runs lined up for this year in area 5 so get your car ready and come on. We need to remember that we are guest of the railroads that we ride on and when we leave it should look like we were never there. Let's be safe! Don't forget your insurance!!!!

Will Thompson

AREA SIX
(MN, WI, IL)
BOB KNIGHT

Greetings from the Illinois snow belt as we are recovering from the record snow fall of 18 inches last weekend! The best part of the story was that I was suffering from motorcar withdrawal and just the weekend before the record snow had a beautiful sunny Saturday with temps in the 40's and got the MT14 out and it started on the first crank and you guessed it....I just set in the car and dreamed for a few minutes of riding the rails...of course the

neighbors thought I had lost it!! I'm sure you can ID with the problem when we can't get out on the rails. Now the next thought is to remind all of you that the season is just a few months away and this is a great time to be changing the oil, greasing all the fittings and giving your motorcar(s) a good going over and not wait until the day of your first run to do your prep time.

Now on another note all of us in Area 6 welcome two new members to our area and they are: Matt Pappas from Brooklyn, MN and Charlie Cowden from Buyck, MN. We all hope to meet them soon on the rails.

The month of March is the scheduled time for two of our Area 6 Affiliates to have their annual meetings and all members of area 6 are invited to attend. The first meeting is being called by Great Lakes Railcar's President, Fred Lonnes and is scheduled for March 1st at the Hoosier Valley Railroad Museum located in North Judson, Indiana at 10:30 CST (same as Chicago, IL). One of the highlights of the meeting is to hear EC, Mike Ford, share his list of 2015 season excursions that he has planned. One excursions that all will hear about is the new run on the Kankakee, Beaverville & Southern (KB&S) Railroad scheduled for May 16th.

The second annual meeting is the North Central Railcars which includes the states of Wisconsin and Minnesota. NCR, President, Dave Otte, has the meeting scheduled for March 14th at the Roadside Grill located in Windsor, WI starting at 11 AM.

EC, Mike Ford will also be going over all of his planned excursions for the 2015 season. EC, Don Schoeb will also be giving some details concerning his run scheduled

for May 23-25 on the Minnesota Northern & Dakota Northern. Per conversation with EC, Dave Otte, he will be giving information about his St Croix Valley RR on July 12th. Again all Area 6 members are invited to these two meetings and by attending you will learn other very interesting information about our great motorcar hobby.

Please continue to be safe both on and off the rails this year and I look forward to meeting many of you this coming motorcar season.

Bob Knight, Area 6

AREA EIGHT (CANADA & INTERNATIONAL)

JOHN BROWN

Health Insurance in the USA

As Canadians we take for granted that when we go to a Dr. or a Hospital we know we are covered and don't have to even think about opening our wallets, at least in my mind. Yes we do have to pay for some blood tests and possible clinical procedures I have not needed to use, and a ride in an Ambulance. BUT once out of Canada we need coverage in case anything happens to us while in a foreign country.

When I was working for ELCAN (originally Leitz Company, in Midland Ontario, a German company that made the Leica Camera) the company had an insurance policy that covered you no matter which country you visited. Once I retired I lost that coverage and was soon buying insurance through the Canadian Automobile Association.

I was covered for a year and thought nothing more of the coverage. I had been lucky and had never needed to use that policy to

see just what it would cover IF I had needed medical attention.

Sooooooooooooo I was quite surprised when a fellow modeller I usually go with to West Springfield and attend the Amherst Model Railway Show in late January said to me "John, I really don't want to take you this year". Before I could ask why he stated, "As a former department manager at a local hospital I don't think you are covered with health insurance to the USA with you having a stent put in Dec".

I checked with my CAA and to my surprise I was told I would have to wait till 3 months but I was over 70 so it was now 6 months before I would be insured by them. I mentioned I had a stress test before I could start Cardio therapy and was told that would delay my acceptance, so now I am into September before I can get health insurance.

I know some friends and even Americans that I know have told me the cost of a few days in a hospital in the USA and it was unbelievable the costs. So going to the USA for runs this year is out of the question, even though my local Dr. and heart Dr. say I am okay, and good to go to the USA. I am sure that if anything happened that the Insurance Company would find a loop hole and I would be paying big money for a stay in a hospital.

I hated to miss the West Springfield show, and my usual speeder runs in the USA, but will wait till next year so that I have a clean slate for the insurance companies.

I am writing this just to point out that even a stress test is considered a health cancellation or any major surgery is cause for the insurance company, (well maybe not all, CAA

at least) check with your health insurance company to see were you stand when it comes to leaving Canada.

Better to be safe and make sure that your insurance company doesn't have a loop hole so you can enjoy the sights and companionship of fellow motor car enthusiast then to be in a USA hospital with a huge insurance bill.

On another matter there was some chatter about the calendar being lopsided. I for one thought it was well done, why there was three from Canada and one from Australia.

I heard complaints that it was all western. Well as a Canadian, Saskatchewan is close to being the middle of Canada, actually Alberta is. And I guess we can say Australia is considered west too.

A calendar like the SETOFF or any publication the editor can only print what he receives, naturally I am not aware of what pictures he got for this years calendar. Hopefully this year Brian will have more than he can print and a pictures from many locations.

John Brown Director Area 8

AREA ELEVEN (CA, NV, AZ, HI)

BILL SCHERTLE

Area 11 is unique because we can run all year without having to worry about snow and blizzards. Rain sometimes gets in the way but we sure can use it here during our drought. We began the year in early January with 33 motorcars on a 2 day excursion on the Fillmore and Western Railway ("The Movie Railroad") in Southern California near Magic Mountain. The weather was beautiful and EC Lonnie

Hughes did a great job organizing. This will be followed in late February by a short excursion on the Central California Traction in the Sacramento area EC'd by Dave Balestreri.

Our major excursion in California this year will be an April excursion covering 7 railroads in 8 days. We do not have many high mileage railroads available here but many short lines. By combining them into one excursion we hope to attract folks from other states who might not come for just one or two railroads. Motorcar Operators West, Pacific Railcar Operators, and Recreational Railroad Coalition Historical Society are coming together to put this on for everyone's enjoyment. Some of the tour will be on railroads in the Sierra foothills where the wild flowers are abundant. Another part is through the California wine country and another runs through the redwoods. The tour will end at the Santa Cruz and Monterey Bay Railroad that has been reopened after several trestle and bridge replacements. It is among the most scenic railroads in the country, hugging the Pacific Coast much of the way. Several EC's are involved including Doug Stivers, Dave McClain, John Haverty, Tom Correa, Al McCracken, and myself.

May will find us on the Virginia and Truckee RR in Nevada with Steve Paluso, EC, and Carl Shelhorn, EC in training. Not much is going on in the summer yet, but in September MOW and PRO are collaborating on some excursions to the north in Area 10, specifically Oregon and Washington. You are all invited to participate. We would be glad to see you.

Bill Schertle, Area 11 Director

A LETTER TO THE EDITOR

It was with interest that I read Bill Harrison's article in the January/February 2015 edition of the Setoff, regarding the operation of section cars here in Australia.

Whilst there is some frustration, there are a number of groups who currently operate them, both on the commercial network, and on private railways.

The regulatory environment here is different to that in the US, and is similar to that in New Zealand and the United Kingdom. These regimes all use a general duties provision in their safety legislation to promote the safe operation of the railway. This model arose from an enquiry into work health and safety conducted in the UK by Lord Robens in 1974.

TRACKSIDE published an article in 2003 regarding the then regulatory model in Australia. I recall this was picked up by SETOFF. The main change has been to nationalise the regulatory function, and to further define responsibilities in relation to rail safety management. The article was designed to address some misinterpretations then being promoted on the SPEEDERS forum.

Presently, the Australian Society of Section Car Operators, Inc, (ASSCO) conducts excursions in Queensland (as per the photo below Harrison's article – unless that photo was taken outside an ASSCO run), having been set up in South Australia in 1999 and commencing its operations there. Its first run was on the Leigh Creek Coal Line, a heavy haul railway in the north of the State. ASSCO surrendered its accreditation to operate in South Australia in 2010.

In New South Wales, one group operates "trikes" on its own railway.

The Rail Safety National Law does not require the use of "*certified tradesmen*" but rather places the onus on the rail operator to ensure the competence of those who conduct rail safety work, which includes the maintenance and operation of speeders. The NARCOA model of certification and inspection formed the basis of the ASSCO rail safety management system, with some minor tweaks to suit Australian conditions.

A group is currently working to set up a new operator, Motorcar Consortium Ltd, to conduct railway operations with section cars in South Australia, New South Wales, and New Zealand. So far, there has not been any regulatory pushback.

Regards

Nic Doncaster

Outalpa@nicdoncaster.com

JOE SPEEDER

The sun was out. There was a beautiful clear blue sky with not a cloud to be seen. Spring was creeping in. Joe Speeder was out for his first run of the season. He was excited. Joe arrived in plenty of time at the set-on location. He checked in with the EC, signed a liability release form, and turned in his motorcar inspection form. The EC checked his Certificate of Rulebook Examination and his NARCOA Insurance card. He then got his car on the track and rolled it up to the line of cars that had already been placed on the rail. He then had a chance to visit with some of the other participants for a few minutes and see how everyone fared through the previous winter months.

It was soon departure time. The cars rolled out spacing out nicely as each car allowed some space between them and the car ahead before they started to move forward. Wow! It was a perfect day. And the group was underway.

The excursion rolled through the countryside with everyone enjoying the beautiful weather and scenery. All of the operators seemed to be performing safely as they approached the rural road crossings. They slowed down as they approached the crossing anticipating that a car could be approaching. When it was absolutely known to be clear they released the brake and accelerated across the roads. All was going very well.

The plan for the day included a short morning break at the railroad's locomotive facility where restrooms were available. The lead cars began arriving at the locomotive facility and stopped as the rest of the group was pulling in behind them. Joe rolled up behind the car ahead of him that had just come to a stop and applied his brakes in the usual manner. Nothing happened! He pushed harder on the brake lever! The car was NOT STOPPING! BAMMMMM!!!! It stopped after striking the car ahead.

Joe was stunned. He couldn't figure out why his car hadn't stopped. He did everything at about the same distance and in the same manner as he usually did when he came up behind a stopped car. He checked himself and his passenger for injuries. He checked with the occupants of the car he had hit to see if they were okay. They were fine, but very surprised by the sudden impact. Thankfully no one was injured! He then checked his

car to see how much damage there was. He could not figure out why his car had not reacted as it normally did when he applied the brakes.

The EC arrived to investigate the incident and gather information for his Incident Report. As they surveyed the scene to see what happened they first checked the brakes on Joe's car. They were working fine and just as they should be. They then took a look at the rail they had just arrived on and found that it was covered with grease and oil from the locomotives that were serviced and parked there sometimes while awaiting their next assignment. Joe's brakes had performed as they were supposed to but the slick rail just allowed his wheels to lock up and slide very easily. Joe had not anticipated the slick rail in the locomotive servicing area and he had not been paying attention to the rail as he arrived.

After inspecting his car, Joe found that the front of his engine was damaged and the engine was inoperable. What had started as such a beautiful day had come to a crunching stop so soon and he now had a damaged motorcar. Joe and his passenger were able to find space on a couple of other motorcars so they could at least ride along on the rest of the excursion and his motorcar was left behind. Joe's thoughts, however, never left how his day was ruined by an avoidable incident because he just had not been paying adequate attention to the rail ahead and he did not anticipate the slick rail at the maintenance facility.

When the excursion passed back through the location of the incident Joe's motorcar was placed under tow and taken back to the set-on location. When they got back Joe loaded up his car and started the drive back home with his damaged motorcar. The only thing on his mind during the drive home was how his lack of forethought and attention had ruined his day.

SARATOGA AND NORTH CREEK MEET

BY JOE MARSH



Setting cars on at North Creek, Photo by Dick Ray

The Saratoga and North Creek Railroad has to be one of the most scenic of the northeast's NARCOA meets. But before I report on our meet, let me say a bit about the railroad's interesting history.

The S&NC was built by the Adirondack Company and began construction in 1865. It was the first railroad to go into the interior of the Adirondack Mountains. The goal was to tap the iron ore resources discovered in the early 1800's near Sanford Lake. The railroad finally reached North Creek in 1871 and to meet contract obligations the line was extended past North Creek by 2.8 miles but was not used. The early iron masters discovered that the iron ore at Sanford Lake contained a worthless and troublesome substance called titanium which made processing the iron ore difficult. This was like drilling for water and striking oil when the whole world used coal.

The Adirondack Company Railroad was sold to the Delaware and Hudson Railroad in 1889 but was operated independently. This branch line became part of the D&H system in October 30, 1902. One notable event in the railroad's history: on September 14, 1901 at 4:39 AM Theodore Roosevelt became the 26th president on the North Creek station platform after learning of President McKinley's death.

Fast forward to World War II and the market for titanium began to grow. The National Lead Company,

along with the Defense Plant Corporation (a Federal agency) put together a plan to build a 33 mile extension from North Creek through the rugged Boreas River Canyon to Sanford Lake at Tahawus. National Lead purchased the land and the extension was built by the Cohoes Construction Company completing the extension in 1942.

Over 40 million tons of ilmenite ore (titanium) was removed with several million tons still in reserve. Today the mines are shut down but there is a large potential business in freight for the S&NC in moving the valued processed tailings, and in any future mining efforts.

Now back to our meet! We had a nice early leisurely set on starting Friday afternoon dampened by an infamous Adirondack rain storm. We all checked in and set on safely without incident and went for an early dinner. This let everyone relax a bit and recover from the long distance drive. After all, we had folks come from Florida, Ohio, Pennsylvania, Rhode Island, Connecticut, Massachusetts, New Hampshire, Virginia, and New Jersey. We met back at the North Creek Station after dinner for a 16 miles twilight run to Riparus. This short run gave us all a chance to take a shakedown run before doing Saturday's long distance at track speed run to Saratoga. All in all everything went very well and even the rain slackened to only an occasional drip.

Saturday morning we met back at the North Creek Station to a clear and sunny day; the weather was perfect. Since we were able to leave our cars on the track it saved a ton of time and we were able to go right to our safety meeting. Craig Hartman (EC) introduced Tom Sharatt and his wife Sharon, who are part owners in the S&NC and avid NARCOA members. Tom went through the usual safety precautions as well as some of the railroad's points of interest. Tom also introduced the track and signal crew who were going to flag some crossings and set the signals off on busier crossings for our excursion this weekend. Then we were off!

We needed to run at track speed because we had to be in the siding at Thurmon to allow the north bound train to enter the block and come past us at the Thurmon station. We easily made our schedule with plenty of time for that all-necessary bathroom break, and with enough

time to set up our cameras on the station platform to get pictures of the rare restored BL2 coming into the Thurmon station blowing its distinctive horn. Shortly

after the train left, we were headed south towards Saratoga and our lunch stop. Of course, as we have been running to Thurmon, the Hudson River has been on our left the complete way. For those that are not from New York you may think of the Hudson River as a very commercial river with barges, ships and industrial plants on its shores. Well, we are going along the head waters of the Hudson River. The river is crystal clear and fast moving, with natural Adirondack pristine shores. It's a really beautiful scenic spectacle to behold. Our lunch stop came at a very scenic spot and, as we had lunch, white water rafters passed by and we exchanged waves.

It wasn't long after lunch and we were going over the Hadley high bridge. Tom Sharatt went ahead of us and took pictures of our excursion going over the high bridge at Hadley; they are posted on Flickr (<https://www.flickr.com/photos/125531746@N03/>). Thanks, Tom! As we got further south we passed the Corinth Station where the railroad used to do a large paper and lumber business. From Corinth to Saratoga the rail changed to all welded rail for a very smooth ride. Short of actually entering Saratoga proper we stopped and made our turn for the return journey.

With only a short break we headed north since we needed to be in the siding at Thurmon so the afternoon south bound train could enter the block. Once again we made our schedule with plenty of time and were able to get additional pictures and video of the BL2. It wasn't long before we were back in the North Creek Station and tying down for the evening. Lake George, Warrensburg and North Creek are resort areas, so within a 30 minute drive there are all types of accommodations and restaurants to choose from.

Sunday morning we all met at the North Creek Station and as we were waiting for everyone to assemble, Hank Walther was banging out "Choo Choo Ch'Boogie" on the piano in the station. After the entertainment, we went through the day's agenda and the safety meeting. Today's run was going to be very special and you could feel the excitement. We were headed to the Tahawus Mine, 33 miles north of North Creek. This is the first NARCOA run that I know of on this track that has been brushed in for some time but has been recently cleared. We would be at restricted speed but the scenery would be breathtaking going over the Hudson rapids and up through the rug-



Waiting in Thurmon siding As train powered by BL2 pulls in. Photo by Joe Marsh

ged Boreas River Canyon to Sanford Lake at Tahawus. We were fortunate to have Tom and Sharon Sharatt ride along with Dave and Pien Sigafoose in their Beaver car to share this experience.

It was a gorgeous ride and surprisingly the track rode pretty smooth with few crossings once we left town. Again we were fortunate in having Bill Kozel along. Bill had done his woodsman and kayaking thing in the area for years, so as we passed points of interest Bill would get on the radio and tell folks about things, like the shower of sparks given off the wheels of trains coming down the mountain and over the Hudson River bridge at night or where the natural hot springs were, or the names of streams and rivers we were crossing. Upon reaching the Tahawus Mine we turned and took our lunch. After lunch we had a break to explore the service tracks, wye and an old D&H snow plow parked on the wye. We got a history briefing of the mine and its operation from Craig and we could see the mountain of tailings produced by years of mining. It was truly amazing and it represents significant opportunity to the S&NC in terms of freight business. It was now time to head back to North Creek and before you knew it we were pulling into the North Creek Station. It was time to set off and head for home.

A very nice meet!

Joe

RPI AWAKENS A SLEEPING RAIL LINE

BY LELAND STEWART

On May 17, 2014, Railroad Partners achieved a formidable goal when our work crew reached MP 0.0 on the Giddings branch of Capital Metro Transportation's line. The RPI crew completed the clearing on 22 miles of track which had been dormant for almost 15 years. This line will be a scenic motorcar venue for many years thanks to the dedicated volunteers who literally cleared this line with sweat and hand tools.

The whole project was actually hatched in 2006 when Jerry Light was asked by CapMetro if the Hill Country Railroad Association folks would be willing to clear the dormant McDade to Giddings line for motorcar use. That summer Jerry and I, accompanied by our wives, drove over and assessed the entire line. After finding so much brush and vegetation that the rails were completely hidden, we decided the HCRA didn't have the manpower or will to take on such a task. So the idea, while tempting, went to sleep and no more conversations ensued.

Fast forward to 2012 when RPI, after successfully operating the 27 mile Llano branch was getting ready to renew our lease with CapMetro. Jerry hadn't forgotten about the Giddings side and suggested we ask CapMetro if they would consider adding that part of their ROW to our lease. CapMetro indicated that they would and we found ourselves with almost double the mileage and a super task ahead of us.

Our first work session was held in McDade on January 27, 2013 with 14 men and women in attendance. McDade was chosen as a base of operations because it had ample parking downtown and four level crossings that would ease set on and set off of motorcars. With one motorcar and a push cart for tools, the ambitious group started working west from MP 20.1. The plan was to work toward the Valero

gas station at the west end of the lease (MP 22.0 so we would have a place to eat and use the facilities on future sessions. It took all day but the energetic group hacked its way through fallen trees, saplings and the tough berry vines to finally reach the Valero station. We recorded the first victory with photos of tired but happy people.

With 2 miles being completed the 1st day, we were motivated to keep up the pace. Our next work session was on 2/10/13 and we started east from McDade. By the time the winter sun had set, the "hack, wack, and stackers" completed another 2 miles. Visions of Giddings with an 11 man crew by end of the year were dancing in this EC's head. Unfortunately, this was not to be the case. When we assembled for the 3rd session on 3/3/14 with a 14 man crew we were ready to continue the charge. It was this day that the Giddings branch decided to stop teasing us and dish out a little humble pie. As we advanced toward MP 16 we encountered heavier brush and combined with the warmer weather, we found that we had met our match. Even with the big crew we only made a little over a mile and a half. Still it was a good effort and we decided to start doing 2 day work session to maximize our travel dollars and keep up the momentum.

On a more pleasant note, we had gathered a lot of attention from the McDade folks who were curious about seeing activity on a rail line that many thought was gone forever. We received many inquiries about trains running again. Several expressed their pleasure in knowing the line would be cleaned up.

Kathleen Grissom, a local landowner was so pleased that she catered a meal for the entire RPI crew served on her horse ranch. She also arranged to have the land along the ROW and her property mowed to enhance the beauty of the property.



Our first work session crew All photos by the author.

Our thanks go to Kathleen for being such a gracious neighbor. There were several other local folks who went out of their way to help. One gentleman made his property in town available for us to park equipment for secure temporary storage and the Fire Chief made the city water spigot available to us. Several folks kept an eye on our equipment parked on the track between work sessions.

On 4/13/14, we assemble a 10 man crew in McDade and we introduced a new tool to our brush - whacking arsenal. Jerry Light had assembled a hydraulic rock rake to a boom mounted on a push cart. RPI had brought over the A car from Llano and it was used to push the “brush plow” ahead of it. The plan was to cut the brush and drop it on the rails. Then the A car/brush plow combo would push the brush



set in. On 4/27, we gathered a 13 man crew and set off into the wilderness again. The brush was relentless as was the heat. Again, in spite of a large crew and 2 days to work, we only made 1 mile stopping at MP 14.2. Not only was the brush getting thicker but we were getting into some areas with standing water and the mosquitoes were becoming a real nuisance.

On the 5/18 work session we were blessed with a shot in the arm



in the form of a very hard working group of young men from Miracle Farm in Brenham, TX. They were introduced to us through Ken Cline who wanted the boys to have the experience of working on the railroad. These groups of boys, ages 13 to 17, were very impressive as they dove into the brush moving the cut debris off of the tracks as fast as the chain saws could cut it. The Miracle Farms boys also helped us on two additional occasions and formed a great relationship with the RPI members. Miracle Farm is a wonderful organization helping to form troubled youth into productive individuals through Christian training and animal husbandry. Check them out at www.childrenatheartministries.org/Miracle-Farm-Home

The 5/18 weekend assisted by the boys yielded

into a pile that could then be rolled to the side saving a lot of back breaking handling of the brush. The plow would also aid in collecting the dewberry vines which required hand cutting. In addition, the plow proved to be a great way to get through clumps of prickly pear cactus.

Even with the brush plow performing well, the going was getting tougher. There were 6 -8 in caliper trees growing up through the rail and many drought damaged pine trees fallen across the tracks. By the end of the day on Sunday the 14th we had spent 125 man hours to get 1.8 miles. We held a second work session in April so we could get more done before hot weather



another mile and a half, reaching the 10 mile marker. We were almost halfway. By June 8 we achieved another milestone. With the continued help of the Miracle Farm boys we reached Paige (MP 11) after crossing the Highway 21 overpass just before lunch. Pictures were taken of the ecstatic group prior to running back to McDade for lunch. When we returned to the overpass around 2:00, the 98 degree weather had caused a sun kink on the south rail pushing the track out of gauge by about 8 inches. This stopped our forward progress but we had still knocked out 3 miles for the weekend. This would be our record progress for the entire project. Good job, boys.



Since we had reached the halfway point at Paige in June, we decided to forgo a July work session and have some fun. Since McDade holds a Watermelon Festival in July we scheduled an excursion in conjunction with the festivities by running the newly opened line from McDade to Paige. Right after the parade (the RPI entry won best unusual vehicle) we departed for the first of two round trips. Since the weather was very hot (100's) there weren't many takers for the afternoon run but a good time was had by all.

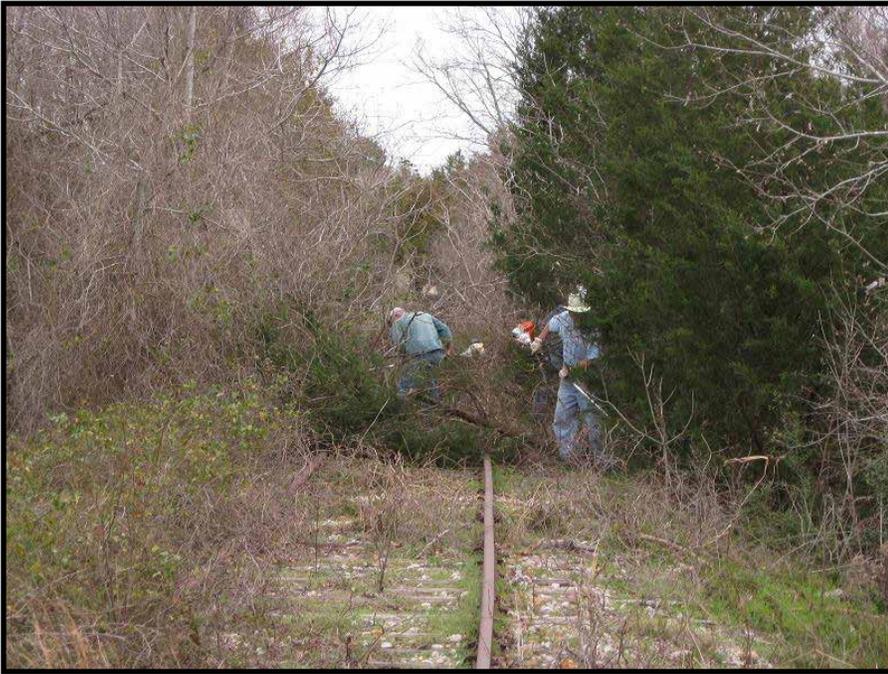


The rest of the year produced two day works sessions every month with anywhere from 1.5 to 2 miles progress each time. Every time we arrived for a new work session, we would encounter a half dozen or so fallen trees, mostly drought killed pine trees that rotted to the point that a strong wind would knock them over. We began to start cutting some that looked precarious

to prevent future problems and save some start up time. Also, we were blessed on several occasions with the presence of Ron Pereida and his tractor with box blade.

This was a great aid in leveling dirt crossing and knocking down brush. On these occasions, Ron brought his tractor all the way from Victoria. In December we held our annual meeting as part of the work session and by now we were in cold weather which also hampered our progress. After the meeting, participants made a chilly but pleasant winter run on the newly opened track. A few stuck around the next day (Sunday) that yielded another 1.4 miles of track being opened.

The first session of 2014 was on 2/1 and started by clearing new fallen timber and starting at MP4.8. With less than 5 miles to go we were starting to smell victory. Alas, the rail line still had some tricks up its sleeve. Even though we had 4 work days in February, we only made 2 miles by month's end. In addition to the heavy brush, we were encountering a series of road crossings that had been paved over. The age hardened asphalt combined with the cool temperatures made chipping flange ways very laborious. We poured diesel fuel on the flange ways



to soften the pavement and chipped away. Once we got a small groove cut the A car and push plow were eased across to further shape the groove. Once across, it was back to cutting brush until the next paved crossing. These crossings continued to hamper progress until the end.

By April we had made it to within a quarter mile of our goal. On Sunday 4/13, with the end in sight, we approached the last crossing before MP0.0. To our dismay, we found that fresh road base had been graded over the tracks 8 inches deep. Since it was fresh we decided to investigate. Driving up the road a half a mile we found the construction equipment used to build an oil rig site road. I called the company, who admitted that they did the deed, and they promised to get the problem corrected during the next week. Unfortunately that meant our goal would be delayed for several weeks when we could get back out there.

Job Done!!! MP 0.0

On May 17, we finally made it to MP 0.0 and completion. It was

a great feeling to know that we were able to open a long dormant line with our bare hands and basic tools. When adding up the numbers it is truly amazing. The entire actual on-track work encompassed 27 days with a total of 1475.5 man hours. Our members supported the effort by showing up regularly, many of them staying over the weekend. The work sessions averaged 10 people a session. Overall, our average progress was .8 miles per day with 3 miles as the record daily progress. Not bad for a determined group of volunteers interested in promoting the motorcar hobby and preserving rail corridors.

I would encourage any other motorcar group to look for railroad properties that are intact, but not in use, and see if it can be resurrected or repurposed for use. In our case we get a scenic rail line to operate on and the railroad gets its property enhanced with little expense. In addition, having a rail borne presence (even motorcars) on the line keeps people from encroaching on the ROW and removing or damaging artifacts and materials. It's a win/win situation for both parties. Many thanks to all who sacrificed time and expense to make this project come to fruition. In particular, a big hand goes out to Jerry Light. If not for his vision, and mechanical ingenuity, this line would still be sleeping in the brush. Hope to see all of you on the rails soon.



GREAT SANDHILLS RAILWAY

SASKATCHEWAN, CANADA JULY 14 & 15, 2014

BY Wayne and Deanna Wilson

Just a little bit of background – although we fall into the category of seniors, we still actively farm in west central Saskatchewan (Canada) and are newcomers to the hobby. Our motor car is an MT-14L with open sides that we purchased in Michigan in 2012. We had just completed our mentorship the week previously on The Great Western Rail Ltd.

Motor Car Excursion (600 miles), with Mike Ford as the excursion coordinator. We were fortunate to be mentored by Wayne Parsons – whose many articles we had read in the Setoff. We never dreamt we would meet the man in person! Wayne and his wife, Nancy, took us under their wing and gave us many invaluable pointers.

The GSR was a great opportunity to attend another excursion very close to home. Bonus – we got to do another trek with Mike Ford, who is not only a great guy, but an extraordinary excursion coordinator.

Our two grandsons (Spencer, age 10 and Cade, age 5) were able to join us (a first for them) and we all managed to roll out of bed Monday morning at 4 a.m. with no grumbling! We drove to Cantuar, SK approximately 100 miles from home where we set on at 7 a.m. There were about 15 cars on this trip – all of whom we had travelled with the previous week – and it was like meeting up with old friends. Spencer and Cade soon made friends with two dogs (and their owners) from Oregon on the trip – Mollie and Greta!

The boys were anxious to get started on their adventure, and were very attentive at the safety meeting. Once underway, the boys kept an eye on Poppa to make sure he was doing a good job of operating. We travelled west/northwest to Mendham (110 miles) stopping for a box lunch at Lancer, SK. GSR supplied the yummy



Day is Done at Leader, SK. L to R Spencer Gerwing, Wayne Wilson, Cade Wilson, Deanna Wilson.

lunch, and we ate railside – kind of like a stubble picnic at harvest! We took a few minutes to explore Main Street and stretch our legs.

The clickety-clack of the track proved to be quite hypnotic as Cade fell sound asleep a few miles from Lancer, SK and slept right through the rest stop and

snacks provided by GSR at Leader, SK!! We continued on to Mendham, SK, turned around and headed back to Leader, SK where the cars spent the night. A charter bus took the group to Kindersley, SK. We returned to our farm as we were only 12 miles away from home.

Tuesday morning Spencer came with us and we returned to Leader, SK. (Cade had a rodeo to attend). We started out at 8:30 a.m. and continued to Cabri, SK where a box lunch was again arranged by GSR. Back to Cantuar, SK for setoff and the culmination of two great days riding the rails complete with a two day total of about 220 miles to add to our personal mileage.

Kudos to Mike Ford for all the time and effort he put into planning and preparing for the excursion. Thanks to Fred Lonnes, who brought up the rear and helped keep things on the right track – so to speak! Last, but not least, a big thank you to all of the veteran participants on the excursion who welcomed us and treated us like part of the family.

What an experience! Not only did we get to go on two excursions this summer, we made new friends.

Our grandsons pretty much summed it up: “We had so much fun and the people were so nice. When can we go again?”

Wayne and Deanna Wilson, Eatonia, SK Canada

NARCOA VISITS THE “A TRAIN” SHOW

BY FRANK E. LAMS



Besides being a new NARCOA member, I also happen to co-organize one of the largest model train shows in Michigan, the “A Train” Show. Even before Stuart Edmondson authored his article in the Jan/Feb issue of *The Setoff*, I had planned on bringing my railcar to this year’s show. I put a call out on the NARCOA forum and member Jack Williams and his wife Sue responded. Together we put our cars on display inside Avondale High School in Auburn Hills Michigan. The show was Sunday, January 18 –too cold to run the cars outside, but warm and enjoyable enough inside to talk up our hobby.

My co-pilot and partner, Karole Calugaru, volunteered to staff the area and with Jack and Sue, they spent the entire day answering questions about railcars and our great hobby. (I could not actually stay in one place as I had show duties to attend to). During the show we were joined by NARCOA members Rose and Phil Hines, who, although they could not display their car, also took time to discuss our hobby with those in attendance. Children of all ages were invited to sit in the cars and have their pictures taken. The day’s attendance, including the general public, vendors, other exhibitors, and volunteers

exceeded 3,200.

Jack posted QR (Quick Response) codes inside each railcar and numerous guests were seen scanning the codes for more information. While a DVD of our summer trips played on a large screen TV, children and adults ooo’ed and aah’ed over the machines –especially wondering just how we got them inside the school (Jack & Sue’s car may have set a record for inside travel over carpet).

All told, it was a great way to showcase not only our railcars, but also NARCOA and our hobby to like-minded individuals (after all, they were already AT a train show!) I want to send a big thank you to Jack & Sue Williams, Karole Calugaru, and Rose

& Phil Hines for their time and energy to help make this event a success.

Take Mr. Edmondson’s advice and “... do a little work to get the word out about motorcars and NARCOA.” You may be surprised at how much fun you can have in the “off season”.

Frank E. Lams



GREAT START TO A NEW YEAR

BY BARBARA ELWOOD



Sunrise set-on Saturday - photo by Barbara Elwood

EC Drake Rice does his best to make his excursions interesting. His Farmrail run out of Clinton, Oklahoma in November 2014 had to be canceled due to inclement weather, so Drake worked out another date for us - January 17-18, 2015!

The weekdays prior to the new dates had a passing storm, but that soon cleared up.

On Saturday morning, January 17, we set on 5 motorcars and 2 hyrails. One hyrail was our railroad pilot escort. The MT-19 and second hyrail were from Oklahoma. The other 4 cars were from Colorado and New Mexico, and of those, 3 were M19-AA's, the two-cylinder 'rare' car.

Due to track work, our route that day was changed to go east, toward Elk City and into Sayre, on the ex-

Rock Island line. This is an 82-mile round trip. In Elk City, our hyrail from Bartlesville ferried us to a nearby shopping area for our rest stop both on the westward leg and on our return trip east. In Sayre, we turned the cars, observing the old MKT depot a block to our south, then headed back to Elk City for lunch. Our return to Clinton was in late afternoon, where we set off in anticipation of scheduled track work.

On Sunday morning, the 18th, a 6th motorcar, a Woodings from Oklahoma, joined us for another sunrise set-on. This time our route headed south, through Rocky and Cordell to Roosevelt, following the ex-Frisco trackage. This day gave us about 98 miles running. With this small group, rest and lunch stops were efficiently handled.

Set-on each morning was done in the chilly temperatures around 30-34 F, but both days there were clear skies,

light breezes, and highs above 60.

With the weather gods smiling on us, we started out the new year right, on an exceptionally beautiful weekend in Clinton, especially when you remember it was January. Our thanks to Drake, the Oklahoma Railway Museum (affiliate) and Heather at Farmrail for providing us with yet another chance to run the rails in Oklahoma.



Sunday's line-up at Clinton - photo by John Spiro



Approaching the wye Saturday - photo by Barbara Elwood



Rock Island depot at Sayre, Oklahoma Saturday - photo by Beth Treibel



Flagging in for the turnaround - photo by Beth Treibel

VANCOUVER ISLAND, BRITISH COLUMBIA AND MT HOOD EXCURSIONS 2014 BY CAROL BALESTRERI



Vancouver Island, September 13, Englewood Railway, Randy Hunt throwing the switch for Woss.

In September, just after the summer heat subsided, Motorcar Operators West arranged an excursion to Canada's Pacific paradise, Vancouver Island, to tour the mountainous rain forests and go where very few NARCOA members have gone.

The first leg of our tour traversed the vast acreage of the Western Forest Products company. This is a 55-mile trek on a railroad that is continuously curving. There are so many curves that they are numbered, making it simple to identify your location at any time. Look at it on Google Earth, it is amazing. We traveled through deep granite cuts and alongside alpine lakes and then down to the Queen Charlotte Straight at Beaver Cove. This railroad is dedicated solely to hauling logs harvested by their own operations. We were able to view the logging operation travelling

from the forest to their final destination, Beaver Cove, where the logs are sorted, bundled into a huge raft and floated 200 miles to the mainland at Vancouver, British Columbia. Spectacular is an understatement for this experience.

We traveled south to Parksville for the second segment of our tour and a trip on the Port Alberni Subdivision. It is 39 miles of unused rail that travels through lush forest and past pristine lakes surrounded by verdant forests. We were extremely fortunate that volunteers of the Port Alberni Railroad spent several weeks clearing some very aggressive brush from along the tracks to make our trip possible. The group, known as the "Fyfe's Landing Crew" includes Gordon Grenon, Kenny Fyfe, Don Wigen and Glen Cleveland and we are especially grateful to them for their efforts. On our first day out of Parksville



September 16, Parksville to McClean Mill via Fyfe's Landing. Above: As usual, local interest was high, the tv camera was waiting for us when we pulled up. Below: Two speeders had been repaired with Ken Fyfe's help and were ready to be set back on to join us for the day's fun. #5 John Haverty guides Ken as he puts his A car on with the help of a forklift. That's the way to do it, huh?



09/16/2014

we traveled to the Historic Port Alberni Station in Port Alberni for lunch and returned to Parksville. On the second day we headed back toward Port Alberni but stopped at the historic steam operated Mclean Mill for a tour and lunch, with a stop at Fyfe's landing. The Mill's antique machinery is operational and the place is like a heaven to those of us who love to see the way it was done in the old days.

Our third day out of Parksville we turned the cars and traveled a bit south to enter on to the Southern Vancouver Island Railway section of the Island Corridor. Led by Al Kutaj of SVI we spent the day traveling to the Historic Nanaimo Station for a coffee stop and then to Ladysmith for our Lunch stop. After arriving at Duncan and our motel we all gathered for dinner at "Chez" Smitty's. There were about



Above: Mt. Hood Railroad, Oregon. Odell, rest stop on our way from Hood River to Parkdale. Below: September 15, Parksville to Pt. Alberni. Port Alberni station. Opposite: Beaver Cove, on the Englewood Railway just before we took off for the day.



fifty of us and it was the half-way point for the tour. We had great fun and good food. The next day was a rewind of our southbound trip except that we stopped in Chemainus and walked around the town to look at the world famous murals depicting the town's history.

The fifth segment of our tour took us back to the mainland by ferry and on to the border town of Abbotsford, B.C., about an hour south of Vancouver, B.C. Here we met Chub Lovey of Southern Vancouver Railway who had arranged our railroad escort. We traveled through the Fraser Valley farmland to Chilliwack on a formerly electrified railroad. Ours was the first visit by motorcars to Chilliwack since 2009, and along our route we saw the Victorian style power houses used to distribute power to the overhead wire.

The final railroad on our itinerary was the Mt. Hood Railroad in Oregon. On our travel day south to Oregon many of us took time to visit the sites in Seattle,

Washington, such as the Space Needle. The Mt. Hood Railway is in the mountains of Northern Oregon east of Portland. After set-on in Hood River, we spent the morning passing through the switchback and winding our way through forests and pear orchards to arrive at Parksdale for lunch. Many of us visited the well-known Parksdale Creamery to partake of its homemade ice cream. With warm and clear weather we were able to view the 11,239 ft. volcano, Mt. Hood and 12,276 ft. Mt. Adams as they touched the sky to the North and South of us. Mt. Hood Railroad was the end of the line for our Canadian and US tour. We had seven great days on the rail and did it all safely.



THE AUSTRALIAN MOTOR CAR AXLE BEARING SETUP

BY: MARK 'STEW' SWABY

I am often asked how the Australian axle bearing setup is put together. What are the bearing part numbers and how are they different from the original factory Fairmont fit. How do they perform and how are they assembled. Prompted by Dick Ray I forward this article for those of you who are interested.

Some History First.

After WW2 an Australian Equipment company Tutt-Bryant Pty Ltd won the right and started importing the modern post war Fairmont Motor cars to Australia with the first two in 1948, an M19-F1 and ST2-H1 as demonstrators. Some early wooden bodied 'S' series cars were imported in the 1920's but other than a handful of Fairmont engines in the 1930's nothing else in between.

Tutt-Bryant must have run a good sales campaign as they managed to convince three main state railways, SAR (South Australia Railways), QGR (Queensland Government Railways), NSWGR (New South Wales Government Railways) and the Commonwealth Railways based in South Australia to take up Fairmont Motor Cars in a big way. They were the main stay motor car fleet for QGR, SAR and Commonwealth Railways (the latter two becoming Australian National Railways /ANR in 1975) from the 1950's until High Rail introduction in the 80's with NSWGR having Fairmont's at about a third of their motor car fleet. Over 1600 Fairmont Motor Cars of various models and four different gauges were on the rails in Australia.

Apart from the initial two demonstrators sent as complete units Fairmont Motor Cars were first imported in kit form until big orders were secured in the mid fifties and local manufacture under license was commenced in 1956. Engines, belts, transmissions, wheels and some minor components were still imported but frames from the axles up were manufactured locally. Standards were high with regular inspections by representatives from the Minnesota plant to ensure the cars were of the same high standards and identical to the

Minnesota built cars. Small anomalies like different size letter/numbers on Australian manufactured parts and Australian stamped steel frames the only discernible differences and only then to the much trained eye.

It is not clear when the Australian bearing setup was first utilized but in 1956 the Australian manufacture of the MT14-H1-3 was commenced fitting them with the rare (Not to Australia) spring suspension option. Initially I assumed the two cone setup was a standard option both here and Stateside along with the MT14 (and some ST2's) sprung suspension. It was not until my hobby grew and I started liaising with a number of you across the Pacific Ocean that I realized both were unique to Australia.

A number of the MT14's of both 42" and standard gauge manufactured in 1956 survive today and while not conclusive the few I have worked on from two different railroad systems have the Australian bearing setup where as other models assembled before 1956 still have the original Minnesota standard factory bearings. I feel that the local manufacture of motor cars along with the spring suspension was the instigator for using the different bearing setup but as it is nearly 60 years ago the reason for its inception is well lost in time.

I do know for a fact that in 1963 QGR started increasing their motor car orders and so motor car manufacturing increased quite considerably. A new company, Pacific Ace Equipment Company, which was a subsidiary of Tutt-Bryant, was formed along with two new assembly plants in New South Wales and then later in Queensland to cater for these new orders. I note Pacific Ace also manufactured a lot of other non railway mechanical



MT14 Original fit double cone on the left and the Australian Bearing Setup on the right showing spacer between two single cones.

plant itmes, with Fairmont Motor Cars just one aspect.

All MT14's and ST2's, including un-sprung cars from then on definitely had the Australian bearing setup fitted so it must have been a well proven option by then to have it as a factory standard. Interestingly the M15's and M19's appear to have kept the original double cone bearing setup in most cases. When I started motor car restoration in the early 90's the double cone axle bearings for M19's were relatively cheap and plentiful unlike today where they are virtually unobtainable and cost a small fortune if you can source them. It would appear there was no need to seek a cheaper alternative for the M19 bearings at the time.

The Australian Bearing Setup

All bearings are Timken brand but equivalents are available from other manufacturers. The bearings listed are the exact Timken bearing number. All measurements are in inches.

The M19, 1-3/16" (1.1875") axle

The original bearings cups remain the same. The double cone is replaced with two single cones back to back and a spacer in between as back to back the single cones are not as wide as the double cone.

2x Timken 17244 cups which are original factory standard.

2 x Timken 17119 cones. (Replaces Double cone 17116D)

The spacer is mild steel tube ID 1.1875 (+.005") x OD 1.500" x W .0706"

The MT14, 1-7/16" (1.4375") axle

The original bearings cups remain the same. The double cone is replaced with two single cones back to back and a spacer in between as back to back the single cones are not as wide as the double cone.

2 x Timken 19283 cups which are original factory standard. Cup 19283X will also fit.

2 x Timken 19143 cones. (Replaces double cone 19145D)

The spacer is mild steel tube ID 1.4375 (+.005") x OD 1.750" x W .1992" (nominal .2000")

The ST2 Rear Axle and A3, 1-11/16" (1.6875") axle

The 1-11/16" axle requires a complete new bearing setup. The two new single cones back to back are wider than the original double cone and therefore require

extra spacer shims fitted under the bearing cover rather than a spacer between the single cones. The new single cones do not match the original fit cups and require new matching cups.

2 x Timken cups 25526. (Replaces Timken Cups 354)

There are a number of cones that will fit. While the axle measures at 1.6875" a lot of the bearing cones fitted in service used cone 25577 with a slightly larger ID of 1.6880" I have used the 25578 cones which have an ID 1.6875" matching the axle and have had no fitting or in service problems. The 25577 cones are also slightly sloppy on the axle which I don't like. I suspect lower cost/availability may have been one reason for using the 25577 cones. According to the Timken catalogue cones 25576 will also fit but I have not seen or tried to date. The original double cone was 358D.

.0250"+ of extra shims are required to set the bearing float. Standard factory shims can be used without the need to make special ones.

Reference

Along with actual physical examination and measurements I have also used the Timken Dimension Catalogue, http://www.timken.com/en-us/products/bearings/Documents/7011_Dimension_Catalog.pdf which is a great bearing data dimension source and a definitive reference point for the spacer dimensions plus comparing the original fit bearings specs to the Australian substitutes to ensure accuracy for this article.

Some spacers in service varied slightly from the original factory fit both in ID, OD and width and I suspect they were manufactured by railroads repair depots with what they had on hand during bearing overhaul or conversion from double cone to two single cones. Along with the bearing running surfaces there is also some wear component with the width of the spacer after long service. Slight variations in width can be adjusted with cover spacers as per norm.

As for bearing end float I adjust as per the Fairmont Bulletins and aim for .0030" maximum to keep the two cones snug together.

Mark 'Stew' Swaby

Melbourne, Australia

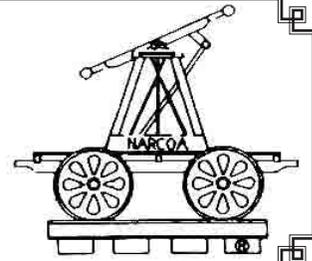
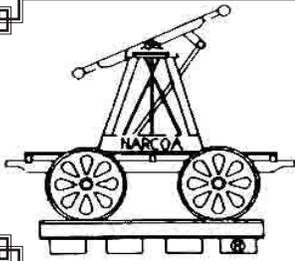
NARCOA EXCURSIONS

AS OF FEBRUARY 28 2015

Please submit all excursions and ads directly to

narcoa@comcast.net

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



Mar 7 - 8 GA posted 02/02 **Heart of Georgia RR / Cater Parrott Railnet** Saturday from Preston to Cordele. 100 rt miles. Sunday from Shady Dale to Madison. 46 rt miles. Cost \$165.00 for the weekend. EC: Will Thompson 229-359-5701. Member of SERO.

Mar 13 - 15 - FL posted 01/24 **Florida Central / Florida Northern Railroads** Friday from Eustis to Umatilla and return, then 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. This is a SERO excursion.

Mar 21 - GA posted 02/23 **Cater Parrott Railnet/ Festival** Nashville to Valdosta. Stopping in Ray City for Old Fashion Plow Day Festival. Approx: 40 RT miles \$ 20.00 SERO event EC: Will Thompson 229-723-8231

Mar 21 - TX posted 01/14 **Capitol Metro Transportation** Llano, TX to Scobee Spur, TX – Approx. 54 miles RT. or McDade, TX to Giddings, TX – approx. 44 miles RT. Actual location to be determined. Contact EC prior to run. This will be a cleanup ride. Fee: \$30 membership to Railroad Partners, Inc. EC [Leland Stewart](#) 10057 Palomino Canyon Converse, TX 78109 210-863-5397, [Frank Glatzi](#) 907 No. Riviera Circle Cedar Park, TX 78613 512-918-2412

Mar 26 - TX posted 01/19 **Galveston Trolley Line** Thursday - Galveston, run the line several times, have lunch and tour RR Museum. Fee \$40. Contact [Jamie Samuell](#).

Mar 28 - 29 - TX posted 01/14 **Capitol Metro Transportation** Bluebonnet Run. March 28 Llano, TX to Scobee Spur, TX – Approx. 54 miles RT. Seton in Llano. March 29 McDade to Giddings – approx 44 miles RT. Set on in McDade. Contact EC prior to run. Fee: \$50 for both days. EC [Leland Stewart](#) 10057 Palomino Canyon Converse, TX 78109 210-863-5397, [Frank Glatzi](#) 907 No. Riviera Circle Cedar Park, TX 78613 512-918-2412

Apr 11 - IN posted 02/16 **Indiana Eastern RR** Richmond, IN to Fernald, OH, about 80 round trip miles, lunch included. 25 car limit. Fee \$115. Contact [Dave Verzi](#)

Apr 11 - OH posted 01/22 **The Toledo, Lake Erie & Western Ry** Non narcoa event: Motorcar Rally - Cost: advance payment \$40. After March 28, \$50. Two round trips are scheduled. A third trip maybe added. 16 miles per round trip. Contact: [Victor Geckle Jr.](#) 419-596-3522

Apr 11 - 12 - PA posted 01/16 **FULL Reading Blue Mountain & Northern** Applications are ready. Two days out of Port Clinton -150-160 miles. \$255. Applications will be sent by email. To have an application e-mailed contact [Gary Shrey](#) 717-227-9628

Apr 11 - 12 - WA posted 02/12 **Palouse River & Coulee City RR** Set on in Colfax. Saturday - RT to Thornton. Sunday - RT to Hooper. Approximately 214 total miles. 30 car limit. Excursion fee is \$145. Contact is EC [Will Krasselt](#). 208-310-1335..

Apr 12 - IN posted 02/09 **Whitewater Valley Railroad** Great Lakes Railcars, Connersville to Metamora along the historic Whitewater canal. Appx 40 RT miles. Trip fee \$55. Contact EC [Andy Sargent](#) 812-525-4856. Registration info will be sent upon request.

Apr 12 - TN posted 11/12 **FULL - Waiting List Hiwassee River RR - TVRM** Hiwassee River Gorge and around the Hiwassee Loop on Tennessee Valley Railroad Museum's Hiwassee River RR. Etowah to Copperhill. 86 miles Round Trip. No Mentoring. No passenger trailers. 30 car limit. SERO affiliate. Cost \$95. [Bill Delmar](#) EC 404-636-3450, Kenneth Huffines Asst EC.

Apr 18 - 26 - CA posted 01/24 **California Spring Rail Adventure** Napa Valley RR, Western RR Museum, Placerville & Sacramento Valley RR (tent), Amador Central RR, Niles Canyon RR, Santa Cruz & Big Trees RR, Santa Cruz & Monterey Bay RR. Sponsored by PRO, MOW, and RRCHS. Bill Schertle, EC/organizer

Apr 18 - 19 - GA posted 01/11 **Heart of Georgia Railroad** 132 RT miles RT each day from Pitts, Ga. 11th excursion year. \$175.00 both days. All attendees must wear reflectorized shirt/vest. No refunds after March 18, 2015. Waiting list to be established as necessary. EC [Bobby Moreman](#)

Apr 22 - CA posted 02/19 **Amador Central RR** In conjunction with the California Spring Adventure Tour, RRCHS would like to invite all motorcar operators to a Dedication run on the Amador Central R.R. Wednesday is the center day of the tour. This is a * NO FEE * run to honor one of our fallen members. Contact [Tom Correa](#) to reserve your spot and for further information. 27 car limit.

Apr 25 - 26 - NY/PA posted 02/23 **Western New York & Pennsylvania Railroad.** Saturday, Meadville, PA - Corry, PA & return, approx 83 mile RT. Sunday, Meadville, PA - Oil City, PA & return, approx 72 mile RT. Early seton Friday anticipated. Fee for this weekend package is \$125. 30 car limit. [HERE](#). ECs for this NEREX excursion are Rob Piligian and the NEREX Team.

Apr 25 - IA posted 02/02 **Boone & Scenic Valley Railroad** The First Iowa Division is hosting a 1-day ride on the former Ft.D.D.M.&S line out of Boone, IA. Mileage for this excursion is 20 miles RT and we will ride three times during the day and possibly a night run. The cost is \$20 per car plus membership in the Iowa Railroad Historical Society (\$25). EC for this ride is [Carl Schneider](#), 1302 6th Ave SE, Altoona, IA 50009-2002. 515-967-5181 (H) or 515-494-4401 ©

May 1 - 3 - MS posted 01/01 **Mississippi Delta RR** Set on Clarksdale (Hopson), Friday, May 1st for supper run to

Clarksdale and back, 7 RTM. Saturday, May 2nd run to Swan lake and back, 52 RTM. Sunday, May 3rd run to Lula and back, 46 RTM. Cost \$125, SERO affiliate. Contact E.C. Chris Thompson (251) 463-3270

May 8 - 10 - IA posted 02/21 **Appanoose County Community Railroad** The First Iowa Division ride between Centerville and just south of Moravia. We will run it Friday evening, Saturday, and Sunday morning. 40 miles for each trip. Cost is \$25 per car. EC Frosty Farrell. Contact [Carl Schneider](#), 1302 6th Ave SE, Altoona, IA 50009-2002 515-967-5181 (H) or 515-494-4401 ©

May 15 - 16 - NV posted 02/16 **Virginia & Truckee RR** PRO is having a run on the V&T on May 15 and 16, 2015. Cost of the run is \$110. ECs are Steve Paluso and Carl Shellhorn.

May 16 - IL posted 01/01 **Full - Wait list started Kankakee Beaverville and Southern RR** Great Lakes Rail Cars, Inc. hosting a 1 day trip between Iroquois Jct., IL and West Lafayette, Indiana. Approx 100 miles round trip. Excursion fee is \$130, includes pizza lunch in Otterbein, Indiana. 25 car limit. C is [Michael P. Ford](#) phone (317) 839-9320.

May 23 - 25 MN posted 02/02 **Minnesota Northern / Dakota Northern Railroad** The First Iowa Division is hosting a 3-day Memorial Day weekend. Mileage for this excursion is 336 miles and the cost is \$150 per car for the three days. EC for this ride is [Don Schoeb](#), 217 James Ct., Eagle Lake, MN 56024-9400. 507-257-3073 (H) or 507-327-5294 (C)

Jun 1 - 4 - CO posted 01/30 **Durango & Silverton Narrow Gauge Railroad-3 foot Narrow Gauge** Rocky Mountain Division of NARCOA is hosting a 4 day trip between Silverton and the Animas Valley north of Durango in the spectacular San Juan Mountains. 203 miles round trip. Excursion fee for all 4 days is \$360. No mentoring. 20 car limit. EC [Philip Walters](#) Phone (970) 946-3806

Jun 5 - 7 - CO/NM posted 01/30 **Cumbres & Toltec Scenic Railroad-3 foot Narrow Gauge** Rocky Mountain Division of NARCOA is hosting a 3 day trip between Chama, NM and Antonito, CO over Cumbres Pass and along the scenic Toltec Gorge. 155 miles round trip. Excursion fee for all 3 days is \$325. No Mentoring. 20 car limit. EC [Philip Walters](#) Phone (970) 946-3806

Jun 4 - 7 - MI posted 01/01 **Full - Wait list started Great Lakes Central RR** Great Lakes Rail Cars, Inc. is hosting a 3-day trip between Cadillac, Petoskey, and Traverse City, in Michigan's scenic NW lower peninsula. 238 miles round-trip. Excursion fee is \$525; includes lodging in Petoskey & Traverse City and more. 30 car limit. EC is [Michael P. Ford](#) phone (317) 839-9320.

Jun 13 - 14 - SD posted 02/05 **Dakota, Missouri Valley & Western Railroad** The First Iowa Division is hosting a 2-day ride on the DMV&W Railroad at Britton, SD. Full are on the FID website. EC for this ride is [Dave Voeltz](#), 800 N. Harrison Ave, Pierre, SD. 57501. 605-224-2964 (H) / 605-280-5551 (C).

Jun 13 - PA posted 02/10 **Nittany & Bald Eagle Railroad** 70 miles from State College to Tyrone and return. Due to possible bridge work/rail traffic, exact route determined the day of the excursion. May not be able to ride the main line. Cost \$55. Send check and SSSE to: Central PA Excursions, PO Box 145,

White Deer, PA 17887. Contact [Larry Maynard](#) (570) 337-3979.

Jun 14 - PA posted 02/10 **Lycoming Valley Railroad** Approximately 60 miles from Williamsport to Avis to Muncy and return. Cost \$55. Send check and SSSE to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Contact [Larry Maynard](#) (570) 337-3979.

Jun 19 - 20 - WA posted 01/22 **Palouse River & Coulee City Railroad/Dayton Depot Days** Non NARCOA Event - West Coast Railroaders Group will host the Excursion/Fundraiser in Dayton. Rides to the general public sold to raise money. Friday run from Dayton to Bollesn. Saturday run from Dayton to Longs Elevator, total of 6 trips. Insurance provided by the museum. 20 car limit. Open to all motorcar owners.

Jun 20 - 22 - CO posted 02/12 **Denver & Rio Grande/ San Luis & Rio Grande Railroads** Rocky Mountain Division is hosting a 3-day Colorado event in the San Luis Valley. Mileage over two railroads is 220 miles, and cost is \$285 for the three days. EC for this event is [Richard Reiff](#), 4364 Blueflax Dr., Pueblo, CO 81001. 719-543-7023 25 car limit.

Jun 27 - 28 - AL posted 02/02 **Autauga Northern Railroad** Saturday Prattville, to Maplesville 75 RTM. Sunday Prattville to Billingsley 45 RTM. Cost \$150 per car, 35 car limit. SERO affiliate excursion.. SERO affiliate excursion. EC [Chris Thompson](#), (251) 463-3270.

Jul 12 - MN posted 02/13 **St. Croix Valley Railroad** North Central Railcars, Ltd. is hosting a 1-day, 60-mile round-trip excursion on the "The Skally Line" in Northeastern Minnesota. Set-on will be in Rush City. Excursion fee is \$60 (payable to North Central Railcars). 25 car limit. To register for the excursion, contact [David Otte](#), E.C.at (920) 246-2103.

Jul 13 - MN posted 01/31 **North Shore Scenic Railroad** North Central Railcars, Ltd. is hosting a 1 day "rail & sail" motor car excursion between Two Harbors and Duluth. Approximately 52 miles roundtrip. Excursion fee of \$130 includes rail fee, a 1-3/4 hour Duluth Harbor Cruise, as well as lunch at the NSSR depot. 25 car limit. EC [Michael P. Ford](#) (317) 839-9320.

Jul 15 - MB posted 01/31 **Lake Line Railroad** North Central Railcars, Ltd. is hosting a 1-day motor car excursion between Gimli and Clandeboye. Approximately 72 miles roundtrip. Excursion fee is \$100 (USD or CDN) includes lunch in Petersfield. 25 car limit. EC [Michael P. Ford](#) (317) 839-9320.

Jul 16 - MB posted 01/31 **Boundary Trail Railway** North Central Railcars, Ltd. is hosting a 1-day motor car excursion between Manitou and Morden. We will run the line twice for a total of 84 miles. Excursion Fee is \$85 (USD or CDN). 25 car limit. EC [Michael P. Ford](#) (317) 839-9320.

Jul 18 - SK posted 01/31 **Long Creek Railroad Company** North Central Railcars, Ltd. is hosting a 1 day motor car excursion between Estevan and Tribune. Approximately 80 miles round-trip. Excursion fee is \$100 (USD or CDN). 25 car limit. EC [Michael P. Ford](#) (317) 839-9320.

Jul 18 - 19 - WV posted 01/19 **West Virginia Central RR** Great Train Race and Picnic Two day trip up Cheat Mountain to meet Cass Scenic RR's Shays great photo session and picnic atop the mountain. Sunday trip to Tygart Junction Aprox 195 Rt miles overnight on track. Appalachian Rail Excursions John Gonder

coordinator

Jul 20 - 24 - SK posted 01/31 **Full - Wait list started Fife Lake Railway, Red Coat Road & Rail, Great Western Railway** North Central Railcars, Ltd. is hosting a 5-day motor car excursion between Assiniboia and Coronach; Assiniboia and Ogema; and Assiniboia and Consul., Approximately 600 rail miles. Excursion fee \$700 (USD or CDN) and includes 2 nights lodging in Shaunavon. 25 car limit. EC [Michael P. Ford](#) (317) 839-9320.

Jul 25 - 26 - PA posted 02/10 **Central PA Weekend** July 25 - North Shore Railroad approximately 86 miles from Northumberland to Beach Haven and return. Tour of Susquehanna Steam nuclear power plant. Open house and dinner on Saturday night. July 26 approximately 50 miles from Sunbury to Shamokin and return. Cost \$95. Send check and SSSE to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Contact [Larry Maynard](#) (570) 337-3979.

Jul 31 - Aug. 2 - IA posted 02/02 **Appanoose County Railroad** The First Iowa Division is hosting a 3-day fund raising event for the VFW of Centerville, IA. See the FID website for full as the Aug. 1st date will be non-NARCOA insured for providing rides to the public. NARCOA insured rides will be on Friday evening and Sunday morning. EC for this ride is Frosty Farrell. Contact [Carl Schneider](#), 1302 6th Ave SE, Altoona, IA 50009-2002. 515-967-5181 (H) or 515-494-4401 (C)

Aug 17 - 20 - CO posted 01/30 **Durango & Silverton Narrow Gauge Railroad-3 foot Narrow Gauge** Rocky Mountain Division of NARCOA is hosting a 4 day trip immediately following D&S RailFest between Silverton and the Animas Valley north of Durango in the spectacular San Juan Mountains. 203 miles round trip. Fee for all 4 days is \$360. No mentoring. 20 car limit. EC [Philip Walters](#) Phone (970) 946-3806

Aug 21 - 24 - CO/NM posted 01/30 **Cumbres & Toltec Scenic Railroad-3 foot Narrow Gauge** Rocky Mountain Division of NARCOA is hosting a 4 day trip between Chama, NM and Antonito, CO over Cumbres Pass and along the scenic Toltec Gorge. 217 miles round trip. Excursion fee for all 4 days is \$350. No Mentoring. 20 car limit. EC [Philip Walters](#) Phone (970) 946-3806

Aug 28 - 30 - IN/MI posted 01/01 **Indiana Northeastern RR** Great Lakes Rail Cars, Inc. is hosting a 2-day trip between Ashley, IN and Coldwater, MI. Approximately 150 miles round-trip. Excursion fee is \$275.00 and includes overnight lodging in Coldwater, MI and more. 35 car limit EC is [Michael P. Ford](#) phone (317) 839-9320.

Sep 4 - 6 - SD posted 02/05 **Black Hills Central Railroad** The First Iowa Division is hosting a 3-day ride on the Black Hills Central Railroad at Hill City, SD. Full are on the FID website. EC for this ride is [Dave Voeltz](#), 800 N. Harrison Ave, Pierre, SD. 57501. 605-224-2964 (H) / 605-280-5551 (C).

Oct 2 - 4 - IA posted 02/21 **Appanoose County Community Railroad** The First Iowa Division ride between Centerville and just south of Moravia. We will run it Friday evening, Saturday, and Sunday morning. 40 miles for each trip. Cost is \$25 per car. EC Frosty Farrell. Contact [Carl Schneider](#), 1302 6th Ave SE, Altoona, IA 50009-2002 515-967-5181 (H) or 515-494-4401 (C)

Oct 10 - 11 - WV posted 01/19 **West Virginia Central RR** Fall Festival of Leaves two day trip up Cheat Mountain and out to Tygart Junction Will meet Cass Scenic Shays on Mountain Route may vary due to scheduling of trains 195 Rt miles. Appalachian Rail Excursions John Gonder coordinator

Nov 7 - 8 - GA posted 01/11 **The Hartwell Railroad** 220 RT Miles RT each day out of Bowersville, Ga. Our 3 year on the HRT. \$155. All attendees must wear a reflectorized safety vest/shirt. No refunds after October 7, 2015. May reserve excursion via email. EC and affiliate [Bobby Moreman](#).

Nov 7 - IA posted 02/02 **Boone & Scenic Valley Railroad** The First Iowa Division is hosting a 1-day ride on the former Ft.D.D.M.&S line out of Boone, IA. Mileage for this excursion is 20 miles and we will ride the line three times during the day and possibly a night run. The cost is \$20 per car plus membership in the Iowa Railroad Historical Society (\$25). EC for this ride is [Carl Schneider](#), 1302 6th Ave SE, Altoona, IA 50009-2002. 515-967-5181 (H) or 515-494-4401 (C)

Dec 5 - PA posted 02/10 **Toys for Tots on the North Shore Railroad** Approx 86 miles from Northumberland to Beach Haven and return. We will be collecting toys and donations for Toys for Tots along the right of way. Cost \$60 and at least 1 new, unwrapped toy. Send check and SSSE to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Contact [Larry Maynard](#) (570) 337-3979.

Excursions Held On A Regular Basis

Feb 1, 2015 - Jan 31, 2016 - PA Northern Central Railroad Excursions on the Northern Central Railroad from New Freedom, Pa to York, Pa E.C. [Dean L. Grote](#) call 717-637-7647

Feb 1, 2015 - Jan 31, 2016 - PA Stewartstown Railroad Excursions on the Stewartstown Railroad from New Freedom, Pa to Stewartstown, Pa E.C. [Dean L. Grote](#) call 717-637-7647

Feb 1, 2015 - Jan 31, 2016 - GA Heart Of Georgia-West Railroad Southeast Railcar Operators, Inc. Richland, Ga. to Omaha, Ga. on various dates. Contact [Will Thompson](#) E.C. 229-723-8231 or 229-359-5701 Or Larry Crowe, E.C., 229-776-5882, 229-326-3736.

Feb 1, 2015 - Jan 31, 2016 - GA Cater Parrott Railnet SERO, from Valdosta to Willacoochee and from from Madison to Newborn [Will Thompson](#) E.C. 229-723-8231 or 229-359-5701

Jan 1, 2015 through Feb 1, 2016 - TX Capitol Metro Transp. Railroad Partners, Inc. from Llano, TX to Scobee Spur, TX or McDade, TX to near Giddings, TX (EC) [Leland Stewart](#) 210-863-5397

Feb 1, 2015 through Feb 1, 2016 - TX Mississippi Delta RR SERO Swan Lake, Clarksdale and Lula Mississippi. Contact E.C. [Chris Thompson](#), phone (251) 463-3270.

Feb 1, 2015 through Dec 31, 2015 - CA Amador Central Railroad RRCHS from Ione to Martell EC [Tom Correa](#) for information and times/dates on the work parties and runs.

SUPPLIERS

If you are a supplier of motorcar parts and wish to be included here, please contact the Editor. 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.

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 manufacturer of after-market 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 Eastern time. 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

NARCOA has combined everything into a one stop shopping location for all your NARCOA gear.

Please Contact Jaime Samuell Po Box 1219, Morehead, KY 40351. Tel. 740-427-4444 Jaime@gambierandwestern.com to place order. Credit Card use is available.

NARCOA Safety Vest - \$15.00 + S/H each in sizes M, L, XL, 2XL, and 3XL.



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 + S/H.



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 + S/H.

Two plastic profiles are \$17 + 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+ S/H. The new calipers have a bold mark at the 1/8" minimum. The new stainless steel calipers are shown below.



NARCOA Lanterns Trainman's lanterns produced by Star Headlight and Lantern. They are the model 292, which features 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 an effective tool for night signaling and make great presentation items for our railroad hosts. Cost is \$29.00 each + S/H

Special purchase - add \$5.50 to each lantern purchased if you would like a D cell x 4 battery adapter which eliminates the need to use the 6 volt lantern battery. There is no additional shipping cost for these adapters when purchased with a lantern.

NARCOA now has an LED version of the lantern. The LED is brighter, lasts longer and uses less energy. Also increased vibration resistance will extend life of the LED bulb. LED version is \$39.00 + S/H and comes in safety green. Regular lanterns are available is safety orange and yellow.

