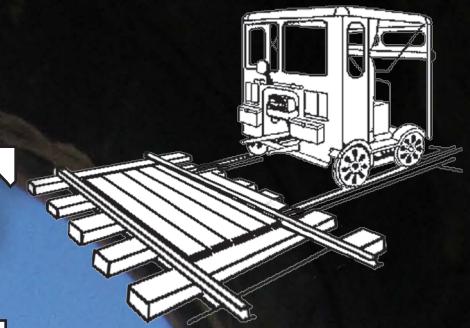


THE SETOFF



THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION
SEPT / OCT 2015 VOLUME 29 - NO. 5



PINES TO THE PRAIRIES
JERSEY FOLKS GOIN' TAR HEEL
AUTAUGA NORTHERN RAILROAD

THE SETOFF

VOLUME 29 Nov 5

The SETOFF is the official publication of the North American Railcar Operators Association (NARCOA) and is published bimonthly to promote safe legal operation of railroad motorcars, and to encourage fellowship and exchange of information among motorcar enthusiasts.

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ON THE COVER: Sage Creek Tunnel on the Central Montana Railway. Photo by Carol Balestreri

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PRESIDENT'S MESSAGE

BILL SCHERTLE

The election of directors for even numbered areas is over and I would like to thank all those who ran and congratulate all those who were either elected or re-elected. New to the Board this year are Bill Andrews from Area 10 and Mark North from Area 2. Welcome! Thanks to Bill Taylor and John Gonder, respectively, who served those areas for several years and decided to retire. Re-elected for another 2 year term are Area 4, Bernie Leadon; Area 6, Bob Knight; and Area 8, John Brown. My thanks must also go to our Elections Chair, Dan Page, for his efforts to conduct this election in a very organized and professional manner.

On our motorcar tours we always ride on a variety of rail. Some is smooth and welded and provides a really comfortable ride. Much of our rail, however, is not smooth but jointed, old, out of gauge, and rough riding. That pretty well describes being president of an organization like NARCOA. I have enjoyed being your President the past two years and, just as in motorcaring, the ride has sometimes been smooth and uneventful and other times it has been rough and full of drama. There are challenges ahead - adding new members, acquiring new railroads, EC training, operator testing and certification, and Board unity. I have no doubt that your new leadership will tackle these issues in a careful and professional manner and I will work with them to make it happen.

See you on the rails.

Bill

FROM THE EDITOR

BRIAN DAVIS

Wow, fall is almost here! Fall is by far my favorite time to be in this hobby what with the crisp mornings, cool days and the changing leaves. Fall is also the time for NARCOA's Annual Meeting, and all members should try to attend one of these excellent events so you can appreciate how well our organization is run.

I have really appreciated the amount and the quality of submissions coming in to the SETOFF. Thank You all for the articles and the images. The winter issues are always a little 'thin' so if you are interested in having an article about some tools, or a rebuild of your motorcar, or about a motorcar technique you would like to share, now is the time to put pen to paper and get it written before time runs out.

We'll see you on the rails!

Brian Davis

NARCOA ELECTION RESULTS - JULY 15, 2014 - EVEN NUMBERED AREA DIRECTOR ELECTIONS

	1	2	3	4	Total
AREA 2	Hartman	North			
BALLOTS	36	53			89
AREA 4	Leadon	Samuell	Hopkins	Blank	
BALLOTS	47	26	13	1	87
AREA 6	Knight	Write In	Blank		
BALLOTS	24	1	3		28
AREA 8	Brown	Write In			
BALLOTS	18	1			19
AREA 10	Andrews	Blank			
BALLOTS	56	8			64

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

As I write this it is right in the middle of the excursion season and things have been busy here in area one. We (Nerex) have three runs coming up that have been posted and are filling up nicely thanks to all you members who support Narcoa by participating in the events. We all know that new runs are the most popular as we all like running on track that we haven't been on in recent memory. Problem is that it's tough to get permission to do that from railroads who don't know us, and here's where you may be able to help!

If you know someone who is employed by one of the railroads we aren't running in the northeast please send along their contact information, or, ask them who they think we should get in touch to see about setting up an excursion on that railroad and send that along. Please!

In just a few weeks it will be time for the marathon Narcoa Board of Directors meeting in scenic Chicago. Personally, with the hassle that air travel has become, I wish we could do it as a teleconference. Nonetheless, it is really nice to get together with the other directors on Thursday and Friday evenings and see what's happening in other areas. Last year the Air Traffic Control communications system was sabotaged while we were meeting and getting home became an unpleasant ordeal for many of the members there. To me, as a pilot, none of the science fiction movies of today can match the scary feeling of looking out over the huge O'Hare runway complex and not seeing one airplane moving!

Speaking of directors from other areas, Bob Knight, director from area 6 and I have been thinking about ways to market Narcoa; not only to railroads but to the general public as well. Craig Hartman and the Mid Atlantic Motorcars group have put together an annual two day event at Steamtown in Scranton PA which is quite popular. Craig tells me that last year they gave over 1200 rides and signed up 7 new Narcoa members, not bad for one weekend. Giving rides presents some insurance issues but it can obviously be an effective tool if done correctly. As for approaching railroads about excursions (do you sense a theme in this report?) the most important thing is to find a way to show them how their railroad could benefit from letting us operate on their track. Sure, we are willing to pay them, but beyond that, how can we show them that by having the public come see our historic railcars, it will reflect positively on their railroad? I'm looking for ideas, for photos of groups at stations, and for anyone who has marketing experience that they are willing to share so that we might be better able to put together a package to use when we make "cold calls" on short line railroads. Personally, I have talked with quite a few and they are polite and interested, but we need a hook, something beyond the money we can pay to get them on board. If you have an idea to share please send it to keith@nerex.org.

Thanks all, see you on the rails.

Keith

AREA FOUR (KY, LA, NC, SC, TN, VA, WV) **BERNIE LEADON**

In the recent election in our area, I was re-elected as your representative, with a clear majority of all votes cast.

This was that rare event in NARCOA, an Area election with more than one candidate. It's positive to have members be willing to serve.

To those who voted for the other guys, I ask for your support now also. Area Four has always had active members, and I hope that over the next months, we can make some progress on getting back on some railroads we used to be on regularly. And as one of the other candidates has said, we need to work on getting access to some new track as well. I know from speaking to Jaime Haislip in Virginia, that he and Boomer John have been working on several railroads over there, and they hope to have good news soon.

This election featured some negative voices from outside Area Four, saying that Tom Falicon was wrong to endorse me, and that this simple fact should result in invalidating the recent election results. But the Board of Directors swiftly reviewed the election, and found no fault. The reason they did not, is that it was never the intention of the Board to prevent or ban any Member from free speech, or endorsing another member in any election, regardless of whether that Member works for a railroad.

Tom Falicon has contributed probably more time and energy to NARCOA, Area Four, and putting on exceptional excursions as Excursion Coordinator, than

anyone else I have met in my wide travels across the continent doing NARCOA excursions. He deserves the continued respect and admiration we have always accorded him. He is our elder statesman. Please contact him and let him know you are grateful for his continuing contributions to making Area Four a great place to be in the hobby.

If you or another member you know need help in navigating the ins and outs of NARCOA, please contact me. If you need to be mentored as an operator, please contact the Excursion Coordinator of an excursion you would like to attend, and see if he or she can arrange a mentor for you. Not every excursion can accommodate mentoring, for various reasons, but most EC's will try to help you out.

Thanks for your continued support. Be safe out there, on the highways, and rails.

Sincerely,
Bernie Leadon

AREA SIX (MN, WI, IL) BOB KNIGHT

Greeting to all the members of Area 6. You members possess the golden touch when it comes to new members. You have really been promoting this great hobby as you have given me the privilege to welcome eight (8) new members. They are: Parnell Lutz from Duluth, MN, Dave Hepler from Bloomington, IL, Patrick Kenney from Burnsville, MN, Sandy Peat from Dodgeville, WI, David Rangel from Marion, IL, Paul O'Connor from Omro, WI, Brad Gallenberg from Oshkosh, WI, and Ortega Guillermo from Chicago, IL. Please

keep up the good work as our NARCOA Secretary, Bob Hastings, keeps filling up my computer screen with new member information. I encourage all of you who have contacts with these new members to get them on the rails and encourage them to sign up for an excursion so they can be mentored. Please check the NARCOA website for future listings that might be close to these members. If you do not have a computer, please check the current *Setoff* as it also lists many excursions.

I also want to thank all of you who took the time to vote as I will continue to give my best to represent you.

Another important subject is to invite all of you to attend the annual NARCOA meeting being held in the Chicago area, which is right in the middle of Area 6. The meeting is scheduled for September 25th and 26th at the Sheraton-Chicago O'Hare Airport Hotel located in Rosemont, Illinois. Please give me a call or e-mail, and I will give you the details.

Be safe and enjoy this great hobby. Hope to see you on the rails soon.

Bob Knight

AREA EIGHT (CANADA & INTERNATIONAL) JOHN BROWN

First of all I would like to take this spot to say thanks to those who took the time to send in your votes and voted me in for another two years I appreciate it.

I also understand there was a write in. I would hope that person throws his/her hat in the 2017 voting for Canadian Director so that their

name appears on the ballot the next time. Maybe that person will garnish enough votes from the Canadian members to be the Director for 2018. I have said an election is more fun when two or more people are running for an office.

I would like to welcome Ken Fyfe to our NARCOA family. Ken emailed me and said he was a tad over 70 years young and with his son he is in the water well drilling business out in BC on Vancouver Island in a town called Qualicum Beach. Ken mentions that he is living next to 35 miles of track that he has been keeping open to run on. Ken mentioned that Fyfe Landing is in the 2015 NARCOA calendar for May. A great picture taken by Laura Wambsgan. My wife's Aunt lived in Qualicum Beach for many years and when we visited her back in 2007 I never thought to look in the NARCOA directory to see if there were any NARCOA members in that town.

Also had a note from Bon Hastings that Callum McMurry from Abbotsford, BC has joined NARCOA. Once again the western membership keeps growing.

Speaking of the West Coast, Don Wigen's has emailed me saying their group has their website up and running. theportsub.shaweebspace.ca email is theportsub@shaw.ca

Don says their first excursion is set for Oct 2-8 covering 3 railways, Englewood Railway, Alberni Pacific Railway and the Southern Rail of Vancouver Island a distance of 359 rail miles. Great to hear. Thanks Don!

John Brown

AREA ELEVEN
(CA, NV, AZ, HI)
BILL SCHERTLE

Coordinating a multi-day, multi-railroad excursion is a huge undertaking. Following in the footsteps of Chris Baldo and Marg Hope and their famous Northwest Tours, EC Dave Balestreri and wife, Carol, have put together a September Tri-State Tour covering the Oregon Coast, Western and Eastern Washington, Eastern Oregon, and Western Idaho. MOW will sponsor excursions on 7 railroads while PRO will sponsor 2. Thanks to the PRO/Area 10 EC's, Bill Andrews and Will Krasselt, for helping to coordinate with MOW. The cooperation between two affiliates enables around 30 motorcars and their operators to run over a 3 week period, encouraging folks from the Midwest and the East to attend. Details of the tour can be found on the MOW and PRO websites.

A one day run is one thing but a multi-day run is something else. Hours and hours are spent in making arrangements with each host railroad, providing maps to set on sites (often in the boondocks), finding convenient lodging, working out meal stops and don't forget the "comfort" stops, too. We are fortunate in Area 11 to have several EC's who have experience in these types of excursions and they need all the support they can get.

Future tentative excursions in Area 11 are planned on the Santa Cruz and Monterey Bay RR in October, the Fillmore and Western in January, and the Grand Canyon/Copper Basin RR's next year in the Fall.

Bill

**NARCOA'S NEWEST AFFILIATE:
"THE PORT SUB RAILROADERS"**

The members of The Port Sub Railroaders really met under circumstance and a desire to see a portion of the railway here on the south end of Vancouver Island British Columbia was preserved for future generations. That 38 mile section of track is known as the Port Alberni Subdivision. Hence the name The Port Sub Railroaders.

As in many places in North America railroad freight traffic here on the Southern end of Vancouver Island has been in decline for years. Freight traffic ended on the Port Alberni Sub. in 2001 when the last remaining customer switched from rail to truck transportation to move their products.

The Alberni Subdivision is owned by the Island Corridor Foundation which is a group of First Nations and local municipal governments who desire is to keep the right of way open.

The Western Vancouver Island Industrial Heritage Society(WVIIHS)/Alberni Pacific Railway (APR) manages this portion of ICF owned trackage . The Alberni Pacific Railway operate a Steam Powered Excursion Train from downtown Port Alberni to McClean Mill, which is recognized as a National Historical Site and is famous for the last operating Steam Powered Saw Mill in Canada.

Please checkout their web site www.alberniheritage.com

All four members of The Port Sub Railroaders are volunteer members of the WVIIHS/APR. While carrying out maintenance of way tasks on the Port Alberni Sub. we operate under APR rules and guidelines in accordance with the, timetable, operations manual and safety management system in place.

The Port Sub Railroaders are hosting their first NARCOA railcar excursion Oct.2-Oct.8. Please checkout our website for details: theportsub.shawwebspace.ca

The website is brand new and we are editing as we go along. So please check back often for updates.

We would like to thank both Motorcar Operators West and Pacific Railcar Operators for including links from both their respective websites to ours.

I know if this is published in the Sept./Oct. NARCOA SETOFF there will be little time to register, for our first excursion, but if you are interested let us know by email theportsub@shaw.ca and we will save you a spot.

Best Regards

Don Wigen

Pres. The Port Sub Railroaders

JOE SPEEDER

SEPTEMBER/OCTOBER 2015

It's been a great motorcar season so far Joe thought. And there was another great run coming up this weekend on a scenic branch of the local shortline railroad. This run would actually run on three separate lines that had ended up all being owned by a shortline company and consolidated into one route. There were connection tracks at two points where the lines had once crossed and continued on to other destinations. These connection tracks were now a part of the "main" line.

Joe gave his motorcar a preliminary check the day before the run and completed his inspection form. The next morning he arrived bright and early at the check in and set-on location. He checked in, signed the liability release, and moved on up to get his car on the rail. It looked like he would be car #6 in the line-up today. With his car on the rail, Joe moved his vehicle and trailer to the parking location and then made sure that he had everything he needed in his motorcar.

With the safety briefing concluded, the excursion headed out at the posted departure time. All was good! The weather was perfect. Joe's car was running great. The track was normal branchline railroad with a relatively low speed limit for trains but it was great track for a motorcar excursion. Everything was looking good!

The excursion came to one of the locations where the "main" traversed from one former line to another through one of those connection tracks. It was a fairly sharp curve. The transition was made to the other line and away they went again. The

line ran though some great scenery winding through some low hills. There weren't very many grade crossings on this line so Joe was able to relax and enjoy the leisurely pace.

It wasn't too long before they came to the second location where they went around another one of those former connection tracks. Joe slowed down as he entered the curve. After entering the curve it all looked clear so Joe pulled the throttle back and started to accelerate on around the curve. The next thing Joe knew he was in the ditch!!! What?!?! The car behind Joe came to a stop and the operator came over quickly to Joe's car to see if he was alright. Fortunately he was. He wasn't hurt but he was sure stunned and wondering what the heck happened. He had bumped the windshield when he stopped so suddenly, though, and the safety glass was cracked in several places.

The EC was notified right away and came back to the location to see what had happened. It was now necessary to complete an incident report and take some photographs of the track where the incident occurred and any damage found on the motorcar. In the process of investigating the incident it was found that the front wheel of Joe's motorcar had hit a "kinked joint" in the outside rail of the curve. These "kinked joints" are not uncommon on curves with jointed rail. This became a problem for Joe because he was going a little too fast and was accelerating around the curve which put more force against the outside rail as his front wheels rounded the

curve. When the front wheel hit that kink the wheel rode up on the head of the rail and Joe headed for the ditch. Everyone was thankful that no one was hurt and Joe was thankful that the only damage was a broken windshield.

When the investigation was completed they got Joe's motorcar back on the rail and completed the run. There were no other problems on the run but all of the operators were now much more vigilant in watching for those kinked joints when going around curves. They also were much more aware of their speed while going around curves and made sure they didn't accelerate too aggressively as they progressed through the curves.

A few days after the excursion Joe got the broken glass replaced and checked his car over really well to make sure there were no other problems. Thankfully he found none. All that remained then was to wait for the inevitable letter from the Judicial Committee and the results of their review of the incident.



AUTAUGA NORTHERN RAILROAD

JUNE 27-28, 2015

BY MARK WALKER



For a number of years states around Alabama have hosted a number of NARCOA runs, but here in Alabama they have been few and far between. This changed on June 27 when our new Alabama NARCOA EC Chris Thompson, with assistance from Jonathan Blair; a new EC in training, obtained permission to host a run over the Autauga Northern Railroad. This 2 day excursion provided motorcar enthusiasts a chance to run over a portion of the Old GM&O line that originally ran from Montgomery to Tuscaloosa.

The Autauga Northern Railroad, a WATCO shortline, operates on 44 miles of track from Prattville, AL in Autauga County to Maplesville, AL in Chilton County. This line winds its way through the back woods of Central Alabama, traversing a number of trestles, with the largest spanning Mulberry Creek near

Maplesville. These NARCOA runs covered 37 of these miles on Saturday and 23 miles on Sunday. Round trip miles were 74 miles on Saturday and 46 miles on Sunday for a two day total of 120 miles.

This event was represented well by NARCOA members, bringing in 24 motorcars and 4 hi-rail vehicles. These NARCOA members came from AL, GA, FL, LA, and MO.

The Saturday run started at mile post 167.6 in Prattville, near the old GM&O depot. During the morning safety briefing, a welcoming speech from Prattville Mayor Bill Gillespie Jr. was given. He thanked everyone in attendance for visiting their city. Set-on had to be delayed slightly to allow the local Autauga Northern train to go north where they would work the NS interchange at Maplesville. Once the train had passed, permission was received to set-on. By 9am the

run commenced and a convoy of motorcars and hi-rails headed north towards Maplesville. As we neared mile post 149, railroad official had the group take a siding to allow for the returning south bound train. Our group took this time; in the hot Alabama sun; to meet new friends, see old friends, share motorcar knowledge, inspect everyone's cars, and take lots of pictures. Once the south bound train had passed, we were once again heading north. The next leg of our trip was a short 4 mile sprint to the small town of Billingsley where port-a-potties had been pre-staged. After this much needed break, we were once again headed north. By 1:30pm we arrived at Maplesville where a number of locals ventured out to greet us and take photos. After staging our cars on the mainline, we walked two blocks over to Abby G's Restaurant

where we enjoyed a delicious Southern lunch with choice of meat, vegetables, and dessert; along with all the cold sweet tea we could stand! Once our bellies were full, we ventured over to the old Southern Railroad Depot.

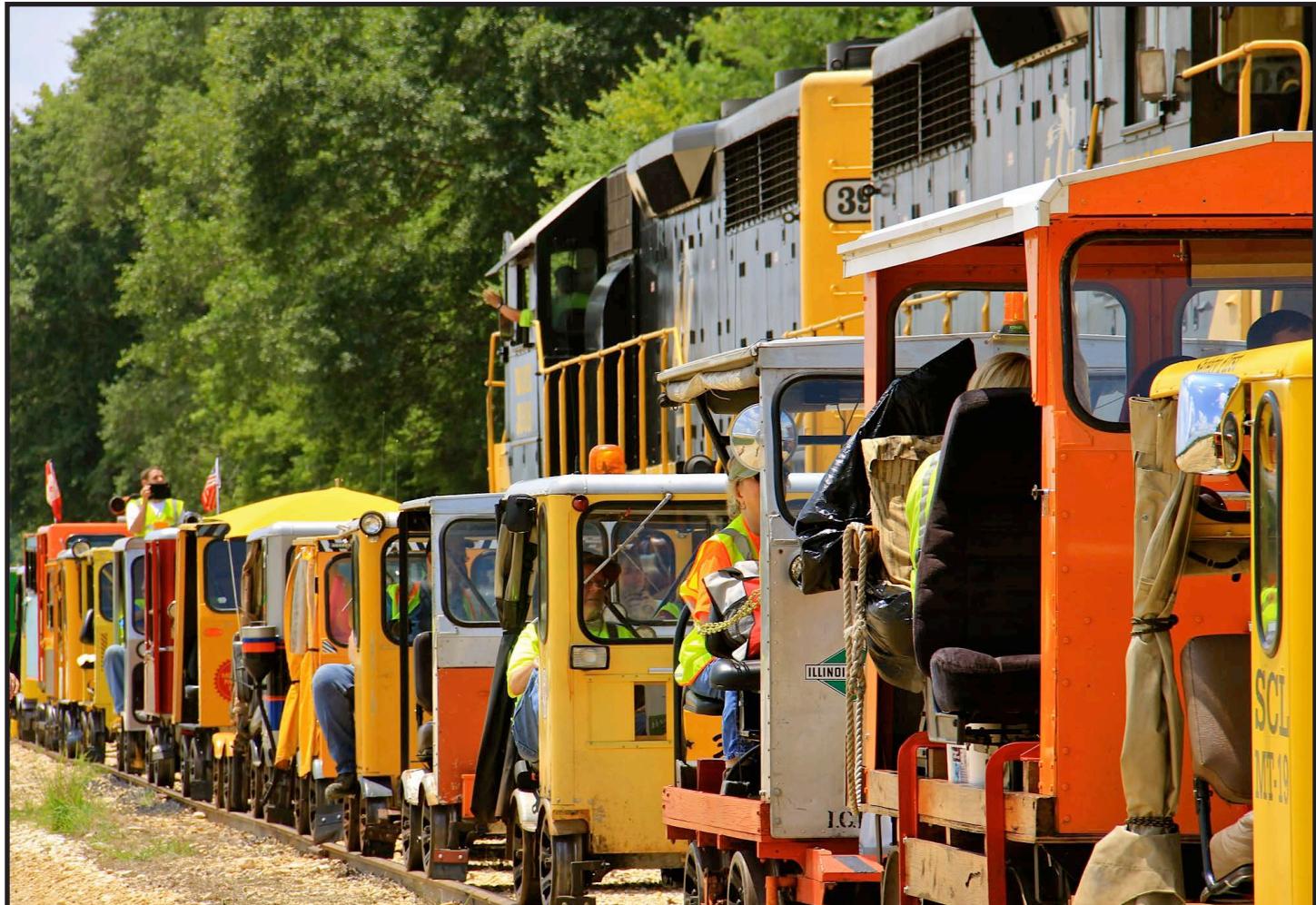
The depot, now a local museum, opened their doors specifically for our visit. NARCOA members enjoyed learning about the local history of the Maplesville area, especially all the railroading history. With our visit to the Town of Maplesville finally over, members prepared their cars for the return trip to Prattville.



The Sunday run once again started at the old GM&O depot but would only run out to the Town of Billingsley at mile post 144.9. This shorter trip would provide the chance for a photo runby at Billingsley and allow members to head home sooner. This Sunday trip was all NARCOA traffic as no Autauga Northern trains were running that day.

Overall a great time of fellowship and motorcaring was had by all. Even railroad officials and local residents seemed to enjoy viewing the many styles and colors of cars. On behalf of NARCOA members and NARCOA Area 5 Officials, we would like to thank the Autauga Northern Railroad and WATCO officials & staff who allowed for and assisted with this special gathering! Additional thanks also go out to the City of Prattville, Town of Maplesville, Abby G's Restaurant, and the Maplesville Southern Railway Depot Museum.

All photos by Chris Thompson



A MARRIAGE MADE ON THE RAILS

BY CRAIG HARTMAN

The alarm clock goes off early, and I awake with a sense of anticipation for the day ahead. The weather looks clear for the coming day, and I thank God as rain would certainly put a damper on the day's events for two special people from NARCOA and from our group MAMA here in New Jersey.

It is the second day of operating our railcars on the New York, Susquehanna & Western Railroad's excellent track here in New Jersey, and we have had an excellent first day. The set on in the Riverdale brickyard had gone flawlessly, with all being able to set on quickly and safely with the paving level with the railhead, and being able to straddle the tracks, and just "drop into the gauge" on multiple tracks and be ready to go. Our safety briefing was held, Form "D" was received by our Pilot, Steve Weiss, and off we went toward Warwick, N.Y., my TMC-2 humming along underneath us.

On we rode to our turning point at Baird's Farm some 48 miles away, passing through beautiful farm country, enjoying the flora and fauna as we went along the mostly welded rail, past quaint art shops, farms and unspoiled visages as we went, going over the highest point on rail in N.J. as the view of the valley opened up beneath us. Passing one of the largest ski resorts in N.J., Mountain Creek (former Great Gorge and Vernon Valley), we soon reached our turning point, turn the cars and head back, stopping for lunch along the way. Too soon we are back at set on, lock the cars down in a secure area for the night, and a large group of us head out to a local buffet about 10 minutes from set on, and have a great time of fellowship and enjoying the varied food offered there. We finish, say our good-byes and head for motels, or as in my case, home (10-12 minutes away, rough life, huh?), and say we'll see you at 7:30.

Back to today, into the shower, shave, and put on "reasonably good" clothes for the run, as this is a special day, make sure my "go to meeting clothes" are packed and ready, my Bible is packed and my Order of



All photos by Dave Sigafoose

Service is likewise in hand. You might have guessed it, yes, I am a preacher and Minister of the Gospel, and had been asked to conduct a Marriage Service for Tim Kane and his soon to be bride, Susan Lloyd. This will be the second marriage I have performed for couples on the rail, and it still excites me to be honored and asked to do this. Into the truck we go, and on to the set on.

We arrive at set on, cars are again checked, safety briefing held, and we head out, anticipating to arrive at Newfoundland Station (from the movie "The Station Agent [good flick, see it if you haven't]) at about 10:30, with service at 11:00. We arrive on schedule, and the station looks great, as John Mikesh and the Klemchaks, the owners of the station, had graciously been up to cut and clean and prepare the Station for Sunday's event.

Tim and Sue and the entourage were waiting at the station as we pulled in, and a Bag Piper was present to "pipe them in" for the ceremony. We met, chatted, and I went into the station to change into my RR Marryin' Duds, and we started the service, holding it on the back of an old caboose at the station. Tim looked great, and Susan looked splendid as the ceremony proceeded, with the vows, a Piper's rendition of "Amazing Grace" with all singing, well, almost all. I pronounced them Man and Wife, and let him kiss the bride, which they eagerly and voraciously did. The ceremony over, I went back into the station and changed out, announced we're ready to go, and moved out and headed back east. The rest of the day was enjoyable and without incident.



I hope you enjoy the pictures and article, as this goes to show that almost anything can happen on the Railroad!



“PINES TO PRAIRIE TOUR”

JUNE 8-14, 2015

COMPILED BY CAROL BALESTRERI



It is always exciting to get a chance to run on rails new to us. We have wanted to run in Montana “Big Sky Country” for some time and the trip lived up to all our expectations. Bill & Jan Taylor are very organized so we had a complete itinerary before we left home. Arriving in Dixon on Monday, the 8th, we found Tom Norman had set-on well in hand, with almost everyone set-on already. It was extremely hot, so the ice cream and Italian soda stand across the street was very welcome. The Dixon Senior Citizen Center, around the corner from set-on had prepared a nice lasagna welcome-to-the-tour dinner for everyone and after set-on we renewed some old friendships and met some new folks too. We also had our first safety meeting.

Our first segment between Dixon and Paradise was constructed by

the Northern Pacific RR in 1883 as part of its original transcontinental main line. In 1970 the NP was included in the BN merger and in 1987 BN sold this segment to Montana Rail Link and it became MRL’s 10th Subdivision.

Tuesday morning after safety

Above: On the rails heading towards Paradise; Right, top: Elevator with Willowcreek Mountains in the distance; Right, bottom: The group lines up across the highway from Lewis & Clark Caverns State Park ; Below: Reflections along the Flathead River. All photos by Carol Balestreri

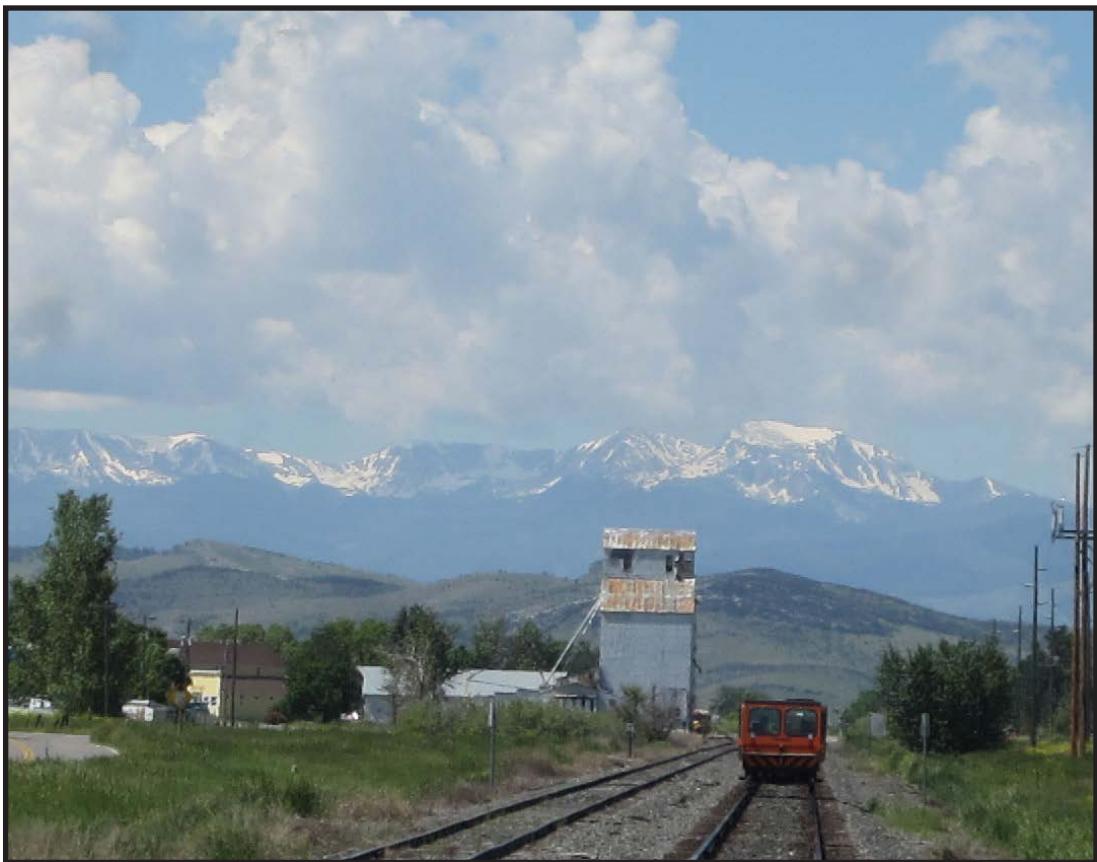
meeting we set out from Dixon (MP 38) to follow the Flathead River to its confluence with the Clark Fork two miles east of Paradise, then turned at Paradise (MP64.1) and ran back to Dixon for lunch. After lunch we set out to follow the Jocko River to Arlee and then up the 2.2% grade



of Evaro Hill (summit of the grade 3,915 ft.). We turned at Indreland Road (MP 5.3), previous location of the O'Keefe Trestle which was removed in the 30's, and headed back to set-off.

This Tour had a nice routine with a travel day in between rail days, which made for a little more relaxed trip overall. We stopped in Deer Lodge on our way to set-on and toured the Historic Territorial Prison. Wednesday was a travel day with set-on in the afternoon at the Whitehall Saddle Club grounds in Whitehall (MP 38.4). They are very gracious to allow us to use the site and their porta potty for our trips.

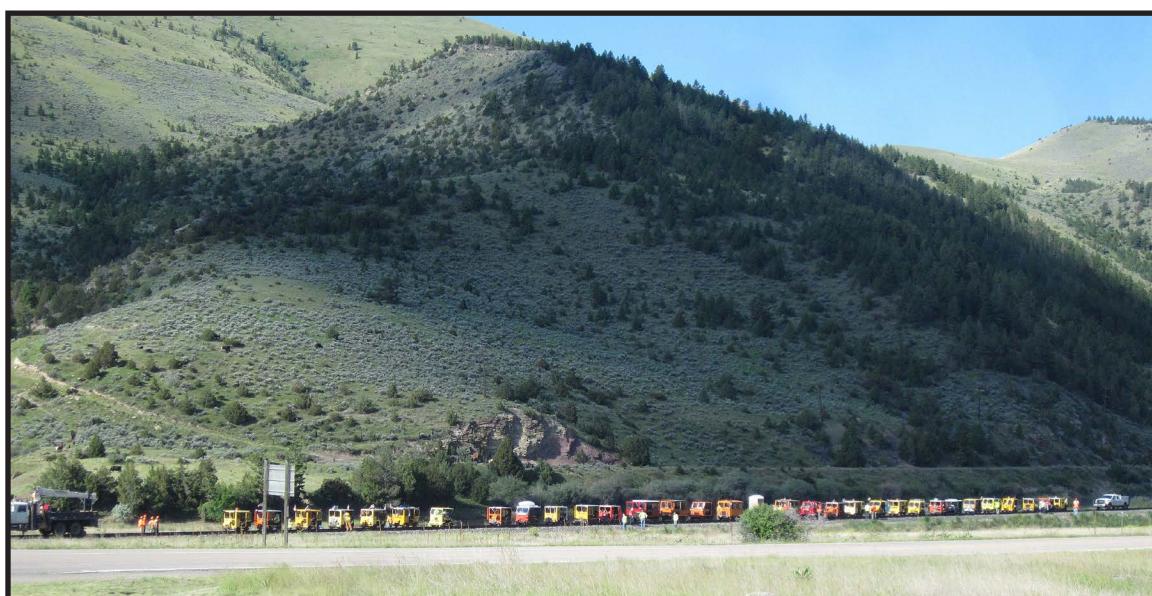
Whitehall is a mining town and the track here was originally built in 1890 by the Northern Pacific & Montana RR. In 1987 Montana Rail Link acquired the Logan to Whitehall, and the Sappington to Harrison portions. The tracks are still in all the way to Butte, but are



out of service and badly neglected. River Canyon. We made a rest stop across the highway from the Lewis & Clark Caverns State Park visitor's center. I was surprised to find I was the only one who hiked over to use a "real restroom". Having our traveling comfort station was really nice, many thanks to Will & Lori Krasselt and Jerry Hixon for towing it! We passed talc processing plants at Sappington (MP 19) and at Three Forks on our way to

turn at Logan (MP 0.0). On our return trip, at Sappington (MP 0.0) we took the branch south to Harrison (MP 9.8).

This 10 mile branch is all that remains of the former NP Red Bluff & Pony RR constructed in 1890. When we arrived at the grain elevator, owned & operated by Gary & LeAnne



DeFrance, the children of Harv & Ann Reynolds, there was a delicious BBQ pulled pork lunch with all the trimmings (including homemade desserts to die for) waiting for us. On our return trip we passed through Whitehall to run up to Pipestone (MP 45.4), turned and headed back to set-off.

Friday was another travel day with set-on in the afternoon at Denton. Some folks had a short evening ride toward Arrow Creek & back. The

rest of us saw this portion at the end of the next day.

Saturday morning we were treated to a trombone serenade by Bill Phoenix before the safety meeting outside the Central Montana Rail shops (MP 95.2). Then we headed out across rolling lush green hills, a welcome sight to us coming from drought stricken country! We went through the 2,014 foot long concrete lined Sage Creek Tunnel, the only tunnel on the entire tour. Coming

out of the cut we got our first sight of the Sage Creek Bridge, the largest of the four bridges on CMR. It is 1,780 ft long and 142 ft high. A steel and concrete 29 span ballasted deck bridge built in 1913. After a photo stop we crossed the bridge, then we went on to cross the Indian Creek Bridge (concrete 22 span ballasted deck bridge over Indian Creek). We crossed over the Judith River on the Judith Bridge, a 33 span steel and concrete span ballasted deck bridge.

Geraldine Station: Bill Andrews, Tom Norman, Bill Taylor on platform. photo by Carol Balestreri



We saw the new concrete tubs and railing where major repair work was done. We then had a stop to check out the Charlie Russell Chew-Choo Dinner Train at Spring Creek Junction. The last bridge was the Ross Fork Bridge (MP 17.5), which settled badly at the west end during the 2011 flood. It is awaiting repair and we stopped at the red flag and turned to head back. We ran back through Denton and west up to the Arrow Creek (MP 106.1) washout to turn, before returning to Denton for

set-off.

Each day got successively cooler, and we enjoyed a cool morning set-on Sunday in Geraldine (MP 136.5) under lovely cloudy skies after an amazing breakfast of fruit and homemade biscuits and gravy! Thanks to the Geraldine Historical Depot Society, organized by Monica Rice, for making the breakfast and for having the depot open for our use. We got a sprinkling of rain as we rode down the track past interesting “dike” rock formations. We saw the

old jail at Square Butte and turned at MP120 at the red flag and returned for an early set off.

Many thanks to Bill & Jan Taylor and crew for a most enjoyable excursion. We also really appreciate all of the local history and background information shared with us, both in person and through the trip guide (which I have used to write this review to share with all of you). And thank you Bill for your editing help.

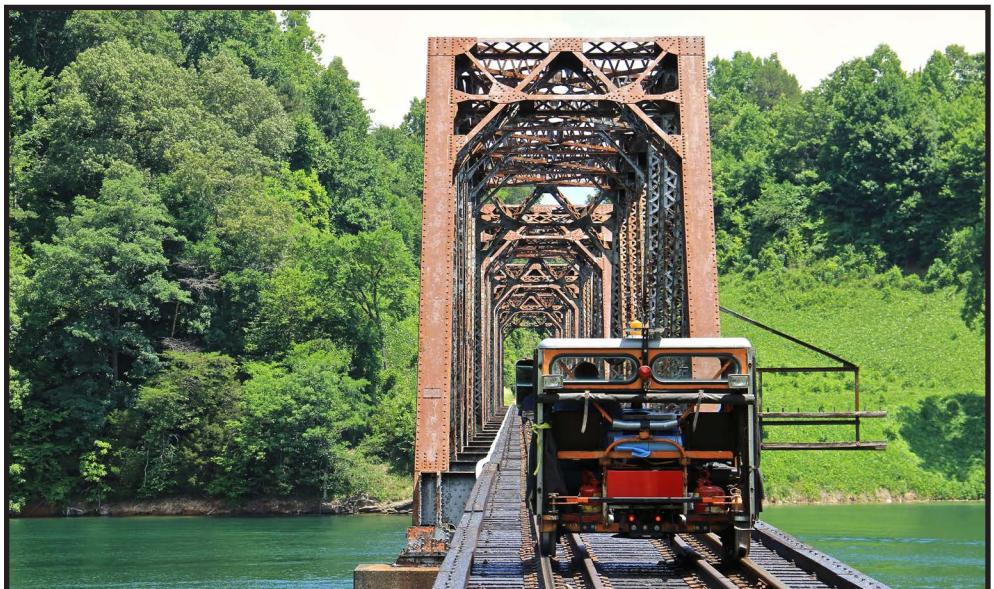


JERSEY FOLKS GOIN' TAR HEEL! GREAT SMOKY MOUNTAINS RAILROAD RUN AND RAIL-B-QUE, JUNE 7-8, 2014 BY TOM SCHMIEDER



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

Above: A line of cars roll westbound over the Tuckasegee River. Below: Motorcars heading east over the Fontana Lake bridge. Daniel Ashworth photos.



it that are 5.1%. That comes close to Southern's well-known Saluda grade which is 4.7% but also has a 100 foot section of 5.1%.

It all starts with an email. Tom Falcon is the man behind one of the greatest motorcar rides on the east coast. He is an individual NARCOA affiliate, is the Excursion Coordinator for this run and also just happens to be the Roadmaster for the GSMRR. Tom has been hosting the GSMRR run "forever" and has finely tuned the event. While winter is still holding its grip on the East, Tom releases the announcement for the run via email. The run is limited to 35 cars but the summer Rail-B-Que event is extremely popular and sells out almost overnight. The registration is first come-first serve by regular mail, so when I saw the email I overnighted a check from New Jersey so that I might have a chance at making the cut. A confirmation email by Tom assured me that I had made it.

Carey Boney in Wallace, NC rebuilds 2-stroke Fairmont engines and he had recently completed an RO-B engine for my 1945 C&O

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

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



on the track, Tom hosted the safety meeting. He was very thorough and cautioned all of the attendees about various conditions which could affect our running and made sure that everyone had a Timetable that detailed the schedule of the day's

Above:Jean and Kenneth Huffines slow as they enter a tunnel. Melissa Schmieder photo. Below: The motorcars have taken siding and the GSMRR Gorge Train passes westbound at the Nantahala Outdoor Center. Tom Schmieder photo.





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

We continued east along the river and eventually crossed Fontana Lake on a large bridge. In Bryson City (MP 64), we stopped long enough for everyone to eat or shop if they so desired. Afterwards, we rode more through lush country mountain scenery, past many dairy and horse farms, crossed countless bridges and through another tunnel. The forecast called for a chance of rain, but we enjoyed partly cloudy skies most of the day. As we were coming into

Above: Mugzi Falcon and Chris Helmer prepare meals on board the Rail-B-Que at the trackside feast in Dillsboro. Below: Cohen Gorham, age 5 of Axis, Alabama and his grandparents, Chris and Maria Thompson of Satsuma Alabama are ready to fill their plates at the trackside Rail-B-Que at the Nantahala Outdoor Center. Tom Schmieder photos.



the outskirts of Dillsboro we passed two wrecked locomotives from the Illinois Southern Railroad, used in the filming of the 1993 Warner Brothers movie, *The Fugitive*. We ended our trip in the town of Dillsboro (MP 47.9) and had 45 minutes to browse the art and antique shops in this quaint mountain town. After turning the cars, we headed west about a quarter mile to the Best Western Riverside Hotel (which also happens to be trackside) and parked for the night. Everyone had time to clean up before the Rail-B-Que dinner bell rang trackside. Chris Helmer of Salem, VA is responsible for the Rail-B-Que and received rounds of applause for his culinary skills. He served up a delicious meal of pork tenderloin, mac-n-cheese, green beans, much more and a host of desserts!

Sunday morning started with the safety meeting and a leisurely

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

After the train arrived, we headed out for the gorge. At the foot of the 4.2% Red Marble Mountain grade (MP 86.8), we stopped so that the five popper cars among the group could be hitched to the car in front of them to be towed up the grade.

Although I'm sure that my M-19, with a freshly shopped Carey Boney engine could have made it up the hill, it is operationally more predictable to tow the two-strokes up the grade. Over the crest at Topton (MP 90.3), we unhooked the tow bars and started our descent into Andrews. The grade west of Topton is fairly steep as well and the brakes on everyone's cars got a workout. We pulled into Andrews on time at 3:00 for an early set-off and head for home. By the time my wife and I returned to New Jersey, we had traveled almost 1900 miles, returned my C&O M-19 to action, ran the GSMRR and enjoyed the finest in Southern hospitality everywhere we went. Many thanks to Carey and Becky Boney, Tom and Mugzi Falcon and Chris Helmer for making this trip a success!

Below: Rail-B-Que diners get a show on Sunday as the eastbound GSMRR Gorge Train arrives at the NOC. Tom Schmieder photo.



MOTORCAR SPEEDER FUEL SYSTEMS

BY: STUART A. EDMONDSON

Motorcar and speeders use gasoline, gasoline mixed with oil, and a few diesel fuel. This article is about the gasoline fueled motorcars. In my time as a NARCOA member I have learned that fuel systems problems are the #1 reason a car goes on a tow bar. I want to help all NARCOA members to NOT to have a bad day on the tracks due to some simple fuel system component.

FUEL TANK

Let's talk about fuel tanks, some are in great shape on the inside and some are not. A brand new stainless steel unit would be nice but we all don't have one or need one. Many times a steel tank can be cleaned on the inside and run for many years.

What is the best way to keep a steel tank in great shape? When storing our motorcars, fill the tank as full as possible, right to top, and don't drain it! Air and the moisture in the air are not the tank's friend. When the temperature changes in the spring the moisture condenses inside, and presto you have rust. Some use fuel stabilizers, but I don't like the way it makes fuel line and anything else the fuel comes in contact with get soft and gummy.

I fill my tanks brim full, then drain the fuel the in spring. I put this 5-6 month old motorcar fuel in our pickup truck when it is down to $\frac{1}{4}$ tank, then top off the pickup's tank with premium fuel. This mixing works great with no wasted old fuel. For the 2 cycle poppers the old fuel can be recycled or given to your farmer friend for burning brush. A locking vented fuel cap on a motorcars is a great investment, stops fuel thefts, and also keep unwanted anything out of tank.

FUEL GLASS BOWL-STRAINERS

Most motorcars fuel tanks have the fuel port on the bottom of the tank, connected to a sediment bowl-strainer. If you have a separate fitting between the tank and the fuel bowl, it should be steel or preferably stainless steel. Don't use brass because brass is for a static installation, not the shaking vibrating connections like motorcars. One sharp knock to a brass fitting and it can crack and fail.

Check your fuel sediment bowl unit to make sure it is all there. I have seen many bowls where someone has removed (or lost) the fine screen in the top allowing big dirt, rust flakes, and foreign material to flow right into the fuel system! Let us talk about the fuel bowl



type, and why one type is better for our motorcars than others. We want a style that has a shut-off valve with a back-stop and a large handle/knob. When it is open all the way it stops turning, showing it can't turn any further out and won't vibrate out and get lost. You don't need to strong-man the valve closed or open, two finger should be enough.

For **SAFETY** reasons we need to be able to shut off the fuel fast without pliers or tough fingers!

The barbed fitting coming out of the fuel bowl should be steel not brass, stainless steel is best. The clamp over the hose can be either of 2 styles. The best is the full band style, these will hold/seal the best, but the down side is these really are a one-time use. The very common screw band type clamp won't hold/seal quite as well but can be reused. Don't use the spring type clamps that need pliers for on and off. These have the poorest holding/sealing performance and have sharp points that like to cut and scrape fingers, hands, arms.

Water is heavier than gasoline and will sit in the glass bowl for you to see it and say "hey, I need to remove that water"! When you see water, shut off the fuel valve, remove the glass bowl, empty the water, wipe out any other foreign matter, and then reinstall. Don't drop the fine screen or the gasket that sits between the bowl and the housing. This unit is a water separator and a fuel strainer; 'NOT' a fuel filter. Very small dirt will pass through the screen into your inline fuel filter. Check the glass every morning for water and dirt, and if any is seen remove, clean, and reinstall the bowl.

FUEL LINE

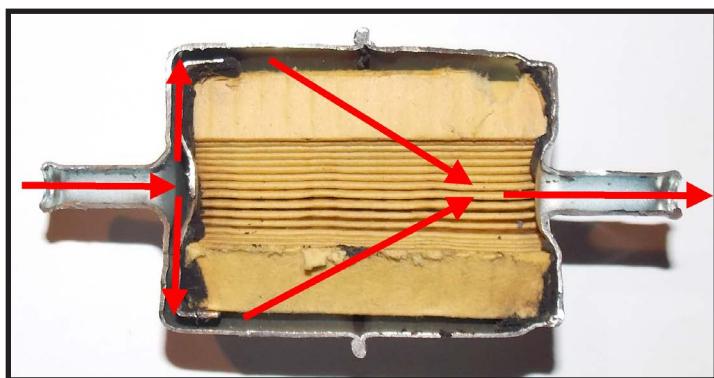
Too many times I have seen old fuel line fail at the worst time. The solution is to change your fuel line every season, your fellow NARCOA members will thanks you. Everyday parts store $\frac{1}{4}$ " fuel line is fine 'if' it is changed every season. Today's fuels have an alcohol content that is very hard on neoprene fuel line and components. NAPA has a $\frac{1}{4}$ " fuel hose for fuel injection automobiles that I like, but it's twice the price. This higher PSI (pounds/square/inch) rating is really not needed but the much tougher rating has value for our motorcars. It won't crush, pierce, or fail as easy as the non-fuel injection type hose. Of course there is always wire braid covered hose that can be used with compression fittings, but their on-track serviceability is poor. I carry a 6' foot piece of $\frac{1}{4}$ " standard fuel line with me, just in case I need it, or to keep a fellow motorcar owner moving down the tracks!

Always keep the fuel line routing away from any hot exhaust component, think SAFETY!

Last thought: Put a $\frac{1}{4}$ " screw or bolt into the ends of your spare fuel line as dirt and those orb spiders will get inside and cause flow problems and you won't know why.

FUEL FILTERS

The whole motorcar fuel system reliability is depending heavily on this one item. The mechanical or electrical fuels pumps and the carburetors they feed will NOT work well with water, dirt, or foreign material in the fuel! For our smaller motorcars a metal filter with a $\frac{1}{4}$ " inlet and outlet will work fine. Change the filter every



season weather you think it is bad or not. Reliability is more important than a \$10 (or less) fuel filter. I always carry 2 new units with me, one for me and one for a fellow motorcar operator in need. The paper inside these filters is called 'hydroscopic', meaning it will absorb water until the filter paper becomes swollen and the fuel will all but stop flowing. Those plastic shell fuel filters can't take any heat and get brittle fast and can

crack for no reason, so it's metal for me! NAPA has a nice metal unit (#3031) with a $\frac{1}{4}$ " inlet and outlet. For the bigger A-4 to A-6, I suggest a much bigger, marine type canister unit, mounted to the frame. These have a spin-on disposable cartridge. Some even have bowls on the bottom with drains for the water. Even if you have a lot of crap coming out of tank you can change these types of filter at the lunch stop, or at tie-down for the night, and wait till you get home to drain the tank. Preventing the dirt and foreign material from getting to the fuel pump or carburetor will prevent fuel problems that will put you on the bar!

IMPORTANT ITEM, when you buy a new fuel filter remove it from box and put a pieces of duct tape over the ends. Those 'orb-spiders' will get inside somewhere, somehow, and if your new filter is bad out of box it's like you haven't changed it. In days past the fuel filter manufacturers put plastic caps on the ends, but not anymore.

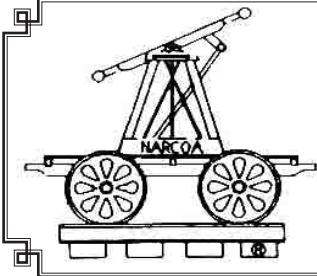
FUEL PUMPS

Most of our motorcars are designed to feed fuel to the engine's fuel pump at zero pressure via gravity. Some of us run an electric fuel pump as the main fuel pump or as a booster pump to the engine mounted OEM unit. Mount this electric pump securely but in a way that if it fails suddenly you can change it quickly and easy. Use steel fittings and keep a spare unit with you as these units usually fail without warning. In your garage, pretend the electric fuel just failed on the tracks, and see if you can change it quickly (and SAFELY). Your excursion coordinator may not give you enough time to changing this unit when it fails, so go on the bar and until the next stopping point. Then while others take a break and visit, you can swap the unit in 15 minutes or less. The engine mounted OEM fuel pumps are more work to change, but having one with you is great insurance.

I hope I have offered some insight, practices, and ways of making your motorcar reliable and safe and your fuel system problem not being the reason you're on the bar. I to those of you who will say "Hey that's not the way my motorcar was shipped from the factory", I say "Yes, ours are better today"! Let's enjoy a wonderful hobby, have fun on the rails, treat each other well, and above all, practice safety, safety, safety!

Stuart A. Edmondson

sae54@sbcglobal.net



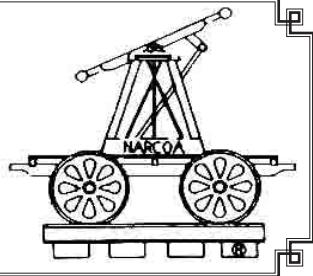
NARCOA EXCURSIONS

AS OF AUGUST 21 2015

Please submit all excursions and ads directly to

webmaster@narcoa.org

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



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 5 - 6 - PA posted 05/06

Steamtown National Historic Site

Mid Atlantic Motorcar Association will be guests of Steamtown National Historic site in Scranton with up to a dozen of our cars representing NARCOA and you about our hobby and operating on their yard tracks at their Railfest 2015. EC's Craig W. Hartman, Chris Vitz.

Sep 9 - QC posted 07/10

Québec Central Railway

“Les draisineurs du Québec” 60 mile round trip from Charny to Valley-Junction. Leaving Breakeyville at 8 AM. Cost is at \$35 car (CA.) EC [Louis-François Garceau](#), 418-955-2466. Mentoring Available.

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 - 12 - NH posted 07/23

New Hampshire Central RR / Conway Scenic RR

Friday, New Hampshire Central / Conway Scenic, Hazens, Groveton, North Conway approx 90 miles. Saturday, Conway Scenic, North Conway to Hazens, approx 42 miles. This is an overnight excursion and includes the Friday night accomodation with short Budd car ride. 30

car limit. NEREX EC Dan Peck. Fee \$355.

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](#).

Sep 12 - CA posted 07/21

Amador Central RR

Recreational Railroad Coalition Historical Society Fun Run and Annual Meeting in Ione. Two runs for a total of 40 miles for the day. Run Fee \$45. Tom Correa 209-296-4356

Sep 12 - IA posted 06/02

Iowa Northern Railroad

First Iowa Division ride between Waterloo and Cedar Rapids. Morning travel from Vinton to near Cedar Rapids, Waterloo in the afternoon. Mileage about 100, cost is \$50. EC [Carl Schneider](#), 1302 6th Ave SE, Altoona, IA 50009-2002 515-967-5181 (H) or 515-494-4401 (C)

Sep 12 - 13 - TX posted 06/16

Capitol Metro Transportation

Llano to Scobee Spur - Approx. 54 miles RT or McDade to Giddings - 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](#) 210-863-5397, Frank Glatzl.

Sep 18 - OH posted 08/16

Ashland Railway

Willard, Ohio 12 + mile round trip after

displaying motorcars at Trainfest. Various prizes awarded. Fee \$20, NARCOA insurance required, OVR Rules. Contact [Phil Linne](#).

Sep 18 - 20 - MS posted 07/17

Mississippi Delta Railroad

Three days on the rails between Clarksdale, Swan Lake and Lula. 105 RTMs for the weekend. SERO affiliate excursion. Cost \$125 for the weekend. Contact E.C. [Chris Thompson](#), (251) 463-3270.

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 19 - 20 - NY posted 05/06

NYS&W Syracuse Branch

Mid-Atlantic Motorcars will run app. 160 miles between Chenango Bridge and Syracuse. A truly beautiful run. Cost for this is \$175. ECs Chris Vitz, Craig Hartman.

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 27 - TX posted 08/11

Texas State Railroad

50 round trip miles from Palestine to Rusk. \$75 fee, 16 car minimum. Deadline to sign up is September 14. EC: [Frank Glatzl](#), 512-484-4102

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 Albia. We will run it Friday evening, Saturday, and Sunday morning. 65 miles Saturday trip, 40 miles Friday and Sunday rides. Cost \$35. EC Frosty Farrell. Contact [Carl Schneider](#), 1302 6th Ave SE, Altoona, IA 50009 515-967-5181 (H) or 515-494-4401 (C)

Oct 2 - PA posted 08/20

West Chester RR

Multiple rides on this scenic former Pennsylvania RR line which follows the Chester Creek. This excursion will go nicely with the W & W and DCL excursions Sat & Sun. Set-on West Chester. \$30 per car. [Jamie Haislip](#) 703-906-2502

Oct 3 - DE posted 05/20

Wilmington & Western RR

Multiple rides on this scenic line. Set-on will be in Hockessin, DE \$30 per car. [Jamie Haislip](#) 703-906-2502

Oct 4 - DE posted 05/20

Delaware Coast Line

Lewes Branch from Georgetown, DE to Lewes, DE. We will cross the Atlantic Inter-coastal waterway on a swing bridge. 40 miles RT. \$40 per car. [Jamie Haislip](#) 703-906-2502

Oct 3 - 4 - ID posted 08/04

Former Camas Prairie Railroad

Pacific Railcar Operators excursion out of Lewiston. Saturday is a 144 mile RT to Riparia on the Great Northwest RR. Sunday, a 129 mile RT to Kamiah on the Bountiful Grain & Craig Mountain RR. 30 car limit. Excursion fee is \$220. Contact is EC [Will Krasselt](#). 208-310-1335.

Oct 3 - 5 - NY posted 07/31 **FULL - Waiting List Started**

Adirondack Scenic Railroad

Saturday-Monday, overnight Sunday, approx 240 RT miles. 30 car limit. NEREX EC Keith Knowlton. Fee \$385. Sunday night accomodation included.

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 3 - 8 - BC posted 07/26 CANCELLED

**Englewood Railway, Alberni Pacific Railway,
Southern Rail of Vancouver Island**

The Port Sub. Railroaders excursion on Vancouver Island. Approx. 359 rail miles. Fee \$400 USD. Fee includes ground transportation to some exhibits. or contact EC [Don Wigen](#) (250) 658-8932 or EC in training Gordon Grenon (250) 954-0595 for the itinerary.

Oct 10 - CA posted 09/04

Santa Cruz & Monterey Bay RR

Join us for a relaxing run along the California Pacific Coast from Watsonville to Santa Cruz and beyond. Run fee is \$110. EC is Bill Schertle.

Oct 10 - 11- OK posted 07/26

A-OK Railroad

The Oklahoma Railway Museum trip McAlester and Howe. 144 miles for the 2 day event. Fee is \$40.00 per unit. EC [Drake Rice](#) 405-478-3225. Jay Hastings is EC in training.

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 FULL - Waiting
List Started**

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](#)

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)

Oct 24 - PA posted 07/31

Stourbridge Railroad

Central PA Excursions – Over 50 miles Honesdale to Lackawaxen and return passing the passenger train twice. Stopping at the famous Roebling Delaware Aqueduct. EC [Larry Maynard](#)

Oct 25 - TN - posted 08/24

Hiwassee River RR- TVRM (Hiwassee Loop)

Enjoy Autumn in the Hiwassee River Gorge and on the Hiwassee Loop on Tennessee Valley Railroad Museum's Hiwassee River RR (former L&N Old Line). Etowah, TN to Copperhill, TN. 86 miles RT. No Mentoring. No passenger trailers. SERO affiliate. Cost \$125. [Bill Delmar](#) EC 404-636-3450,

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)

Nov 14 - 15, - NH posted 08/31

New England Southern/Hobo Railroads

The "Snowflake", Former B&M White Mountain Branch, overnight excursion, Concord to Lincoln , Saturday, return on Sunday. Approx 140 mile RT. Fee is \$335, includes overnight accommodation and dinner at Lincoln. 30 car limit. EC for this NEREX excursion is Gordan Wallick.

Nov 14 - 15 - OK posted 07/26

Farmrail Railroad

The Oklahoma Railway Museum event on Farmrail out of Clinton. Total mileage approx. 200. \$70.00 per unit. EC [Drake Rice](#) 405-478-3225. Jay Hastings is EC in training.

Nov 14 - 15 - AL posted 07/15

Autauga Northern RR

Set on Prattville begins Friday. Saturday Prattville to Maplesville, 75 RTM. Sunday Prattville to Billingsley, 45 RTM. Cost \$150 per car. 30 car limit. SERO affiliate. Contact EC [Chris Thompson](#), (251) 463-3270. EC in training Jonathan Blair.

Nov 27 - NJ posted 07/17

NYSW Southern Division

Confirmed trip over the Southern Division of the NYSW, now known as the Turkey Trot. A great way to end the year before putting the car

away for the winter, see the NYSW without leaves, a totally different view! Will travel to/ from Hawthorne to Pelton, maybe further. Craig W. Hartman, E.C. Sponsored by [Mid Atlantic Motorcar](#)

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. 229-723-8231 Home or 229-359-5701 Cell Or Larry Crowe, E.C., Home 229-776-5882, Cell 229-326-3736.

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 contact [Will Thompson](#) E.C. Home 229-723-8231 or Cell 229-359-5701

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. Details [HERE](#). (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

Shirlene and Billy Inman head west onto the Fontana Lake bridge on the GSMRR Excursion. Melissa Schmieder photo.



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. phone 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.

Fairmont OEM seats. These are the original seats manufactured for Fairmont U.S. cars Black, folding tubular frame with walnut Naugahyde and dual density foam. The most comfortable seat you will ever find. \$199.95 plus USPS shipping. Also available are seat backs, (\$84.95) and seat cushions (@\$99.95) and seat frames (@\$117.00.) Call Clinton Andrews (313) 822-2000 or ClintonAndrews@comcast.net. Note: Because of manufacturer's price increases, this is the last batch at this price

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NARCOA COMPANY STORE

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

To place an order please contact **Dan Page**
6432 Mukai Ct. Huntington Beach CA 92647-6160
(714) 847-5906 dan.h.page@gmail.com 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.

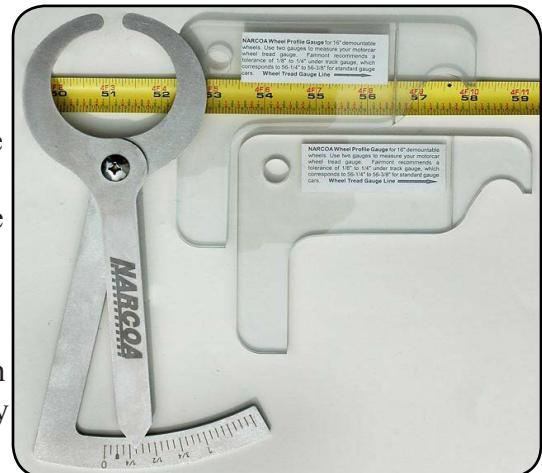
Wheel Inspection Tools - The clear plastic wheel profile is necessary to determine if the wheel is flat, thin in the flange area, or has wear between the flange and the flat section of the tread. Use the wheel profile as your first step in diagnosing "hunting" on the rails. Use two of the clear plastic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