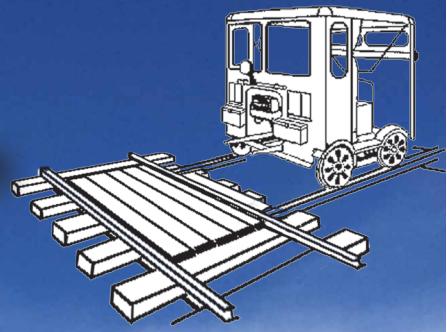


THE SETOFF



THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION

MAY / JUNE 2015 VOLUME 29 - No. 3



COLORADO EXCURSIONS
TEXAS TRIFECTA
WOODINGS BEARINGS

THE SETOFF

VOLUME 29 Nov 3

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.

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ON THE COVER: The first motorcar ever to reach the end of the line in Davenport, CA on the new Santa Cruz & Monterey Bay Railway. NARCOA members helped clear 32 miles of vegetation, dirt, and debris. Photo by John Erdkamp.

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PRESIDENT'S MESSAGE

BILL SCHERTLE

NARCOA is a democratic organization. Board members are elected by the members in their area. Our meetings are open to all members. Our minutes are available upon request as is the Treasurer's report. Another prime example is the adoption of new or revised rules.

At last year's Board Meeting there was a long discussion on the use of passenger trailers. The debate in the meeting was heated at times with several members passionate either about a complete ban, no ban, or no ban but with restrictions. In the end, a preliminary rule was passed with some dissent to completely ban all passenger trailers. Our Policy Book, however, requires that all new or revised rules must be made available to all members for their input. We did that. Your input was also passionate and thoughtful and the Board was listening. After your input was complete, the Board then discussed the issue via e-mail. Once again there was heated debate. The final vote was 7 to 4 to lift the ban but to bring it up at the next Annual Meeting in September.

Your input is important. Don't hesitate to contact your Area Director to bring up your concerns. He is your primary point of contact and is ready to listen. Have a good summer and may your motorcar run well.

Bill Schertle

Traveling from Cumbres to Totec, NM Photo by Phil Samuell



FROM THE EDITOR

BRIAN DAVIS

Spring has sprung in Ohio!

Looking out my window I can see the leaves popping out on the maples, and my lawn is already to be cut for the first time this year. Wonderful! This is also the time to make sure the motorcars are ready to go; new oil, check the points and plugs, make sure the air cleaner is clean, and check and adjust the brakes. I cannot wait! Luckily we have a couple of very useful how-to articles to help folks get their cars ready. We also have some great articles from late last year. Our first trip is only a few weeks away so if you will excuse me I need to get out to the garage.

We have a great article from last year, and one from a trip down in Texas for your enjoyment, too!

We'll see you on the rails!

Jane & Brian

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

It's Getting Tough Out There.

Although I have been an EC for only two years there have been a lot of changes in that short period of time and it seems none of them make it easier for us to put excursions together. First is the unrelenting pressure from the Rails to Trails folks to rip up as much track as possible and turn the right of way into a bike path; a situation that is acute here in Area 1.

We will be running the entire Adirondack Scenic corridor the first weekend in October when the leaves will be off the trees and our riders will be able to see much more of the former railroad infrastructure, but after finally getting back on this railroad in 2014 after many years, this second trip may well be the last. The Rails to Trails people have waged an unrelenting war against the Adirondack Scenic Railroad, asking the State of New York to rip up the entire corridor from Big Moose to Lake Placid to create a "World Class" bike trail. Later this spring the state will announce just how much of the corridor will be ripped up, and they hinted that they are favoring taking out the track from Lake Placid to Tupper Lake, a distance of 30 miles. Not good.

On April 1st the Associated Press ran a story about the Saratoga and North Creek Railway, also in the Adirondacks, which sadly was not an April Fools joke. This is a 30 mile stretch of rails from North Creek, NY that runs alongside the Upper Hudson River and is remarkably beautiful. It was on this railroad several years ago that Dick Ray mentored me in my Kohler Powered

M-19. The story relates how Iowa Pacific Holdings, which bought the railroad in 2011, is losing in excess of one million dollars each year operating it, and how they want Warren County to buy the tracks from them. The county has said no. If this track goes away we will have lost an irreplaceable asset to our hobby.

We are also finding that with all that the railroads have to do to stay in business we are being pushed down their ladder of importance, which is understandable, but which makes it tougher, and often more expensive, to get permission to do excursions.

In the case of our Summer Solstice run on the Maine Eastern, the railroad told us that to repeat our three day run this year, it would cost us exactly twice as much as we paid last year, and the price was not negotiable. Because this is such a great trip we have agreed to their price, adjusted our fees accordingly, and now we'll see if we can break even.

The good news for our affiliate is that the folks at Western NY and PA, Cape Cod Central, the Newport Dinner Train, and Adirondack Scenic are all welcoming us back this year on very fair terms. On the subject of good news, I would be remiss if I didn't take a moment to single out the Conway Scenic Railroad, specifically Russ Seybold, the owner, and Paul Hallett, the Operations Manager, for a huge "Thank You" for always being willing to have us on their track and supportive of the motorcar hobby. No one who ran the CSRR with us in 2014 will ever forget that trip with the several ton NEREX Rock sitting in the gauge and all the help Russ, Paul and their crew provided to bring our excursion to a safe conclusion well after dark. This year we'll be running

more track and spending a night in Conway.

So now, as of early April, enough snow has melted that I can get the doors open and check on the M-19, and I see that the Cotton Valley folks are starting their work rides on the New England Southern, all of which tells me we'll soon be out on excursions. Please remember that any time we are on railroad property, each and every one of us can become an Ambassador of Good Will for NARCOA just by being respectful and polite, and that, in turn, will make it easier for your affiliates to set up future trips.

Have fun, be safe, and we'll see you on the rails.

AREA TWO **(DE, MD, NJ, PA)** **JOHN GONDER**

Spring time! Time to roll out the speeder and get her ready for an awesome season this year with lots of runs in Area 2. Make sure she starts and runs and is all maintained before we go on our first trip, not at set-on only to find a problem there. Don't forget to check out your trailer as well. Maybe some new tie downs or grease the bearings.

Our calendar here this year is full of great runs especially since we have several new trips available. Northern Central Railcar Association has a new trip on the Reading Blue Mountain & Northern on April 11 & 12, as well as May 1, 2, and 3, Walkersville Southern, Everett RR, and the Western MD Scenic. MAMA has their first trip on May 23&24 on the Saratoga & North Creek, Central PA Excursions has June 13, Nittany & Bald Eagle, June 14, Lycoming Valley, July 13, North Shore RR, and July 25 & 26 the Cen-

tral PA weekend. Appalachian Rail has July 18 &19, The Great Train race on the West Virginia Central and August 22, the South Branch Valley RR. All of these and more as NEREX and Ohio Valley Railcars Also have trips scheduled in our Area.

As you may know the Elections are coming for Area 2 Director. This is the person that represents your interests and issues to the board of directors of NARCOA. They are your voice in your hobby. You will be receiving your ballots shortly. I have chosen to not run again this year for several reasons; one is that when I was first elected I stated that I believed in term limits for officers to ensure a constant inflow of new ideas and skills in leading our hobby forward. New people bring new railroad contacts and fresh blood and enthusiasm which keep us moving forward. I also now have less time as I have taken on some personal undertakings requiring more of my off time, and my employer after 25 years of service still makes it impossible for me to have weekends off. There are two gentlemen who have stepped up to run and are both very qualified to lead us onward. They are Mark North and Craig Hartman. Both are long time active members of NARCOA and great people as well as great friends. Both have displayed outstanding leadership capabilities and would make a fine representative. Please vote for your choice. Not voting does us and you an injustice. It has been a pleasure to represent Area2, as well as Narcoa over the past years and I have made many great friends all over the world as a result of this wonderful family hobby. Let me assure you that I will remain as your Insurance Representative for the North East Region and will remain active as an EC, hosting

possibly more trips in the future. Thanks again for the support you have shown me and PLEASE extend that friendship and support to the new Rep. Don't forget to vote!! See you on the rails.

John Gonder

AREA THREE (IN, MI, OH) JEFF LEVENGOOD

Greetings to all members in Area 3. Winter is finally over, the grass is starting to green up and the motorcar season is starting. There are several new members in our area: welcome aboard and enjoy the rides. I am sure that you have been looking over the excursion page on the NARCOA web site, searching for your favorite meet to be announced. Here in Area 3 there are several runs already listed but by the time you read this some will have already taken place.

Great Lakes Railcars had their annual meeting and they are off and running. Ohio Valley Railcars held their annual meeting at Alan & Karen Wilber's. Hamburgers, hot-dogs and a carry in lunch was followed by the business meeting and election of officers. Thanks from all of us who attended to Alan and Karen for their hospitality. We all had a great time.

You should have gotten your updated rules stickers in the mail. Be sure to place them in your rule book and, if you prefer, you can also print a copy of the updated rule book from the NARCOA website, under documents. Please take time to refresh yourself with the rules and remember that NARCOA's existence depends on YOU.

Be safe, enjoy yourself, and I hope to see you on the rails.

Jeff Levengood

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

Hey Everyone.

Spring is on us and soon motorcars will be running all over the country. I have talked to some of the other Area Directors and they are ready to run, in some places they still have a little snow. Here in the South we can run year round and most of us do. Now about our cars: we need to remember that our cars need to be inspected before leaving home for a run, especially now that an EC has the choice of inspecting cars or not. I am in hopes that as time goes on that operator's don't get too relaxed on inspections. I am always seeing someone adjusting their brakes and replacing a light switch or something so the car will pass. I use to think that if you bought the part from NAPA that you had quality but not any more. I try to carry spare parts with me on these runs - sometimes a parts store is hard to find. When a EC use's the word SAFE at a safety briefing he is not talking about a box that you keep your money in, he is wanting you to head home after the run happy and healthy. Bill Delmar and Chris Thompson are two new EC's that have hit the ground running with some great rides. Thanks for doing what you were trained to do. Hope I will see y'all somewhere on the rail. Head South for some southern hospitality.

Will Thompson

Our Area Directors' messages continue on page 6

AREA EIGHT (CANADA & INTERNATIONAL)

JOHN BROWN

Ahhhhhhhhh April Showers bring May flowers. Well, in Ontario it usually means melting the winter snow and if too much melting then we are under a flood watch in parts of my province.

Great news as Bob Hastings has sent me a new member in Saskatchewan: Adriaan Lievaart who's home address is Box 1026, Estevan, Saskatchewan. Adriaan tells me he is in his mid 50's and he manages a Grain and Oilseed farming operation west of Estevan. Adriaan is also affiliated with Long Creek Railroad, a 40 mile short line in Southeast Sask. Adriaan joined NARCOA because he purchased a MT19. Adriaan wants to repower it as he says he is missing motor parts on the MT19, so he might put a new engine in it. Adriaan says Long Creek had a group on their track last year and sparked his interest in the hobby. Great to have you join the NARCOA family. I have mentioned to Adrian that NARCOA does have a list of fellows that sell Fairmont parts or as I have noticed some have re-engineered their motor car with a Honda small engine or a Briggs and Stratton. Please correct me if I am wrong on that. Meanwhile out on the Island, Vancouver Island that is, Gord Grenon has sent me a letter asking for me to approve him as an EC. Which I will put in the mail as soon as I finish this short column. According to Gord's letter he has been on a couple of Mike Ford's trips in Canada and was actually mentored by Mike on his first trip.

Don Wigen's has been his mentor in becoming an EC. Gord has hopes to get NARCOA on some more rails

on the Island and we all know that is great news for NARCOA members.

Many of the Regionals are saying no to us and once again we NARCOA members must try what the Railroads did years ago: having signs that say "No Accidents This Section". I thought it was a great message to see as I rail-fanned across Canada and the USA. Maybe the Railroads still have those on the maintenance sheds but years ago there was section sheds every so many miles. Those short section crews have disappeared like the cabooses and 5 man crews.

John Brown Director Area 8

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

BILL TAYLOR

This is my last column as Area 10 Director. As of this writing there are two Area 10 members who have stepped forward to run for director. Thanks to both of them for volunteering to take on this extra responsibility. You may have received your ballots already.

We are looking at an active run season. Will Krasselt put together runs out of Colfax (April) and Walla Walla (May). Bill Andrews and Bill Bain, with the assistance of Kevin Novak and Charlie Davis (ECs in Training), have combined to organize three runs on Coos Bay - one in June and two in September. Tom Norman and I have organized the annual Montana Run in June, and Will will soon announce the fall Camas Prairie and POVA runs. Motorcar Operators West is coming north again in September to do Coos Bay and other lines. There should be lots of opportunities for Area 10 members to get out and enjoy our hobby. Thank you to all those ECs,

ECs in Training and other members who have helped put this great line up together.

As in the past, the focus this year is on safety. Last year saw another spate of "bumps" and "run togethers" mostly caused by inattention. Fortunately, these resulted in minor damage and little injury. But while we've been lucky, the potential danger from one of these "bumps" is alarming. They point out that our hobby has some built in dangers that we all need to be aware of - one of which are collisions with each other. They also point out that the most dangerous time is mid afternoon as we are headed back to the setoff when we're tired and sleepy. Let us focus again this year on remaining vigilant, careful and alert. Let's all work towards making 2015 an Incident Free year in Area 10.

I appreciate all of the support the members of Area 10 have given me while I served as the NARCOA Director. I know you will do the same for the newly elected Director as well. Thank you.

Bill Taylor

AREA ELEVEN (CA, NV, AZ, HI)

BILL SCHERTLE

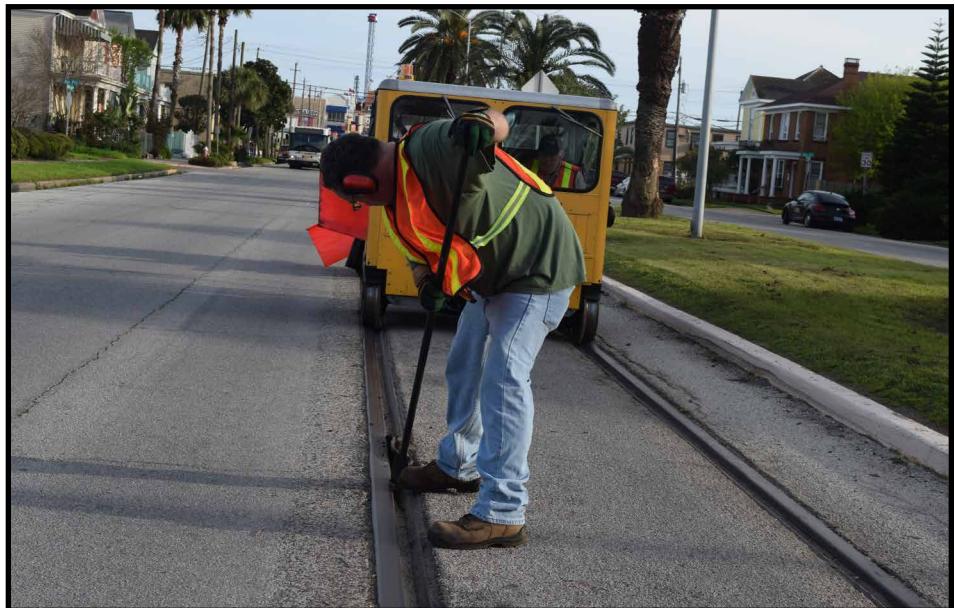
By the time you read this, the April excursions in Santa Cruz will be history. MOW and PRO are teaming up to combine a run from Felton in the Santa Cruz mountains to Watsonville and Davenport along the California coast. We have been waiting 2 years for some bridge replacement work to be completed and now have the opportunity to run the complete route from north to south, a distance of 30 miles along some of the most amazing scenery

anywhere, including a California redwood forest. This April tour will also include several short lines in Central California.

In September, MOW and PRO are again working together to tour Oregon, Washington, and Idaho over a 3 week period. Included will be a run to the Oregon coast, to Mt. Hood, to Eastern Washington, and Western Idaho. It promises to be a great event with some beautiful scenery and interesting locations. We appreciate the cooperation of the leadership in Area 10 in helping us put together these excursions in the northwest. We hope the weather cooperates, too!

Bill Schertle

Ted Poesse working to clean up Galveston - Photo by Jaime Samuell



QUESTIONS FOR THE NARCOA SECRETARY

What are these stickers in *The Setoff*? and How do I get another copy of the NARCOA rulebook?

Q: I just received my copy of the Setoff and there are stickers in it. What do I do with them?

A: The stickers are designed to be used to update version 7.0 of the NARCOA rulebook to version 7.2. Merely paste the stickers on the individual pages of your orange 7.0 Rulebook.

Q: What do I do with the 2 square stickers that have the ink blots in them?

A: The square stickers are QR codes that will lead anyone to the NARCOA web site if they are scanned with a smart phone. We hope that you will place them in some noticeable locations on your motorcar. It's just another way to lead curious observers to NARCOA.

Q: How do I obtain an extra copy of the NARCOA rulebook?

A: Please send a \$5.00 check made out to NARCOA to the following address:

NARCOA
PO Box 9035
Cincinnati, OH 45209

Make sure you include your name and address with the check. You will receive a copy by return mail.

See you on the rails,

Bob Hastings -NARCOA Secretary

BALLOTS COMING SOON! FOR EVEN NUMBERED AREAS ON THE NARCOA BOARD OF DIRECTORS

Active full members who reside in even numbered Areas will receive their 2015 ballots shortly to elect their area directors for a term of two years.

Why should I vote? The NARCOA Area Directors are the guardians of the motorcar hobby. They must ensure that we continue to have opportunities to operate our rail cars at excursions. Everything they do works to that end, including safety, insurance, member and EC training, rules, member discipline, and so on. If you care about our hobby, you need to take the time to vote for the best person on the ballot to represent your area.

What does the Area Director do for me? Your Area Director is your conduit to the national organization. You can call or write them if you have questions or issues. They are listed on the NARCOA website.

What does an Area Director do? The board meets electronically and via email during the year (more than monthly) to deal with NARCOA issues. Annually, they meet face to face. The overall good of NARCOA must rise above any personal agenda. Each Director must be willing to give and take as the board makes decisions. An Area Director is normally assigned to a committee, possibly as a committee chairman. Serving as an Area Director is a great way to give back to the hobby that provides us so much enjoyment.

Who is running? The positions to be elected in 2015 are:

Area 2 - DE, MD, NJ and PA Incumbent: John Gonder (not running)
Nominees: Craig Hartman and Mark North

Area 4 - AR, KY, NC, SC, TN, VA and WV Incumbent: Bernie Leadon
Nominees: Jaime Samuell and Jim Hopkins

Area 6 - IL, MN and WI Incumbent: Bob Knight
Unopposed

Area 8 – Canada and International Incumbent: John Brown
Unopposed

Area 10 – AK, ID, MT, OR, WA AK, ID, MT, OR, WA, WY
Incumbent: Bill Taylor (not running)
Nominees: Bill Andrews and Jon Kirchanski

Dan Page, NARCOA Elections Chairman, can be reached at dan.h.page@gmail.com

JOE SPEEDER

Joe Speeder was out for his first big run of the new year and it was a spectacular day. Sunshine, moderate temperature. Cool breeze. The day was perfect for a great run with a bunch of motorcar friends after the long winter. Set-on went well. There were seventeen cars, a perfect size group for a leisurely run. The rail was in good shape and the leaves were springing forth on the trees along the railroad. All was good!

They were off. All cars seemed to be running well, as was Joe's MT-19. The pace was set at about 20 miles per hour. There were a few road crossings along this line, but not too many. Most of them were gravel roads with an occasional paved road that crossed the tracks on the 35 mile journey to the turnaround point. Everyone was doing a great job of being prepared to stop at the road crossings and then proceeding safely and carefully on across, resuming their journey. Few highway vehicles were encountered along the way.

The group arrived at the eagerly anticipated restaurant at the turnaround point. Everyone got their cars turned around and strolled over to the restaurant for the enjoyable camaraderie and delicious hamburgers. After finishing lunch everyone returned to their motorcars to prepare for the return trip.

And they were off.

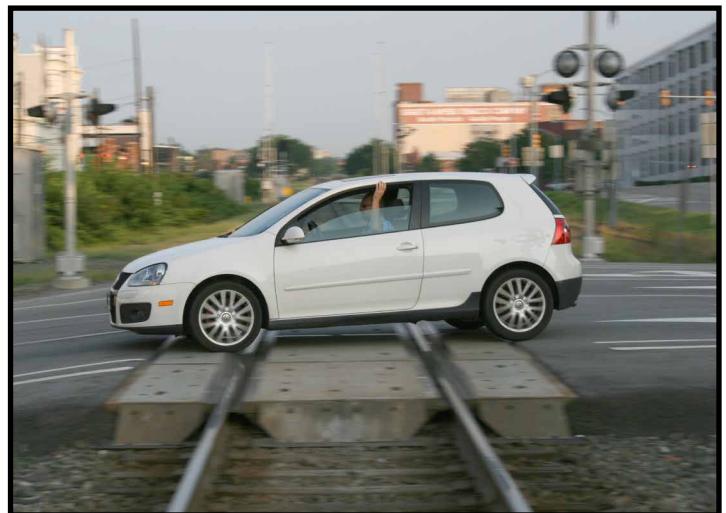
The group crossed a few gravel roads. The trees along the fence row adjacent to the railroad right of way made it difficult to see if there might be approaching vehicles on a few of the roads. Joe rolled up very slowly and prepared to stop at each one and made absolutely sure that there were no vehicle coming before he accelerated across the road and continued his trip. The next road that Joe came upon was a paved road. As on a few of the previous crossings, trees along the fence row made it difficult to see down the road to see if a vehicle might be approaching. Joe slowed down prepared to stop before entering the crossing. Seeing nothing he released the brake and started to accelerate across the road. Swish!!!! A small sports car sped across the tracks and Joe, in a panic, slammed on the brakes and stopped. Joe sat there for a moment shaking and wondering where that car had come from. He had looked down the road the same distance that he usually did and hadn't seen a highway vehicle anywhere.

What Joe had failed to understand was that a motor

vehicle traveling at 60 mph would travel 88 feet per second. At that rate, a vehicle can travel 300 feet, the length of a football field, in 3.4 seconds. Joe had failed to realize how far a vehicle can travel in such a short period of time. He had not been looking far enough down those roads to ensure that he would have enough time to safely cross those roads before a highway vehicle traveling at such a speed could get to the crossing. Joe finally got himself settled down enough so that he could proceed down the tracks. All went well for the remainder of the trip – with Joe pausing just a little bit longer at those road crossings so he could get a better look a little farther down those roads to ensure that he could safely cross without another terrifying event that could have gone horribly wrong.

Joe loaded up his motorcar when the group got back to their point of origin and he started driving toward home. His thoughts kept returning to that close encounter at that road crossing. Joe had learned a valuable lesson. Even though he thought he was doing everything in a safe manner, he found that he hadn't been looking far enough down those roads at many of the crossings, especially the paved roads. Vehicles on a roadway can get to that crossing a lot faster than he previously had realized. He thought about that all the way home. When he got home he put the motorcar away, uncoupled the trailer, and went into the house and settled in for an evening of television. Several times through the evening, though, his mind strayed and he saw that sports car flash across the tracks right in front of him again and again. Lesson learned! And, thankfully, a tragedy averted.

Photo by Ildar Sagdejev



TEXAS TRIFECTA

BY BARBARA ELWOOD

It had been 2 years since we last made it over to Llano, Texas for the spring Bluebonnet Run, and we were thinking maybe 2015 would be the time to make a return trip. Two of NARCOA's affiliates, Railroad Partners, Inc (RPI) of Texas, and Ohio Valley Railcars seemed to hear our silent request and teamed up to offer a trifecta of unique motorcar rides in late March, so of course we made the trek.

On March 26, about 18 motorcars met up on Galveston Island to run the trolley lines. There was a rumor that motorcars had run this line, right after installation, but the date is lost in history. This time our motorcars were being allowed to do so simply because Ohio Valley's EC Jaime Samuell thought to ask. While setting up the run may not have been as difficult as working with railroads, clearing the track for the excursion proved to be a little more time-consuming. Jaime and his helpers, Christy Richmond, Andy McKinney, and Ted and Rita Poesse, spent several days ahead of the 26th cleaning flange ways of beach sand and other debris and making sure that switches were lined in the right directions. A motorcycle police escort was enlisted.

During our safety briefing, Jaime gave specialized instructions and hints to help us along on our unique track. He told us that we must obey traffic laws such as stopping at stop signs and red lights, unless our police escort was blocking that intersection. He mentioned that some of the switches were stuck in a 'neutral' position, so there might be a chance



Seashore lineup - photo by Jaime Samuell

that your car would not follow the one ahead of it. When flagging, we were to keep the flags closer to the motorcar so that an automobile passing by wouldn't knock that flag from your hand. Jaime's final word of advice: This, even more than normal motorcar excursions, would be a team effort.

Our set-on was held on a mostly deserted street that ran along the side of the Galveston Train Museum that we were to tour later that day. Set-on was done in a parallel fash-

ion, which made it go faster than some other set-ons.

Unless you've run on old trolley tracks, you may not realize just how tight those turns are, compared to the ones we usually run on in motorcars. The one A car in our lineup made the turns, but it was easier for the cars with shorter wheelbases to stay 'on track'. Everyone seemed to enjoy looking at grand old homes along one street, quaint shop fronts on another, a statue in a park circle, and of course the few blocks that ran

Lunchtime in Galveston- photo by Dave Elwood.





Lakeside view - photo by Dave Elwood

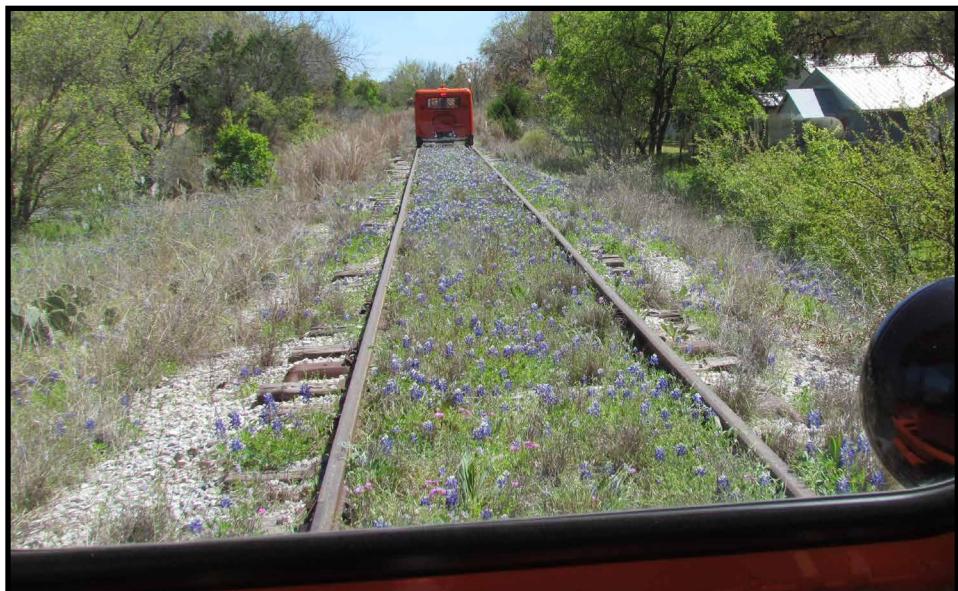
along the seawall, overlooking the Gulf of Mexico and the amusement park there. At one point, an automobile was parked on the tracks (in spite of signs indicating there was no parking there), so lunch was called and we all trooped into a cafe for a leisurely break. By the time we had finished eating, the car had moved (or been towed?), so we continued on our next loop.

Set-off proceeded in an orderly fashion and we all made our way into a lovely restored Santa Fe depot to view model trains and assorted

railroad paraphernalia as well as 5 tracks of 1' to 1' scale displays - in other words, real railroad locomotives and cars. This made a nice close to our day and set us up for a travel day to the RPI part.

The second phase of the trifecta was RPI's Bluebonnet run in Llano, about 50 miles west of Austin. Here we had about 30 cars in line, so EC's Leland Stewart and Frank Glatzl 'broke' the line in two for our lunch stop at Kingsland, so as not to overwhelm one restaurant. Thus, half the line enjoyed Spyke's Bar-B-Que and

Llano's bluebonnets - photo by Barbara Elwood



the other half feasted at Grand Central Cafe. This 54-mile round trip to Scobee Spur includes the trip over Lake LBJ, which is one of the prettiest views you can get from a railroad track. RPI regularly schedules work sessions to keep this track clear for their spring and fall excursions, and it shows. One other feature of RPI rides is using their manual turntable ramp to turn all the cars. This has now become a smooth assembly line process, ensuring that little time is lost.

After set-off, we drove 100 miles to Elgin, Texas, so that we were only 8 miles from set-on in McDade the next morning. McDade is a tiny place, and our first move after setting-on about 18 cars was a reverse move to the Valero station for a rest stop. Our 22-mile round trip to Giddings included a lunch break at the Paige Ice House midway. With this line, again RPI has put in the extra time and effort (see Leland's article in the March-April 2015 issue of the Set-Off about how this was done) to clear the track for our enjoyment. Once more the RPI turntable ramp was utilized. This day was not only the 3rd leg of the trifecta, but yet another type of scenery, in complete contrast to both Galveston and Llano.

Some facts and figures: We ran a total of 110 rail miles, with people from Kentucky, Ohio, Louisiana and Texas. We saw all kinds of sights, visited with old friends, and made new friends. The newspaper in Galveston interviewed a lot of people as we were setting on, then put us on the front page of the Galveston County paper, *The Daily News*, Friday March 27, 2015 edition. Was the trip worth it? Of course!

WHAT A DIFFERENCE A FEW HOURS, OR A MONTH, CAN MAKE

**"FROM FREEZING FOG TO SUNNY SKIES, TWO RUNS OVER LA
VETA PASS - OR - IN COLORADO, IF YOU DON'T LIKE THE
WEATHER, JUST WAIT A WHILE"**

BY: RICHARD REIFF/ROCKY MOUNTAIN DIVISION

During 2014 two NARCOA events on the San Luis and Rio Grande (SLRG) were conducted in June and July, both featuring a run over the spectacular La Veta Pass. La Veta Pass is a severe mountain railroad, with long stretches of 3% grades and high altitudes. The summit, at 9242 feet, is second only to the Leadville railroad in the USA for standard gauge NARCOA runs. What makes this line difficult is the westbound return run out of La Veta to Alamosa, as the 3% grade starts almost immediately after departing the town, and maintains a more or less steady pace for almost 16 miles with no significant level track. Typical curves are 6 to 12 degrees, with some up to 16 degrees.

The first run in 2014 was hosted by First Iowa Division, with Len Jones as the EC. As with all motorcar runs on the SLRG, railroad policy requires a "test run" the prior day out of Alamosa on one of their flat, but high altitude (at 7500 feet this is high for those from the Midwest and either coast) branch lines. Set-on went smoothly on Wednesday, June 11, after which we headed west out of Alamosa for a 15 mile run towards Monte Vista, and after a brief lunch stop, another 10 miles on towards Del Norte. The track west of Monte Vista is out of service and used primarily by SLRG to access long strings of stored freight cars. A few motor cars did have fuel related problems during this test run,

which were sorted out on the return trip. Upon arrival back to Alamosa the lineup was ready for Thursday's attack on La Veta Pass.

The sun was out with bright blue skies greeting everyone during the early start out of Alamosa on Thursday morning for the 62 mile run to La Veta. The SLRG's "Moose", a former CN van converted to run on the rails, was used by our railroad as an escort vehicle. On the 30 mile stretch between Alamosa and Ft Garland the wind started to pick up, temperatures dropped, and clouds moved in. As the winding track climbed the 3% grade out of Sierra, CO, temperatures, and sight distance, dropped. Those in open cars were greeted by near freezing conditions and strong winds, and a dense fog covered the mountain top during the last 4 miles. Upon reaching Fir, the summit (MP 207), cars slowly entered the siding, while we waited for the group to catch up. The fog was so thick at times that it was hard to see one end of the motorcars lined up at the summit. Visibility was such that passengers were put to good use to flag at the siding switch. However, it should be noted that all operators did a great job of keeping speed and distance under control during this run up the hill.

After a brief stop we continued our run, this time down the 3% grade to La Veta (MP 190), where we turned the cars and after a brief lunch stop and started back towards Alamo-

sa. One reason D&RGW built La Veta Pass was to serve the Alamosa/San Louis Valley and as such, loaded traffic was primarily eastbound. Thus the westbound run, although having the same general grade (3%), is much longer with 16 miles of 3% grade, while the eastbound portion sees only 6 miles of this gradient. All cars soon fell into a slow, but steady, pace working their way back to La Veta Summit. At one time the 14 cars were spread over 5 miles, but all moving; however before the day was over two cars needed to be towed up the hill. Once we reached the summit a new view greeted us as the sun was now shining in bright blue skies. It was hard to imagine this same spot just 3 hours earlier afforded no view at all.

The remainder of this run went without a hitch; during the last 20 miles into Alamosa everyone experienced extremely strong crosswinds, which did slow some cars down a bit. The next day some participated in a run to Antonito with a daytime ride on the Cumbres and Toltec Narrow Gauge railroad, followed by a run on the Creede Branch of the Denver and Rio Grande on Saturday, June 14.

Opposite: Heading eastbound, the tail end of the group can be seen from Fir Summit. It is about 3 miles by rail from this curve to the siding at Fir Summit. Photo by Richard Reiff



The second run in 2014 over La Veta Pass was hosted by Rocky Mountain Division, with Jon Keeling as EC and Richard Reiff as EC in training. The July 27 run was conducted in much the same fashion as

tunately record rains in late June and July resulted in weeds growing up to 6 feet in height on this out of service segment, resulting in our hi-rail escort getting stopped about 5 miles short of our target. After turning on some county roads we headed back to Alamosa, getting ready for the attack on La Veta Pass. Monday, July 28, started out warm and fortunately remained sunny and warm for the full trip. NO freezing rain or fog this time, just sunny skies. For the first few cars arriving at Fir Summit there was view of the tail end of

experience on this route, however space limits the photos and description of what can be seen on the SLRG. A ride over La Veta Pass on the SLRG is one of the most demanding standard gauge runs open to motorcars in North America. If you have not had a chance to make the run, or have made one already and want to ride again, RMD is hosting a repeat in June 2015 (see the Set-Off schedule). RMD is also sponsoring a run on the Creede Branch of the Denver and Rio Grande during the same time frame, which is another very scenic ride. Hope to see you there.

Above: Fir Summit, where riders took in the bright sun and clear skies which are the norm for this part of Colorado. Photo by Richard Reiff

the June run, with the “test run” also headed west out of Alamosa with the goal to reach Del Norte. Unfor-

the group negotiating the S curves near the end of the climb. (Photo 6).

There is so much more to see and

Opposite: Mary Cliff on the D&S Railroad, on the High Line section. Below: The clear sky over New Mexico and the amazing vistas make for a beautiful trip. Photos by Phillip Samuell





MAY / JUNE 2015

THE SETOFF 15

GIVE A CHECKUP TO A FAIRMONT 6 VOLT VIBRATING POINT IGNITION COIL (FAIRMONT F7966)

BY TOM SCHMIEDER

A friend of mine in the motorcar hobby is very mechanically inclined and offered to tutor me on how to give a checkup to a Fairmont (Pontiac or other) vibrating point coil. He was very helpful and instructed me on the process he uses which worked fantastic on my coils. When I mentioned that I may write and publish a summary of the steps, he declined any limelight. So for convenience sake, let's just call him Sparky. Although Sparky's process seems complicated, it's actually pretty easy once you get the hang of it.

There is a coil point cushion adjusting tool that comes in very handy to adjust the vibrating point bar: <http://www.modelford.com/item/5008CST.aspx>

All of the coil adjustments can easily be made on your workbench. You'll need an analog multi-meter, a 6 volt lantern battery, a screwdriver, a 3/8" wrench, three jumper wires with clips on the ends, an ignition point filing tool and an old spark plug.

1. Remove the contact points from the top of the coil. Remove the back cover of the coil and make sure that there aren't any broken connections inside. Repair if necessary.

2. Next, check to make sure that all the connection points are tight on the outside of the coil - tighten if necessary, but don't strip them out!

3. With the multi-meter, check for resistance between the high side (plug) terminal and the common (COM) terminal. There should be about 3000 ohms of resistance. No resistance shows a shorted out coil, higher resistance could show a break. In either of these cases, you can send the coil to Bruce Pierce in Tennessee (bruce.4501@hotmail.com) to be repaired. If you would rather try replacing the capacitor in the coil, the size and capacity of the condenser/capacitor inside the coil really determine if the coil can be used on 6 or 12 volts. The windings don't care what the voltage is but the condenser does as it's in parallel with the points and the voltage at the points can reach 300-400 volts easily due to residual power during the operation of the coil. There is a dV/dT that really counts on capacitors and the coil needs the correctly rated one. Just because one is of higher capacity doesn't mean it will work in the coil as it may be too big. The capacitors sold by Lang's Model T Parts work great in the Pontiac coil.

<http://www.modelford.com/item/5009B.aspx>

4. Check over the vibrating points from the coil. Check the contacts to see if they have any pitting or carbon buildup. Dress as necessary with an ignition point file (should be available at any local auto parts store). Just make sure that as you file the points, you maintain that they are flat, not rounded off and that you haven't filed past the contact material. If you are using new contact points, dress them with a file as well, just to make sure that they are clean and ready for use. On the upper contact, make sure the rivets are tight where the movable point plate is mounted to the upper contact mounting bar.

5. Install the lower contact on the coil, making sure it's centered over the coil. It should be adjusted so that there's 1/16 inch between the bottom of the contact plate and the top of the coil. You can use a screwdriver (or a punch) and place it in front of or behind the two rivets on the lower point that are between the mounting nuts. Gently tap the screwdriver with a block of wood or a light hammer to adjust the height of the lower point over the coil until you get the 1/16 inch needed (.062" if you want to use a feeler gauge).

6. Now for the upper contact point. Install the contact and tighten the two nuts on the one end of the part, taking care to align the upper contact point with the lower contact. The holes in the points may need to be enlarged or washers may need to be added under the points to account for shrunken wood cases. The other end with the single mounting hole should have a lock nut to hold that end down and there should be a spring under the contact holding the contact up. While you hold the LOWER contact point down against the coil, tighten down on the lock nut for the UPPER contact until you are left with 1/32 inch (.031") between the contact points.

7. On the bottom of the top contact, you may have noticed that the contact point is actually bonded to a second piece of metal (brass) with a small rivet part way back. When adjusted properly, the contact and this piece of brass are "cushioned" from the top contact mounting plate, allowing the contact to move more freely. If necessary, use your adjusting tool to adjust the top contact mounting bar so that the lower piece of brass sits about half way down on that small rivet when the upper bar is adjusted as I stated in the previous step (6).

Follow step 6 again if you had to bend the upper contact mounting bar.

8. Here's where it gets exciting – live testing of the coil! And remember, these were most commonly used on **POSITIVE** ground electrical systems.

a. Set your multi-meter to read amperage. We're only going to be reading about 1 amp.

b. Using a jumper wire, connect the **NEGATIVE** side of the battery to the "BAT" terminal on the coil.

c. Using a jumper wire, connect the "PLUG" terminal to the top of the spark plug. Use another jumper to connect the base of the spark plug to the "COM" terminal on the coil. Be careful not to short out the electrode on the plug with the clamp.

d. NOTE: it is important to always have the spark plug connected when the coil is energized. Without it, there is no outside path to ground for the high output of the coil and the energy will find a path inside – meaning it will burn out and short the coil. That means you will have to find a new coil because you ruined that one!

e. FINAL CONNECTION – CAUTION!! A LOT OF ELECTRICITY WILL BE COMING OUT OF THE PLUG TERMINAL – DO NOT TOUCH IT!!!

f. Connect the positive probe of the multimeter (red or with a "+" symbol) to the **POSITIVE** side of the battery. Touch the negative probe of the multimeter (black or with a "-" symbol) to the "COM" terminal on the coil.

g. CHECK the multi-meter and see how many amps the coil is drawing – it should draw between .85 and .95 amps when tuned properly. You can remove the negative multimeter probe from the "COM" terminal, or you can adjust the coil live while the coil is buzzing. BE CAREFUL to neither touch the terminals with your hands nor short the terminals with the tools.

h. TO ADJUST for the proper amperage, you are going to follow the same procedure as you did in Step 5, but this time only use the screwdriver, not the coil adjustment tool. Place the screwdriver or punch in front of or behind the two rivets on the lower points that are between the mounting nuts. If you're adjusting the points while energized, pressing down in front of or behind the rivets of the lower point will give you some idea of the direction you want to go. Gently tap the screwdriver

with your palm, a block of wood or a light hammer to adjust the height of the lower point over the coil until you get the proper amperage. A little adjustment goes a long way here. You will hear the buzzing change and you will see the spark change in intensity.



i. Adjusting the coil so that it draws between .85-.95 amps will make your coil and car happy. Lower amperages will give you a weak spark. Higher amperages will give you a huge spark, but will eventually burn out your coil.

j. The current reading of 0.85 to 0.95 amps is at 6 volts, nothing higher or much lower. Amperage

draw changes relative to the input voltage of most every electrical device but it's not really linear. Usually, higher voltage means lower amperage. But you must use electrical formulae to calculate what it will be at the various voltages, as it's not a direct proportion. If you set your coil on a 12 volt battery to 0.85 amps you'd probably burn the points badly and the insulation inside the coil wouldn't hold up much at all. Ideally, the coil likes around 8 volts. Sparky uses a resistor on his 12 volt cars to reduce the voltage to the desired level.

If this writing has been totally confusing, I take full responsibility as I drafted this article from some cryptic notes that I scribbled over a year ago as I attempted to learn this process from Sparky. I am neither a mechanic nor an engineer and take no responsibility for the accuracy or reliability of these instructions. Any references to actual voltage, amperage, or resistance are on reliance of hearsay from, you guessed it, Sparky. Only attempt this process if you understand the process and are comfortable with it. If you have any hesitation, please consult a professional. If this writing has been helpful and your coil works great, let me know and I'll pass on to Sparky how helpful he has been. If you got zapped – I'm sorry, but I do feel your pain! Been there, done that – OUCH!!!

If you like to pursue further reading on this subject, please cut and paste the below link into your browser. It's about tuning up Model T coils. <http://members.iinet.net.au/~cool386/fordcoils/fordcoils.html>

WOODINGS WHEEL BEARINGS ADJUSTMENT AND SERVICE

BY: STUART A. EDMONDSON

If you own a Woodings motorcar you know that nothing is said in the owner's manual on the procedure for adjusting the wheel bearings. Many of us have seen Woodings throwing wheel bearing grease out all over the side of the wheels. When I see a Woodings throwing grease all over the side of the wheel it's one of two things: not adjusted correctly or wrong type and/or grade of grease. I have developed a service and adjustment procedure that I hope will work for you.

I own 3 Canadian built Woodings and when I took ownership none of them had the bearings adjusted well. Now after I grease the hubs and purge all the old grease in the spring they will kick out a little grease on first run but after I then wipe off this excess with paper towel they are good for the rest of the season. I'll show you how you too can have the same results.

Woodings front wheel hubs use non-contact, radial, labyrinth design, seals. Woodings use tapered roller bearings like most automobiles, trucks, tractors, railroad motorcars. The designers decide to use more precise adjustment with shims not castle nuts. Most castle nuts have 3 slots for the cotter pin. This type of bearing and shim arrangement is common on industrial equipment and machinery but the lack of adjustment may result in semi loose front wheels bearings, likely causing more wear of the wheels and tracking issues.

For more precise clearances, shims are required. So, what do you need to adjust your Woodings wheel bearings? This is my list:

- 1) A shim pack from PRECISION BRAND PRODUCTS part number 25320. You can buy them from W.W. Grainger, Dean Marks, or local bearing house.
- 2) A 1" micrometer or dial calipers, accurate to ± 0.001
- 3) 6 cans brake cleaner
- 4) 1 can of 3-In-One household oil
- 5) A grease gun and 2 tubes grease

Okay, first things first: SAFETY, SAFETY, and SAFETY!!!! Always use safe supports for your motorcar, well made jack stands on solid surfaces. After you place your Woodings axle or frame on the jack stands, shake and push on your motorcar and see if it is solidly supported. If it doesn't fall let's go to work.

Remove the front brake shoe assemblies from both sides of the motorcar. Then grab hold of each wheel and give them a shake. Do they go clunk-clunk? The more they clunk, the looser the bearings.



Remove cotter pin and castle nuts from axle. Remember these are right hand threads so righty-is-tighty and lefty-is-loosy. The wheel bearing hub assembly should slide off but if it won't, a few solid blows to the back of the wheel with a soft face, dead-blow hammer will get it moving. If not, a 3 jaw puller may be used.



Now that the wheels are off, start cleaning everything really well. Blow out bearings and rewash as needed until they are nice and clean and turn freely. Clean the bores of the hubs out and inspect bearing for pits, flaking, scoring and any other surface defect, you know what a good race looks like. Be very careful because the machined-in-hub labyrinth seal grooves are sharp and will cut fingers!

If one of the races is loose in one of the wheel hubs, you will need either a replacement hub or you can take



it to a machine shop and have it bored out and a sleeve installed to tighten the race. In a tight time line, I have used Loctite 609 bearing retainer with good results.

Now inspect the bearings themselves. Use a magnifying lenses or a desk mounted lighted magnifying lens, great for splinters in fingers and hands too!

Are the rollers smooth and shiny or do you see any defects? Defects in the bearing surface are reasons for replacement. You know what a good bearing looks like.

Now, check the bearing hub on the axle. Is it good or has a bearing inner race been turning on the hub and created grooves? If it is grooved, it is time for a replacement hub. A good machine shop can make a sleeve that is heated and installed over the turned down wheel hub.

The bearing hub is insulated from the axle with black nylon so the car doesn't trip crossing gates.

Pay close attention to the correct assembly order when reinstalling everything. I show an exploded view that the Woodings manual does not have. It is very important to put the non-conducting fiber washer between the out bearing plate and the steel washer next to the castle nut. This, in conjunction with the non-conducting wheel hub nylon sleeve, will keep the wheel assembly insulated, preventing the conductance of voltage between the rails, aka "shunting".

Now lube the bearings with the 'light' 3-In-One oil, because bearings should never be run dry. The 3-In-One is light enough that it won't give a false thickness indication in the next step.

Now put everything back together keeping everything nice and clean. For adjustment purposes the castle nut does not need to be super-tight at this time.

Grab the wheel and try to wiggle. Does it go clunk-clunk? Let's assume it does. Remove the castle nut, steel washer, fiber-washer, outer-bearing plate and all the shims that were in front of the inner bearing plate.

Sometimes you can hit the wheel with the palm of your hand and the outer parts come part way out and you can grab the plate and all the shims.

Have a note pad close by and measure the total thickness of the shim pack and write them down. Then measure each shim and see if they total to the same number ± 0.001 . Mark on each with black marker what they measure so you know what thickness each one is you are working with.



Look at the shim you just took out and maybe remove a .010, then put all back together again and see what you have. A smaller clunk-clunk or a bind? Keep working with the shim pack until you have a small clunk or maybe just a wiggle, but never a bind or resistance in turning. When I get down to just a fine wiggle I then make changes as little as .002". Now is when you most likely will need the new shim pack as you will need a .015" to replace the .020" that came in the motorcar. I take the shim pack down .005" at a time then .002" by mix and matching them until I get the desired free clearance.

Could you use a dial-indicator on the outer face of the

wheel and take it down to a very small movement? Yes, but it is not really needed.

So when you are happy with your adjustments, tighten the castle nut tight until the slot for a cotter pin is aligned with a hole and can be installed. Then you can pump grease into the zerk on the back side of the wheel hub until clean grease purges out front and back. Turn the wheel several times and add a little more to be sure the bearings are packed well. Your wheels should turn very nice now with NO clunk-clunk! Wipe off the excess grease and you are ready to reinstall the brake parts and go on the next trip!

Let's talk about wheel bearing grease. I have tried over 15 wheel bearing greases in my Woodings just to test their performance. The wheels bearing on our motorcar are lightly loaded, slow speed, and no heat so synthetic (i.e. Teflon[®]) grease really isn't needed. Compared to our tow vehicles these bearing are not used hard at all. The

grease I like the most is a Valvoline product named Cerulean. It is type NLGI No 2 and NAPA carries it.

You should stay away from any grease that is gray in color as these tend to contain molybdenum disulfide (moly). If you get moly on your brake shoes or the outside of our wheels it will very difficult to clean off, affecting braking ability. If you have grease that you really like and it is doing what is supposed to do then by all means stick with it.

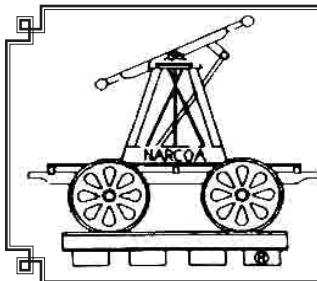
Done correctly, you will have the same results I have. The wheel and hub in the photo ran all season, 6 excursions, over 600 miles all told. Try it, you'll like it!

Questions please e-mail me.

Stuart A. Edmondson

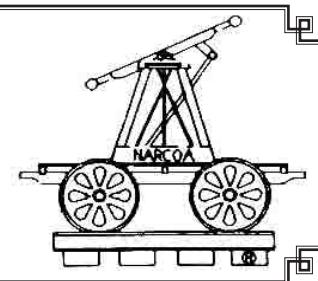
sae54@sbcglobal.net





NARCOA EXCURSIONS

AS OF APRIL 2015



Please submit all excursions and ads directly to

narcoa@comcast.net

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

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 EC. Chris Thompson (251) 463-3270

May 1 - MD posted 03/08 Walkersville Southern RR

Set-on in Walkersville, MD. 8 miles of scenic track.
Multiple runs. \$25.

May 2 - PA posted 03/08 Everett RR

Annual excursion . Set-on will be in Hollidaysburg 55-60 total miles. \$45.

May 2 - OH posted 03/21 Toledo Train Day

Motorcar operators are invited to display and operate their motorcars. Space for 10 cars. No fee event, NARCOA insurance required. Contact Phil Linne.

May 2 - 3 - TX posted 03/31

Capitol Metro Transportation

Llano to Scobee Spur – Approx. 54 miles RT. or Mc-Dade to Giddings – approx.. 44 miles RT. Actual location to be determined. 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 Glatzl, EC in training, Greg Michelin.

May 3 - WV/MD posted 03/08

Western Maryland Scenic RR

The annual excursion. Set-on will be at the engine house in Ridgely, WV. We will travel to Frostburg and turn on the turntable. 34 Total miles. Set-off by 3 PM. \$40.

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 (C)

May 9 - 10 - WA posted 03/03

South Subdivision of the Palouse River & Coulee City RR Set on in Walla Walla Saturday – RT's to Prescott and Weston OR. Sunday - RT to Wallula. Approximately 152 total miles. 30 car limit. This is a PRO excursion. Fee is \$145. Contact is EC Will Krasselt. 208-310-1335.

May 15 - CA posted 04/06 Niles Canyon Railroad PRO is sponsoring rides for the National Model Railroad Association. The EC is Al McCracken. He needs operators to provide rides for the attendees. If interested in providing cars and seats please contact Al.

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 15 - 17 - CO posted 03/19

Denver & Rio Grande RR

South Fork - Rocky Mountain Division is hosting an day open the track event. 40 mile round trip each day. Mentoring welcome. Cost \$195. 1 & 2 day rates available. Make checks to R.M.D., EC Jon Keeling, P.O. Box 721, LaVeta Colo. 81055, John Spiro E.C. assisting. Details HERE

May 16 - 17 - MA/RI posted 03/31

Mass Coastal RR/Newport & Narragansett Bay RR

Saturday, Cape Cod, MA, approx 90 miles RT. Sunday, Newport, RI, approx 30 miles RT, includes Sunday lunch and train ride. 40 car limit. ECs for this NEREX excursion are Gordan Wallick and the NEREX Team. The fee for the weekend is \$215. This is a NON-mentoring excursion.

May 16 - 17 - TX posted 03/31

Capitol Metro Transportation

Llano to Scobee Spur – Approx. 54 miles RT. or Mc-Dade to Giddings – approx.. 44 miles RT. Actual location to be determined. 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 Glatzl, EC in training, Greg Michelin.

May 16 - GA posted 03/10 Blue Ridge Scenic RR
Blue Ridge to McCaysville. Round trip 26 miles. Supper stop in McCaysville. Price: \$5 per car active Blue Ridge Scenic Railroad Volunteers. All others \$10. No car limit. Call or email if you plan on coming. EC's: Carl Hymen (706-455-0492) Barry Vincent (706-276-2283). Set-on at the Depot in Blue Ridge at 4 PM

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. EC is Michael P. Ford phone (317) 839-9320.

May 23 - 24 - CA posted 04/13 Amador Central RR
Ninth Annual Ione Rail Fair. Motorcars needed to give rides to the public. This is a non- Narcoa event. Please contact Tom Correa if you can give rides. 925-980-7069

May 23 - 25 - NY posted 03/16

Saratoga and North Creek RR

Come ride with MAMA out of North Creek, NY. A great run along some of the best scenery around, with added mileage up to the mine and full length of the line, night run possible. Reduced price this year! \$225. Craig W. Hartman, E.C.973-838-3628

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)

May 30 - OK posted 03/01 Stillwater Central RR

Heart of the Heartlands will host a NARCOA motor

car trip out of Stillwater, Trip will run to Pawnee and return, two 41.5 mile round trips, one morning and one afternoon. EC is Drake Rice (405-478-3225)

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 6 - 7 - NC posted 04/18

Great Smoky Mountains RR

102 Rt miles with overnight stay in track-side Dillsboro, NC hotel. 35 car limit, \$135.00 - Contact EC: Tom Falicon, 828-488-8063 for sign up forms.

Jun 6 - 7 - TX posted 03/31

Capitol Metro Transportation

Llano to Scobee Spur – Approx. 54 miles RT. or Mc-Dade to Giddings – approx.. 44 miles RT. Actual location to be determined. 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 Glatzl, EC in training, Greg Michelin.

Jun 8 - 14 - MT posted 03/01 Full - Wait list started

2015 Montana Tour

The excursions will cover approximately 425 miles over three divisions Montana Rail Link and Central Montana Rail Inc. Mail run fee check of \$525. made out to PRO to EC Bill Taylor, 917 Parkview Way, Missoula, MT 59803.

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 details 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 RR
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 - 21 - ME posted 03/25

Maine Eastern Railroad

Friday, Brunswick - Augusta. Approx 66 mile RT. Saturday, Brunswick - Rockland. Overnight at Rockland, return to set on Sunday, approx 120 mile RT. Fee for 3 day package \$385. Fee includes overnight accommodation in Rockland. 40 car limit. NEREX EC Keith Knowlton. Mentoring Friday only.

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/Fund-raiser 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 - 21 - TX posted 03/31

Capitol Metro Transportation

Llano to Scobee Spur – Approx. 54 miles RT. or Mc-Dade to Giddings – approx.. 44 miles RT. Actual location to be determined. 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 Glatzl, EC in training, Greg Michelin.

Jun 20 - 21 - TX posted 03/21 Blacklands Railroad
Up to 120 miles round trip between Greenville and Winfield. Spring Motorcar Run. Mentoring not advisable. Hy-rails welcome. Trip fee is \$80 and covers one or both days. Fee \$80 one or both days. Contact EC Myron Malone prior to run. 214-882-8756 cell. EC In Training Greg Michelin 817-247-1651.

Jun 20 - 22 - CO posted 02/12

Denver & Rio Grande/ San Luis & Rio Grande RRs.
Rocky Mountain Division is hosting a 3-day Colorado event in the San Luis Valley. Mileage over twp 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 25 - 28 - OR posted 03/03 FULL, WAITING LIST.
Coos Bay Rail Link
Scenic 235 RT miles. EC Bill Andrews,

Jun 26 - 28 - PA/NY posted 02/27

Western New York & Pennsylvania Railroad

Ohio Valley Railcars presents “Keating Summit in the Summer”. Set on Friday, travel Saturday from Olean to Driftwood PA and return, 120 miles. Motorcars remain on the track overnight. Sunday Olean to Wellsville and return; 75 miles. \$125.00 per car. 30 car limit. EC Brian Davis

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 10 - 12 - CO posted 04/10

Leadville Colorado and Southern Railroad

Leadville, Colorado, Rocky Mountain Division Hi Summer Run, Various runs over three days. Cost to be determined. EC: Jerry Geiger,

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 Full - Wait list started

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 - OH posted 03/21 Ashland Railway

West Salem, Ohio 60 mile round trip with lunch included. 35 car limit. Fee \$84, NARCOA insurance required, OVR Rules. Contact Phil Linne.

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 Approx 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 details 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 22 - WV posted 03/01

South Branch Valley Railroad

Appalachian Rail Excursions - 102 miles - Petersburg to Greenspring and return passing the Potomac Eagle Scenic Train in the famous "Trough" home to the Bald Eagles. Friday afternoon and eve. Set-on. Details [HERE](#) or John Gonder

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 details 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).

Sep 10 - 13 - OR posted 03/03 Coos Bay Rail Link
Scenic 235 RT miles. This is a PRO/MOW event. EC Bill Andrews,

Sep 11 - 30 - OR/WA/ID posted 03/05

2015 MOW/PRO TRI State Tour

1,131 miles on ten railroads Including the Joseph Branch, the Coos Bay Railroad and the Mt Rainier Scenic Railroad. The price, \$1,660, includes some lodging. Most runs are two or three days. 30 car limit on MOW runs. EC's Bill Andrews, Dave Balestreri, Rich Wilkins and Will Krasselt. Dave Balestreri. Details [HERE](#) and [HERE](#).

Sep 18 - 20 posted 04/10

Leadville Colorado and Southern Railroad

Leadville, Colorado, Rocky Mountain Division Fall Color Run, Various runs over three days. Cost To be determined. EC: Jerry Geiger,

Sep 22 - 23 - WA posted 03/06

Eastern Washington Gateway Railroad

Set on in Wilbur. Tuesday - RT to Medical Lake.

Wednesday - RT to Coulee City. Approximately 195 total miles. This is a PRO excursion and a leg of the MOW Tri-State Tour. No car limit. Excursion fee is \$220. Contact is EC Will Krasselt. 208-310-1335

Sep 24 - 27 OR posted 03 /25

Coos Bay Rail Link

Scenic 235 RT miles. This is a PRO event. We have added a third run on this rail. EC Bill Andrews,

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 3 - 4 - CO posted 03/19

Denver & Rio Grande RR

South Fork. Rocky Mountain Division is hosting the annual Fall Colors excursion. 40 mile round trip each day. Mentoring welcome. Cost is \$140 for both days. 1 day rate available. Checks written to R.M.D. EC Jon Keeling, P.O. Box 721, LaVeta Colo. 81055, John Spiro E.C. assisting

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

Oct 16 - 18 - PA posted 02/27

Western New York & Pennsylvania Railroad

Ohio Valley Railcars presents "Fall Color in Meadville". Set on Friday night. Saturday: Meadville to Corry, then return 100 miles. Motorcars remain on the track overnight. Sunday: Meadville to Oil City and return; 60 miles. \$120 per car. 30 car limit. EC Brian Davis Details [HERE](#)

Oct 17 - MO posted 03/26

Columbia Terminal (COLT) Railroad

The First Iowa Division ride Columbia and Centralia. Two round trips with a lunch break between runs. Total mileage is 74 miles. Cost \$45 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 18 - MO posted 03/31

Ft. Leonard Wood Army Base Railroad

The First Iowa Division. Two round trips. Mileage is 80. Cost \$35. A security clearance form must be filled out in advance for everyone riding this excursion. Contact Carl for this form. EC for this ride is Frosty Farrell. Carl Schneider, 1302 6th Ave SE, Altoona, IA 50009-2002 515-967-5181 (H) or 515-494-4401 (C)

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. DM.&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 on various dates. E.C. Dean L. Grote call 717-637-7647 or e-mail for details.

Feb 1, 2015 - Jan 31, 2016 - 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, 2015 - Jan 31, 2016 - GA posted 01/28

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. H229-723-8231; C229-359-5701; or Larry Crowe, E.C., H229-776-5882, C229-326-3736.

Feb 1, 2015 - Jan 31, 2016 - GA posted 01/28

Cater Parrott Railnet

SERO will be having motorcar car runs on the Cater Parrott Rail net from Valdosta to Willacoochee and from Madison to Newborn on various dates. Will Thompson E.C. H229-723-8231 or C229-359-5701

Jan 1, 2015 through Feb 1, 2016 - TX posted 09/05

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 210-863-5397

Feb 1, 2015 through Feb 1, 2016 - TX posted 01/11

Mississippi Delta Railroad

SERO will be having NARCOA motorcar runs and work days on various dates on the Mississippi Delta RR between Swan Lake, Clarksdale and Lula Mississippi. Contact E.C. Chris Thompson, phone (251) 463-3270.

Feb 1, 2015 through Dec 31, 2015 - CA posted 02/03

Amador Central Railroad

RRCHS will be having NARCOA Motor Car Runs open to all licensed motorcar operators and Work Parties from Ione to Martell on various dates throughout the year for members. Please contact 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 hable 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 Falcon 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 in safety orange and yellow.

