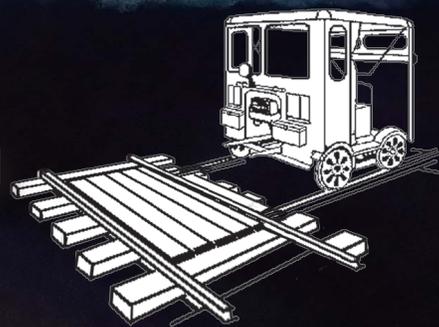


THE SETOFF



THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION
MAR/ APR 2016 VOLUME 30 - No. 2

RADIOS
GANDY DANCERS
MAMA TURKEY TROT

THE SETOFF

VOLUME 30 No 2

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

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www.narcoa.org

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ON THE COVER: DL&W M-19 #527 heading east on the old L&HR at dusk on the Turkey Trot. A focus on safety made this night running safe and fun! Photo by Mike Del Vecchio

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PRESIDENT'S MESSAGE

BOB KNIGHT



Greetings to all.....

The Future is now, as the saying goes.....as we look into the NARCOA crystal ball we see our membership getting a little older and our active participating member numbers (members buying insurance) falling under the magic line drawn in the sand at 1,000. It's a serious time for proactive action in all areas of NARCOA. In the last issue of the Setoff, I asked you, as our valued members, to be our eyes and ears as our railroad landscape makes some serious business adjustments and we must watch for opportunities.

Much to our excitement, several members have stepped forward with ideas to attract new members. We also have had a new group of members begin to research new possible avenues to find host railroads that might be a good candidate for an excursion that have not been contacted for many years or maybe never.

Area 1 Director, Keith Knowlton, is putting the finishing touches on a Railroad Information Handbook as a guide to our affiliates and EC's to help them make presentations to new host railroads. This should be a valuable guide to many EC's who are not sure how to make a professional presentation. When an EC makes a winning presentation and they get the green light from a host railroad, you the member, have a new opportunity to operate your motorcar and explore new railroad landscape.

Several very active excursion coordinators are putting the final pieces together to enlarge the present very successful "Toys for Tots" program. They are currently working with the US Marine Corps for a possible endorsement which might lead to a greater notice and recognition of our present and future "Toys for Tots" excursions.

Please note the article where the North Shore Railroad received an award because of NARCOA's membership assistance. This growing program promises to make a winning program for you, the participating member, the Host Railroad, our precious children and the US Marine Corp. This additional positive exposure gives our hobby excellent PR and might even attract new members.

Several directors and members are looking into the merits of joining the ranks of the National Historical Society and the American Short Line and Regional Railroad Association. They have found the NRHS has a program that supports two national RailCamps where young people are encouraged to attend and they are looking for sponsors which might create a new valuable avenue

Continued on Page 4

FROM THE

EDITOR

BRIAN DAVIS

Hello NARCOA readers! As I write this we have some uncommonly warm weather here in NE Ohio with temps in the 50s and 60s! It is warm enough that your Editor has been able to get out to the garage to get some fiberglass work done.



This month's issue is graced with two letters to the Editor and a number of important announcements from my fellow engine room crew.

The Excursion listings are swelling, and this is the time to schedule those summer trips. When you do, please make plans to document the fun and take a few pictures of your excursions to send in for consideration. We'll see you on the rails!

Brian Davis

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RADIO EQUIPPED

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

President's Message continued.

never explored before. They are suggesting this might create very good PR exposure and second, planting seeds for future younger members.

By considering the American Short Line and Regional Railroad Association, these directors and member's research is finding we might have the opportunity to meet, get to know and promote NCARCOA to the host railroad management at their national and regional meetings held around the countryside. They feel we might create a positive setting where we might work to change their perception of our hobby, create a positive setting where we can listen and learn their viewpoints and maybe incorporate their views and suggestions into our future directions and plans.

On another positive and new direction, our Safety Chairman, Fred Lonnes is developing a new member safety campaign. This includes a new logo to serve as a reminder for all members to be part of keeping it safe and incident free this coming motorcar season. Please check out the new campaign message in this issue. Please check out the new campaign message in this issue.

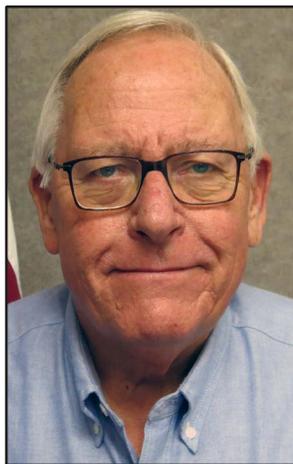
So your leadership is not waiting for something to happen, but making it happen and are moving forward to be very proactive so all of you can enjoy the promise for a positive future now.

Looking forward to meeting you on the rails soon,

Bob Knight, President

AREA

ONE



KEITH L. KNOWLTON

Writing this on a cold, snowy day here in Connecticut, it's difficult to realize that in five weeks we'll be back on Daylight Saving Time and getting our equipment ready for another year of excursions. In my case that means, among other things, the FRA required annual hi-rail gear inspection. As I took the factory course I am qualified to do my own inspections and I have for the past three years, but looking at the calendar I realize the gear has been on my "new" truck for five years, 2016 will be the sixth season.

So this spring I'll take it back to the factory in Berwick, PA for a really complete inspection that goes well beyond the FRA requirements. This will include the hydraulic pump, the wiring, and all the hoses running under the truck, looking for worn spots or cracks. Then, we'll pull the wheels apart, inspect and re-pack all the bearings and re-assemble. Over the years I found that having a second set of eyes look things over never hurts, especially for something as critical as hi-rail gear.

In September of 2014 the Board of Directors introduced the current Rail Vehicle Inspection Form (V3) which covers both hi-rails and motorcars. At the bottom of the form is a place for the operator to sign certifying that he or she has

inspected their equipment and "found it to meet all NARCOA and applicable affiliate standards and have determined that it is in a safe condition to operate." This is a big deal. No longer can anyone expect to have a comprehensive inspection preformed at set on with someone to tell them that something needs to be fixed before the next run. No, the operator now certifies that the equipment is safe and he or she will be held responsible if it is found not to be.

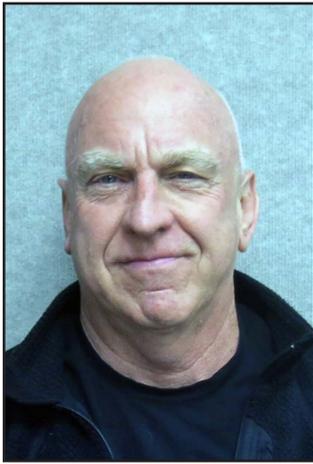
So, getting back to the second set of eyes concept, when the time comes to inspect your car, why not get together with another operator and go over each of your cars as a team? Bring the rulebook and the inspection form and do one car and then the other as a team, with both of you checking off each item. Not only will you be more likely to find an "issue" but it will be a good time as well.

A couple of excursion notes to with which to close. The good news is that I'll be EC again on the Adirondack Scenic July 9-11 and the railroad has promised me that we'll be able to get all the way to Lake Placid in a timely fashion on Sunday. The really bad news is that all the Powers That Be have now agreed to rip up 43 miles of rail between Tupper Lake and Lake Placid after the 2106 scenic train runs finish. Their justification is that it's still a "transportation corridor" as long as rails could be put back in place if the need is ever documented. Right. So if you come, bring a camera!

Be safe and I'll see you on the rails.

Keith

AREA FOUR



BERNIE LEADON

The daffodils are coming up in middle Tennessee, so spring will be here shortly. Change the oil, lube the motorcar, plan an excursion or two.

Be aware that NARCOA will be doing Operator and EC recertification testing this year, in all likelihood. The good news is that we can now do online testing, via our NED electronic database and the internet, similar to what is used now for drivers training and other online testing. One question at a time is presented, and when all are completed, the system immediately gives you your right/wrong answers total score, tells you if you passed or not, and reports the results automatically to the test administrator, who logs all the member results, and sends you your card (for operator test only). Simple, quick, and you can do it when convenient.

The current Operator Certification Cards have been extended to be good and remain in effect until January 2017, and the new test will happen during 2016, with the goal of having it all completed, and your new cards in your possession well before Jan. 2017. The testing window will be generous, lasting at least a couple months, so it should not cause any difficulty for those of

you with tight schedules and travel.

And yes, for those few who cannot do the test online, for what ever reason, the testing guys will figure out a way to help you.

Please take the time to check on fasteners on your rail vehicle, as I found some wheel nuts a bit loose before a run. Our cars experience a lot of vibration and motion, and any fastener can work loose given enough time. I have also learned about Loktite Blue 242 Threadlocker, which comes in a tube, and helps keep nuts and fasteners tight. You just spread a little on the threads before putting the nut on, and when it dries, it sets hard. But not so hard that you can't break the bond with normal elbow grease, and hand tools. So it's a really nice thing for peace of mind about keeping things properly tightened. (Don't use Loktite Red-you need heat to break that one loose).

Be safe out there this run season.

Best

Bernie Leadon

AREA FIVE



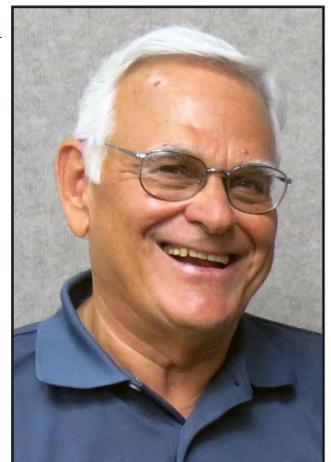
WILLIAM THOMPSON

I would like to remind everyone pay your insurance and your membership dues. Every year we have a few who forget about it, then a motorcar run comes up that they

want to do and they are running to get insurance. We all need to inspect our cars before runs, I still see a few with brakes not adjusted as they should be and the brake light not working as it should. Some of these Onan engines have a lot of miles on them and the valves may need adjusting, so this is a good time to do this. Those of us with real motorcars (pop cars) need to clean and make adjustments also. Let's all remember that each grade crossing is a accident waiting to happen. Hope to see many of y'all on motorcar runs this year.

Will Thompson

AREA SIX



BOB KNIGHT

Greetings to all of you in Area 6 where it is still cold...and maybe you are lucky enough to have a heated garage or workshop so you can take care of those needed items on your motorcar(s) for the coming season. Now for those that don't have a heated area, now is the time to visit our NARCOA website and check out all the new excursion listings that you might be interested in attending and getting yourself on the excursion coordinator's list for the excursions of your choice. If you need help with this process, please contact me at railbuff@

indianvalley.com. Or call at 815-786-3096.

Another way to learn what is happening in our area 6, is to attend one or both of the upcoming annual membership meeting being held by two of our very active affiliates. The first opportunity is the North Central Railcars Annual meeting being held in Windsor, WI, April 2nd, starting at 11:30 AM at the Rodeside Grill, located at 6317 Rostad Drive. There you will listen to the many excursions being planned and EC, Mike Ford will share his planned excursions. President Dave Otte always plans an interesting meeting and it is also a great time to fellowship with other motorcar friends and associates.

The second opportunity is the Great Lakes Railcars Annual meeting being held in North Judson, IN, on Sunday, April 3rd, starting at 9:30AM (Chicago zone time) at the Hoosier Valley Railroad Museum Depot. President, Fred Lonnes plans to review all the area excursions opportunities and also EC, Mike Ford will share his excursion planning. So again, plan to bring your motorcar questions and have a great learning experience discussing the answers and solutions.

Another interesting part of this report is to list our new members as reported by our NARCOA Secretary. By report, we have the honor of reporting three new members and one hanging up his steel toes safety boots. First, I am happy to list Paul Tuttle of Henderson, MN, Randy DesRosier of Waterford, MI and Chris Tucker from Redford, MI Our departing member, Mr Mike Paul, from Madison, WI is sadly hanging up his NARCOA shingle after 25 years in the hobby and some other limiting issues. Mike was

instrumental in forming NARCOA's first Affiliate, the North Central Railcars of Wisconsin, was an Area 6 director and NARCOA Board VP and active EC. We will miss you Mike, and we all wish you the best.

I do look forward to meeting many of you on the rails this coming season and let's keep it safe and incident free!!!

Bob Knight

AREA SEVEN



CARL SCHNEIDER

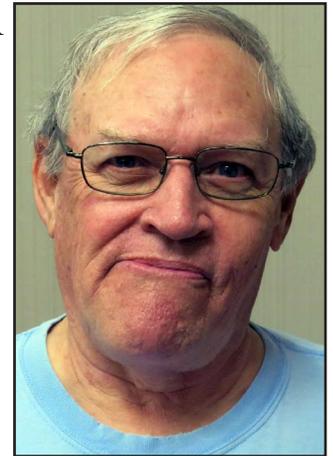
The First Iowa Division excursion coordinators have been working hard on the 2016 ride schedule and it looks to be a full one with plenty of rides to satisfy those motor car withdrawal symptoms we all suffer during the winter months. By the time this article is published, I should have our entire 2016 schedule posted on our website along with full details. I hope everyone can join us on the rails as we ride our regular railroads along some new ones. Come join the fun!

In order to be fully prepared for that first excursion, check your motor cars over closely so you don't have any unexpected or preventable breakdowns. Do your inspection using the NARCOA inspection form and fill it out prior to arriving at the set on location so our safety officer can do his thing and issue a

2016 safety sticker. We're planning on another incident-free season and your cooperation is essential to this goal.

Carl

AREA EIGHT



JOHN BROWN

Here it is February already and up here in Ontario I consider we had a great winter. Not much snow and no Polar vortex (seems to be the catch word of the time) that seems to keep the temperature in the minus 25 Celsius and lower. Hopefully it will be an early spring so us northern NARCOA members can get our motor cars out of winter storage and ride the rail once again.

Insurance quotes should be out by now and once again thanks to Tom Norman for a thankless job of getting us insured again.

I would like to welcome two new members to the NARCOA family Alexander Shewan from Edmonton, Alberta and Darcy Reid from Windang, NSW Australia.

It is always great in my mind to see new members especially outside Canada and the USA wanting to join NARCOA.

Great to see Mike Ford has two runs in Ontario, but you had to be quick to register or you found yourself on the waiting list.

John Brown Director Area 8

AREA

TEN



BILL ANDREWS

I hope everyone enjoyed a great holiday! Now we have visions of excursions dancing in our heads.

Area 10 gained 5 new members from Washington and Oregon. Good recruiting out there! Congratulations! If we can help you in any way, please contact me.

So far, runs are scheduled in WA, ID, MT, and OR. Be sure to check daily postings on NARCOA, PRO, and MOW websites. Newly certified EC Guy Howard has a run in Joseph and a Coos Bay run in August; I also have June run in Coos Bay. We are looking at opening a few new railroads in the NW. Give a big thank you to these ECs: Bill Taylor, Tom Norman, Will Krasselt, and Bill Bain/Rich Wilkins for all their work.

The Shiny Wheel Award was recently awarded to Tom Norman in recognition of his many contributions to the forming and refining of NARCOA. Tom's wealth of experience and knowledge of the rail has been invaluable to NARCOA. He continues to volunteer as Treasurer and Insurance Administrator. Thank you Tom!

By now, you hopefully have been doing some maintenance on your motorcar -- full lubrication, battery check, end-play on axles,

and flange width. A bad flange can result in a serious derailment. While you're at it, don't forget to check your trailer.

I strongly recommend implementing this procedure re: incidents. Please do not move any equipment or apparatus involved until the EC has arrived on the scene to take photos. These photos provide valuable information to the JC in making a complete and fair recommendation to the NARCOA Board.

This 2016 season brings an important change: Forms used will be NARCOA forms only. Please dispose of all release forms prior to the October 10, 2015 version. Release forms are to be printed double-sided on one sheet of paper. While we're at it, a good review of the rule book may help clear up «fuzzy» areas!

Let me know of any ideas, concerns, or comments. I look forward to hearing from you.

Enjoy fun and safe excursions. I'll see you on the rails!!

Bill Andrews

AREA

ELEVEN



BILL SHERTLE

I am sad to report the recent passing of long time NARCOA member Jim Creasman from Orange, CA. Jim and his wife Gayle were regulars

on the summer Northwest Tours coordinated by Chris Baldo and Marg Hope for MOW. Jim will be remembered for his extensive knowledge of California motorcar history and his eagerness to strike up a conversation at the drop of a hat. Although some might call him "cantankerous", they always did so with a smile. He was a good guy with a big heart and we will all miss him.

The 2016 excursion calendar is beginning to fill up with MOW, PRO and RRCHS planning runs in California (Santa Cruz, Fillmore, Ione), Arizona (Grand Canyon and Copper Basin), Nevada (Virginia City) as well as several excursions in Oregon, Washington, Idaho, and Montana. Vancouver Island is also on the calendar, probably in June. Keep checking out the MOW and PRO websites for details and to sign up.

Finally, if you would like to see a picture history of the PRO--MOW Tri-State Tour last September, go to the MOW website and look under "Newsletter". It is the first listing and covers this extensive tour very well.

If anyone in Area 11 has questions or concerns regarding NARCOA please let me know. My contact information is listed on the Director's page. Have a good and safe year as you ride the rails throughout the West.

Bill Schertle

SHINY WHEEL AWARD WINNER, MR. TOM NORMAN NARCOA TREASURER/ INSURANCE ADMINISTRATOR



What a privilege it is to announce our next Shiny Wheel Award for this issue of the Setoff. The Board would like you to officially meet, Tom Norman, the man behind the scene that spends hours and hours on our insurance program and then turns around and processes each one of your insurance renewals.

As Tom lives in Alberton, Montana, we asked Retired Area Director, Bill Taylor who lives close to Tom, to make the surprise presentation during a planned lunch. Bill and his wife Jan meet both Tom and Kathryn at their favorite restaurant for the presentation in Missoula.

Tom has been in the hobby since 1986 and has ridden 46,800 miles on their motorcars. He currently has three motorcars, a pump car and a velocipede. Tom, states that he got into NARCOA back in 1994 when a small group met in Chicago to form a “national NARCOA”. Tom became NARCOA Treasurer that fall and NARCOA insurance administrator in 1995.

And as we all know so well, he still has the two jobs!! By the way, Tom was an Area Director for several terms and is a Certified Excursion Coordinator. Many also know one of his three motorcars is a 3 foot narrow gage open motorcar he and Kathryn enjoy operating in Colorado and Alaska.

Congratulations Tom and Thank You for what you give back to our hobby.

HELP -- NARCOA NEEDS YOUR EMAIL ADDRESS

NARCOA is using the internet for many important communications. The pdf version of the Setoff is available on the day it is published. We send NARCOA Bulletins, membership renewal reminders, etc. to your email address. It is easy and FAST to let you know what’s happening in NARCOA. No email -- no info.

NO – we don’t SEND junk mail!

NO – we don’t SELL your email address!

YES – we do INFORM you about what’s happening in NARCOA!!!

Did you receive a yellow postcard from NARCOA? That means we don’t have a functioning email for you. If you want to check your email address, it’s easy. Just click on the ‘Members Only’ section of the NARCOA web site – www.narcoa.org. When the home page for ‘NED’ (NARCOA Electronic Database) appears, try to login with your email address. If you are successful, then ‘NED’ knows your email. HOORAY!

To add or update your email, just send a message to membership@narcoa.org or a postcard to NARCOA, PO Box 9035, Cincinnati, OH 45209. We’ll add your email address to ‘NED’ for future communications.

NARCOA will not sell or give your email address to ANY third party entities.

Thanks and see you on the rails!

Bob Hastings

NARCOA Secretary



SAFETY MESSAGE

FRED LONNES



At this time of the year, many of us have to contend with the Winter season. This often means that the motorcar is sequestered in the garage or shed. Sometime we need to just go out and sit in it to recall the experience of last year’s excursions.

On the other hand, most of us must contend with the day to day ‘grind’ of getting out and being on the highway to go to work or perform other errands. Often these trips result in having to deal with winter driving conditions, ice, snow, sleet or rain. These climatic conditions force us to go into a different mode of driving. Some call it defensive driving or winter mode. We, as drivers, must take into account the ever changing road and traffic conditions that are part of the season. Snow or ice makes it necessary to reduce speed and increase the interval, or space, between ourselves and the car ahead. More stopping distance is needed to compensate for the lack of traction with the road surface. All these things are just part of the “adventure” of the season’s weather.

So, how do these winter driving precautions come to bear with operating your motorcar on the rails? Well, the same conditions mentioned above are also present on the railroad. Snow and ice on the highway are like curve grease on the rails. Lack of traction in the rain applied to both the pavement and the rails. Rust or weeds greatly reduce the grip of the motorcar wheel to the rails, and remember there is no “anti-lock” system on a railcar. Another item to consider is the change in the weight of your motorcar after loading it with the tools, overnight bags or cooler – remember more weight means more distance to stop. Just like towing your motorcar trailer on the highway, towing another car means the stopping distance is greatly increased.

What can we do as operators? A few simple things must be foremost in our minds on the rails:

Stopping distance is always changing due to rail conditions, grades and weight

Being alert of changing conditions is paramount – looking ahead for crossings and the car ahead

Expect the unexpected – keeping enough distance so as to be able to stop no matter what!

Most of all: Be Alert for the Safety of yourself and the other guy.

SAFETY IS NO ACCIDENT

LETTER TO THE EDITOR

Comments on the “small pulley” article in a previous issue follow.

The author seems to suggest that the alternate pulleys had a smaller outer flange from the factory. That is not the case. What the author saw in the pictures I sent and the pulley I loaned him were the result of my having the flanges machined down so that pulley removal is easier. Since the belt hardly ever falls off the front pulley, I saw no reason for a large flange.

Also the author had a larger radius machined between the traction surface and the mounting flange. All the OEM pulleys had roughly the same wall thickness at that point and the factory radius was sufficient to prevent breakage. Adding to the radius provides no advantage, but has a potential disadvantage. Since the belt always seeks the highest point, the increased radius can attract the belt and nibble away on the belt edge.

I agree with the author that a 3.25 inch diameter pulley is about the smallest that will fit. Maybe a 3.15 diameter one could be made to fit, but that is only a 3% decrease.

Dick Ray

JOE SPEEDER

This was going to be the excursion of all excursions!!! Three days on the rail. Almost 300 miles. Mountains and lakes almost the entire length of the trip. Numerous curves and really good rail.

Twenty-five cars had arrived at the set-on location. Everyone was hurriedly and excitedly getting their cars ready to go. One passenger train departed the station. As soon as it cleared the lead escort gave the signal for the motorcars to depart. The cars swung out onto the mainline and they were off!

What a beautiful day it was. Sunshine and cool weather. The motorcars passed through the yard and soon left the city behind. The pace soon picked up as the cars moved through the countryside on the excellent rail. Curve after curve as the cars worked their way around the hills. Joe and his passenger were certainly enjoying this spectacular scenery! After the excursion had run about 60 miles the motorcar group entered a siding. The last of the cars and the rear railroad escort got into the clear and the switch was lined and locked for the mainline. About fifteen minutes later a second passenger train came around the curve and overtook the excursion. As soon as it cleared the motorcars resumed their journey.

The excursion travelled another 25 or 30 miles. Joe went around yet another curve. Whoa!!! A HEADLIGHT straight ahead! Then Joe realized there was a switch just ahead of him that was lined for the siding and the train was stopped waiting for them to enter the siding. Joe started breathing again! Joe entered the siding and noticed that this was the passenger train that had

left ahead of the excursion earlier that morning. It had turned and was on its way back to town. All of the motorcars and the rear escort got into the siding and in the clear. The switch was lined and locked for the main and the passenger train resumed its journey. The motorcars re-entered the mainline at the other end of the siding and proceeded to the overnight stop.

The next day everyone was up and ready for another spectacular day on the rail and it was going to be another beautiful day. The excursion continued down the line for another 45 miles or so. Joe was enjoying much more of the spectacular scenery. This was turning out to be THE motorcar excursion of a lifetime! The excursion reached the turn-around point and the motorcars were turned. After a reasonable rest stop, the group headed back to the overnight location.

Day three dawned with more fabulous weather and it would be much the same as the previous two days. Bright sunshine and perfect weather for a motorcar excursion. When Joe arrived at the railyard he observed a rail grinder train sitting in the yard. As the excursion entered the mainline it was quickly evident that the rail grinder had just worked the track the motorcars would be travelling on that day. It was a very smooth ride. Joe rode along listening to the wheels of the motorcar sing from the recently ground rail. The group would have an unobstructed ride all the way back to the set-on location where it all had begun two days earlier. The cars were moving at a safe, but fairly quick pace on the nice smooth rail. After the last rest stop the twenty-five motorcars

got spread out quite a bit before entering the yard near the end of the run. Joe had lost sight of the car ahead of him. Joe noticed four boys off to the side of the track watching his approach. Then he noticed the string of small rocks that had been placed on the top of the left rail ahead of him. Joe applied his brakes and as he did so the boys all turned and ran around the corner of a house near the tracks. Joe was not able to stop before reaching the rocks on the rail but his rail sweeps did their job! The sweeps pushed the rocks off the rail. After several seconds Joe was finally able to breath normally again and the boys were long gone, wisely so! Joe was thankful that just prior to this excursion he had once again adjusted his rail sweeps to ensure that they just touched the top of the rail. Checking his rail sweeps was always one of the things he checked while doing the pre-trip inspection of his car and it was always one of the things that he checked again after setting his car on the track. Joe was extremely thankful that those checks were part of his standard routine before every excursion.

After catching his breath Joe rolled on through the yard and pulled up behind the other motorcars that were in the process of being removed from the track. Joe loaded up his motorcar, thanked the Excursion Coordinator profusely for such an excellent excursion, and headed home with wonderful memories of the spectacular scenery, the gracious welcome from the host railroad and their employees, and the new friendships achieved during the excursion. It had been a truly spectacular excursion!

A LETTER TO THE EDITOR AND THE NARCOA MEMBERSHIP:

The Mississippi Delta Railroad has the highest regard for NARCOA and it's many members who have visited the railroad on excursions going back many years. The excursions led by Bobby Moreman, Will Thompson, and Chris Thompson have all been very enjoyable and reflected the high degree of professionalism demonstrated by all who participated. Everyone with the railroad looks forward to the now annual excursion in May with much excitement. All of us very much enjoy having NARCOA's members visit our railroad and our community. We expect another fabulous excursion this May and extend a warm welcome to NARCOA's members.

Reggie Howell

Mississippi Delta Railroad

NOMINATIONS ARE OPEN

FOR ODD NUMBERED SEATS ON THE NARCOA BOARD OF DIRECTORS

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

In 2016, NARCOA will elect Area Directors for the positions listed below. To ensure a robust election, we should have at least two persons nominated for each position. Incumbents are automatically re-nominated unless they decline.

Any active NARCOA member can nominate another active member in their Area who they think will do a good job as a NARCOA Area Director. Before nominating someone, please check with them first to ensure they are willing to serve. Nominations will close on April 1, 2016.

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

NARCOA Elections
6432 Mukai Court
Huntington Beach CA 92647

Positions to be elected:

Area 1 - CT, MA, ME, NH, NY, RI, and VT Incumbent: Keith Knowlton

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

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

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

Area 9 - CO, KS, MO, OK, TX, NM and UT Incumbent: Chris Weaver

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

Dan Page

Nominations and Elections

OPERATOR RE-CERTIFICATION EXTENDED TO 31-JAN-2017

At the member meeting in Chicago last September, Tom Norman recommended that the operator re-certification period be extended one (1) year to January 31, 2017. Bernie Leadon so moved, seconded by Bill Andrews. The motion was approved with all voting in favor.

Your Operator Certification card must begin with an 8000 series number or higher. Your re-certification date has been extended from 31-Jan-2016 to 31-Jan-2017. You will not need a new certification card. Be sure you have a current NARCOA Certificate of Examination Card. You can tell if you have a current card, as they are numbered 8000 and higher.

If you are a new member or have an expired card with a number LESS THAN 8000, you will need a new NARCOA Certificate of Examination Card. To obtain a card you must pass a NARCOA Rule Book test before you can operate at a NARCOA Approved Insured Event. Go to the NARCOA web site, www.narcoa.org. Under "Documents and Affiliates", you will find a document labeled "How to obtain a NARCOA Operator Certification Card". Follow the instructions in that document.

Bob Hastings
NARCOA Secretary

WHERE CAN I GET A NARCOA RULE BOOK?

I recently received a note from a new member:

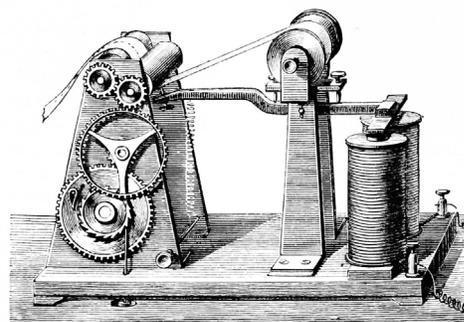
Hi Bob, I got my membership stuff, cool. What I didn't get is a little rule book to put in my speeder. Do those still exist or do we now download our own copy and carry that?

The Board of Directors has just completed Version #8 of the rulebook, which includes the most recent approved changes. Members may download a copy from the NARCOA web site. Go to www.narcoa.org. Use the 'Documents & Affiliates' dropdown menu and click on 'NARCOA Documents & Forms'. Rule Book V8.0 (12 pages). You can print a copy to carry in your motorcar, -OR- It is now approved to carry a copy of the Rulebook electronically, in your smart phone, laptop or tablet computer.

When the new rulebook booklet is printed, we will send a copy to each NEW NARCOA member as part of their membership package. Current members will not receive a printed copy of version #8. The Board has voted to save the printing cost. They ask current members to download a copy from the web site to print at home or to carry an electronic copy.

For those members who still want a printed booklet copy of the Rulebook, new printed copies of version #8 will be available for purchase from the NARCOA store for \$5.00 each. The NARCOA store is listed on the web site under the 'Member Ads', 'Motorcar Parts and Accessories'. Version #8 will be available in the NARCOA store as soon as printing is completed.

See you on the rails,
Bob Hastings
NARCOA Secretary





NORTH SHORE RAILROAD RECEIVES AWARD WITH NARCOA'S HELP.

REPRINTED FROM THE NORTH SHORE RAILROAD'S NEWSLETTER BY PERMISSION.

We are happy to report that 2015 was another very successful year for the local Toys For Tots drive. This year, in addition to participation from North American Railcar Operators Assn. (NARCOA), we had help for the toy drive from the Bellefonte Historical Railroad Society (BHRS). As part of their "Christmas in Lemont" celebration, speeder rides were sold, and a portion of the proceeds along with toys were graciously donated to the drive. In the weeks leading up to the culmination of the drive, the NSHR office in Northumberland was a key drop off point for toys.

The toy drive concluded with the much celebrated, annual NARCOA speeder ride, where NARCOA participants collected donated toys and money towards the toy drive from generous people along the railroad tracks from Northumberland to Berwick PA. This year's drive resulted in more than \$3120 in donations and 1100 toys!

A big THANK YOU to BHRS, NARCOA, and all of the wonderful people who contributed.

As a result of the combined efforts, several years in a row the Railroad has received the "Susquehanna Valley Marine Corps League # 308 Detachment Award" for the most toys collected. Congratulations to the North Shore Railroad, NARCOA, Bellefonte HRS, and everyone for a job well done!



Larry Maynard on right and Todd Hunter on left, presenting check to Dean Beaver, local coordinator for Toys for Tots.



Members of the North Shore staff with Marine Corp. Toys for Tots Award Plaque

MAMA'S TURKEY TROT ON THE NYS&W SOUTHERN DIVISION NOVEMBER 27, 2015 BY TOM SCHMIEDER

Typically, New Jersey starts to get pretty cold as November fades into December, but that doesn't deter NARCOA Affiliate Mid-Atlantic Motor Cars (MAMA) from hosting runs that late in the season. November 27th, the day after Thanksgiving, they host their own version of a "Turkey Trot", 100 round trip miles on the rails of the New York, Susquehanna and Western Railway (NYS&W). However, unlike the 2014 snow-covered run, the forecast this year called for a clear day with a high of a downright balmy 65 degrees!!! I saw this as a chance to polish the wheels of my open car, 1946 Fairmont M-19 DL&W #527 one last time this season. I signed up a couple of days before the run and readied the car for action.

Right on schedule, 08:00 hours saw the gates open at our set-on, a former bulk transfer facility turned brickyard storage area in Pompton Lakes, NJ. The facility has three

Beaver Lake bearing its namesake – that's a beaver dam in the left foreground of the photo. Unusually warm 60 degree weather encouraged Tom Schmieder to use his open M-19 on this late November run. Photo by Tom Schmieder



World's largest motorcar set-on? The former bulk loading facility has about 2000 feet of track with pavement around it. No lines waiting to set on here!

Photo by Mike Del Vecchio

tracks, but only two were available for loading/unloading. That's not an issue as each of these tracks is buried in asphalt that is level with the top of the rail; each track over 1000 feet long – yes, that's over 2000 linear feet of set-on space available! No waiting for the people in front of you to finish setting their car on here – everyone sets on at the same time (all twelve cars on this

run). Once the very quick set-on was completed, MAMA EC Craig Hartman welcomed everyone with his always entertaining and thorough safety briefing. Our pilot for the day, NYS&W Locomotive Engineer and long-time NARCOA member Steve Weiss gave an operational briefing. He read the orders to everyone, a Form D authorizing us to occupy the tracks of the railroad. Steve noted that the railroad was pretty much ours as there wouldn't be any through trains until the following day. He also spoke about various safety topics including warnings about condensation, ground up leaf residue, and lubrication on the rails, following distances, grade crossing procedures, and night running. Wait. What did he say? Night running?

The bulk transfer facility is actually located on the Pompton Industrial Track, formerly the New York & Greenwood Lake, an Erie Railroad branch line that crossed the NYS&W at grade at Pompton





Sparta Mountain overlooking the town of Franklin, NJ. Steve Weiss appeared very official on the trip - he used his personal Dodge Durango Hy-Rail vehicle as he piloted the run. Photo by Tom Schmieder

Junction just to the north. We had placed our motor cars on the track facing compass south (railroad east on the former Erie; now railroad west on the NYS&W) and backed out of the transfer facility, across Newark-Pompton Turnpike, over the Pequannock River on a deck girder bridge, and across the diamond at Pompton Junction. North of the diamond, we reversed direction and took the connecting track between the Pompton Industrial and the NYS&W main to head west. We proceeded with caution as the morning fog had filled the valleys, but it would soon clear as the day warmed up.

This area of New Jersey is fairly densely populated and there are quite a few crossings, including several very busy ones in close proximity to each other. Those crossings took some time to navigate, but as we crossed under State Rt. 23, we entered more rural areas and the crossings became less frequent. The group spread out and increased speed and all came to appreciate the smooth running on the continuous welded rail of the NYS&W main track. The railroad follows the

Pequannock River upstream and Rt. 23 north, bending around hills and through rock cuts and bridging over many roads and tributaries. At the top of the grade, the group stopped at Rich's Deli, well known to rail fans as NYS&W train crews would often stop there to pick up their meals. Although it wasn't the designated lunch stop, most of us took the opportunity to chow down right there as it was already noon. I was starting to wonder about this

trip; it was noon and we hadn't even gone 20 miles. Our turn around point was 30 miles away!

Two blasts on the horn and we were headed west again. Not having any train traffic on the railroad made for a relaxed day with several stops to enhance everyone's enjoyment. Where the railroad crosses Beaver Lake on a curved fill, our pilot, Steve Weiss stopped for a Kodak moment. I also took the opportunity and documented the reason it's called Beaver Lake by shooting a photo of my car next to a gigantic beaver dam. After all the participants had a chance to take in and record the beauty and serenity of the scene, we continued westward. At Beaver Lake station, the Susquehanna's Hanford Branch split off and went north towards Franklin, Sussex, and Unionville. Since this trip took place so late in the fall, all the leaves were gone and views usually concealed by greenery were revealed. As we traveled west of the station, descending the grade into Sparta, the cinder-covered Hanford Branch right of way could be seen dropping

Turning a speeder the old fashioned way at Baird's Farm crossing. The group backed from here to Pelton Rd. Photo by Mike Del Vecchio



Photo: Mike Del Vecchio, 11-27-2015

away on an even steeper grade below us on the side of the hill. Eventually, the branch curved to the right towards the village of Franklin. Just as the Hanford Branch turned away, we came upon an overlook at a clearing for a high tension line right of way. Again, another photo stop was made here as participants took in the unimpeded view to the north; Franklin, Hamburg and beyond.

At Sparta Junction, the original NYS&W right of way continues to the west, but the tracks are long gone. The Lehigh and Hudson River Railway (L&HR) crossed the NYS&W here, but it too has been torn up west of the diamond. The NYS&W purchased the remaining L&HR track to create a continuous route from the east end of the NYS&W at Little Ferry, NJ through Sparta, NJ to Warwick NY. We utilized the NYS&W's new connector track, entered onto former L&HR rails, and continued west



towards Warwick (which used to be east on the L&HR – not confusing right?!) We enjoyed an improvement over previous years – the former L&HR jointed rail has now been converted to continuous welded rail from Sparta to the New York State line. We rode the former L&HR through Franklin, where it had once crossed the Delaware, Lackawanna & Western's Sussex Branch and the same NYS&W Hanford Branch that we had seen earlier – all within a

couple hundred yards of each other. The three railroads had once reached for Franklin's busy mining industry. Of all, only the NYS&W survives. Beyond Franklin, we passed through Hamburg, Vernon, and McAfee (location of the former Playboy Club Hotel), past Mountain Creek Ski Resort, and into New York State. Clank clank, clank clank, clank clank... clank clank... The smooth ride was over as we were on jointed rail for the NY portion of the trip.

Above: Pelton Road is the western end of the NYS&W Southern Division. Mike Del Vecchio was enjoying his first ride on DL&W 527, a car which he helped Tom Schmieder rescue. Below: The group prepares to protect the crossing at Park Place in Butler. The town appeared very festive with the holiday decorations on the utility poles adjacent to the crossing.

Both photos by Tom Schmieder



Baird's Farm is a famous railfan location, known for the bucolic photos of trains poised above the waterfall with red barns and cows framing the image. The crossing at Baird's Farm was our turning point. After each car turned, they backed west for the last ½ mile to the Pelton Road crossing, the end of the NYS&W property just shy of the town of Warwick, NY. Once everyone had reached the end of track, the group moved back down to Baird's Farm crossing for a brief safety meeting. In theory, this was the half way point in our trip, but it was almost 3:00 pm and it gets dark by 4:30 that late in the year. I came to understand why our pilot Steve Weiss had spoken to us about night running conditions in his briefing.

We headed east and into the setting sun – you may not have known that the sun sets in the east in New Jersey, but it does when it's railroad east! The former L&HR line actually runs diagonally on the map, from northeast to southwest – and directly into the setting sun. That is the eastward setting sun on the modern day NYS&W, but it used to be westward when it was the L&HR. Not confusing at all, right? Since our group had the whole railroad, we made another sightseeing stop, this time at an abandoned industrial site in Hamburg. The site is actually located on the old Hanford Branch right of way, which runs adjacent to the new NYS&W (old L&HR) line between Hamburg and Franklin. It turns out that this building was once the Union Waxed & Parchment Paper Co, established in 1892 and by 1915 was part of Ingersoll Company. It once had a facing point westbound switch, which split into two spurs on either side of a water flume. The remains consist of a dam, railroad supports, and a significant amount of

structure, foundations and a chimney. As the twilight turned to night, visibility diminished, awareness heightened and we soldiered on. Thanks to the due caution exercised on all operators' parts, there were no darkness-related incidents. Motoring along the tracks in darkness is a completely different



The Appalachian Trail crosses the NYS&W near the NJ/NY state line. The warm weather made this a busy crossing – hikers can be seen waiting at the crossing sign. Photo by Mike Del Vecchio

experience than in daylight. Unless you have dash lights on your console, all your controls must be handled by memory and feel. You must leave longer following distances, allowing yourself more time to react to hazards. Perhaps because of the heightened awareness and focus, it seemed like I developed a closer relationship with the railroad. The only view I had was of the track and right of way and the lights of homes

and villages passing in the distance. There was a feeling of solitude; just the railroad, the motorcar and I were there, putting along on this desolate stretch of railroad. I had been a little leery of running 25 plus miles in the dark, but I found that I really did enjoy the experience.

Back over Sparta Mountain, across Beaver Lake, pit stop at Rich's Deli, down along Pequannock River, Stockholm, and Smoke Rise; we traversed it all in darkness. Entering Butler, we came to the very busy Park Place crossing. As we gathered up at the crossing awaiting protection for our move across it, there was an aura of brightness that surrounded the group of cars – holiday decorations! The town of Butler had holiday decorations hanging from the utility poles along the street adjacent to the crossing, making for a festive ending to our Turkey Trot. It was almost like seeing Santa at the end of the Macy's Thanksgiving Day Parade. We finally arrived back at Pompton Junction and our set-off around 8:00 pm.

I have to say that MAMA really knows how to host a run – the world's largest set-on space, 100 mile day – mostly on welded rail, rugged mountain railroading with scenic vistas, photo stops, up close visits with natural wonders, industrial archaeology tours, and over three hours of night running – what a great trip!!!

Many thanks to MAMA members Craig Hartman (EC), Ken Ciparis, Dave Sigafoose and Steve Weiss, for making this trip possible, safe, successful, and fun.



GANDY DANCERS ARE ALIVE AND WELL ON THE AMADOR CENTRAL

“Tote those tongs, lift that rail”... Maintenance of Way is still the order of business on the AMC in Amador County, California. In a tip of the hat to the Gandy Dancers of old, twelve volunteers of the AMC turned out to load up sticks of rail to be hauled east on the railroad corridor to be dropped off next to rails that need to be replaced. Weighing in at nearly 1000 lbs. each, these 80 lb. rails were placed aboard two push cars and readied to be pulled up into the “high country” with the “corporation’s” A-car, to be placed into service.

After a recent inspection by the Federal Railroad Administration it was determined that three rails



needed replacement due to a break in one track, a kink in another and the third needing replacement “just because”. Using the rail tongs which were used by historical track workers of long ago, the rails were handily maneuvered by these

volunteer Gandy Dancers.

Harkening back to those thrilling days of yesteryear, these 12 workers were up to the task to carry out this project. AMC Road Master, Grant Vogel oversaw this effort leaning on his experience as a contractor/builder. Working with our hands in the back country of this Sierra Nevada foothill county gives appreciation of those who originally cut this corridor through the hills and arroyos of the right of way. One cannot but sense a feeling of respect for the workers of the early 1900’s who built this historic railroad corridor with manual labor and hand tools. There is, indeed, a kinship to those who created the Ione and





citizens and who tend to avoid heavy lifting. Although we had rail tongs available and standing by, the boom was a welcome addition to the day's efforts.

With the first rail now in place and spiked down, the remaining two replacement sticks were transported by rail back to the Rich Bryant Station yard to await the second leg of the project when they will be transported to the second

Eastern Railroad, later renamed the Amador Central Railroad.

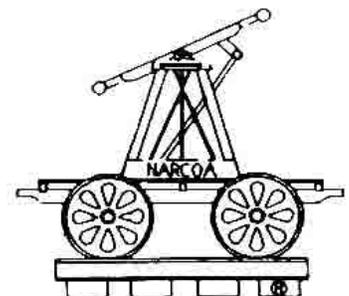
To be sure, RRCHS Member Carl Shelhorn brought his "work truck" complete with air compressor, electrical generator and a boom capable of lifting the rails onto the pushcarts. He brought this valuable tool in deference to those of us who are seasoned

Below: Larry Bowler (in railroad attire) Grant Vogel, Tom Correa and Gary Reinold; All photos by Bob Cozad



and third work site in the open rangeland of Amador County.

I swear, I heard one of our younger workers singing "I've Been Working on the Railroad".



MOTORCAR RADIOS, BASICS AND INSTALLATION

BY STUART A. EDMONDSON

This is the 2nd in a series of articles about the RR Radios used today in our motorcars, speeders, and HyRailers. I am writing these articles to help all NARCOA members have a great operating radio system in their motorcar, especially for **SAFETY** and **EMERGENCY** purposes. Some excursion coordinators and some host railroads require a working radio, so why not be ready? On many excursion I hear some radios that sound great and others not so great, let's see how we can make them all work great!

NARCOA rule 4.24; Radios used in association with NARCOA events and/or on the NARCOA license frequencies must meet current FCC regulations and be operated in accordance with those regulations. The FCC and NARCOA as of January 1, 2013 requires all motorcar radios be 12.5 kHz narrow band type.

So a narrow band radio, whether it is new, remanufactured, or used from Motorola, Kenwood, ICOM, programmed with a minimum of the 3 NARCOA, AAR 2-96, PRO, Alaska, Weather channels will work. To prepare for the future (2025 and beyond) Class 1 railroads and the AAR are testing new narrow-band digital 'next step' technologies such as P25 and NXDN for communicating in congested areas. For us NARCOA members a solid 12.5 kHz narrow band unit will be fine for many, many years to come.

Radios, besides being a **SAFETY** item, can be an enjoyable learning motorcar accessory. I live in Columbus Ohio, and have non-stop CSX and N&S railroad communications to listen to. When working on my motorcar I set my radio to the scan-function. I have pre-set 35 AAR channels used in Ohio that let me listen to real, Class

up to 110, is up to you. Most 30 to 55 watt units are about the same physical size and will work on most motorcar with a 12 volt electrical system. A 110 watt unit is physically bigger and requires an electrical systems big enough to handle this unit, such as an A-car or larger.

If you operate an older motorcar with a 6 volt system you can mount a 12 volt deep-cycle battery just for the radio. I have tested this and a after an entire weekend using the radio the battery was still at 60% of capacity, allowing me to re-charge when I get home.



1 radio talk such as the dispatchers talking to train crews, or train crews talking about when we can get a signal to proceed, or a hot-box alarm on axle 122 for example. I remember listening last year when a very dumb person was seen sitting on very active CSX tracks, or when another RR fan was fouling very active N&S tracks with his truck and camera tripod!

Picking a Radio

The size of unit, i.e. its wattage, usually 30, 55, or

Now that you have the radio mounted 'securely' where you want it, let's wire it up well. Radios in the 30-55 watt range need to be connected to the battery via 10 gauge wire. A 110 watt unit needs 8 gauge wire. The



‘Black’ ground wire can be attached to the negative battery cable at the point where the ground connects to the motorcar’s frame, but no further away from battery. The ‘Red’ positive wire also needs to be as close as possible to the battery. Use an inline fuse, 30A, is best, so if a short happens everything after the fuse is saved, and there will be no fire! That’s a good thing! Don’t connect the radio’s heavy red supply lead on the fuse block, or accessory side of the ignition switch, or even the alternator battery stud. The direct-to-battery connection acts as a big capacitor for the radio, eliminating power spikes or drop outs. Many radios can be turned on and off with

using the ignition switch using the thinner red secondary control wire. This is normally an 18-22 gauge wire needing a separate 2A fuse. When you transmit, the radio needs high amperage with little voltage drop. This is Ohm’s law. To choose a wire type, regular automotive wire is fine, but I personally like marine wire as it is more flexible, has better insulation, better corrosion rating, and a higher voltage rating. Please don’t use residential or industrial THHN or MTW wire.

Let’s talk about radio noise or static from our engine. Some belt driven alternators have internal noise capacitor by design, on others types it is mounted on the outside of the alternator. If an alternator has brushes on the inside, a noise capacitor is needed or static will be heard on the radio.

To keep interference to a minimum

resistor spark plugs should be used. The stories of resistor plugs fouling out quicker are not support by plug manufactures’ tests. Back in the 50’s and 60’s when we listen to our favorite doo-wop AM radio station, Champion Spark Plug had a marketing campaign; ‘*Champion Resistor sparks plugs gives radio its voice!*’ We should also use carbon



core spark plug wires, steel cord wires will make noise! There are many brands of carbon core wires available that are used in the high performance world and these will work for our motorcars.

Speakers:

Use the speaker the radio manufacture recommends, speaker voltage and resistances are not the same between manufactures. I like my Motorola unit because it has a High/Low toggle switch on it. ‘Low’ is used while operating the motor with a headset intercom system and ‘High’ for when you’re not using an intercom system, stopped for a break on the tracks, or at home listening to radio in shop or driveway with the snow flying outside.

Microphone

Use the microphone that the radio manufacture recommends. The mics that have the key-pad are not needed

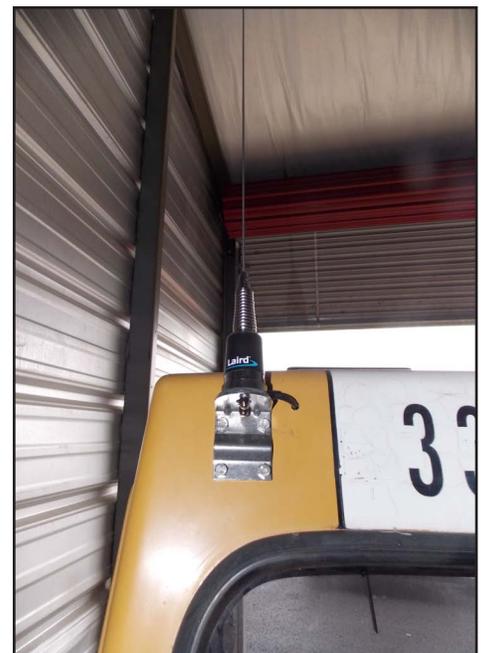
and they could become a **SAFETY** concern in my opinion.

Antennas

This is where we really need to get it right. A brand new \$2,000 radio will not work worth a darn with the wrong type or an incorrectly installed antenna system! My fellow NARCOA member and friend wrote last month about the importance of the antennas, and I second that. Key points: For our motorcars, it’s either ‘ground plane’ or ‘no ground plane’.

1) Ground Plane Unit (A)

This the most common antenna, the 1/4 wave Omni-directional antenna, about 17” long and luckily they needs no tuning, BUT, they do needs a ground plane. {A ground plane is a conducting surface large in comparison to the wavelength which is connected to the transmitter’s ground wire and serves as a reflecting surface for radio waves.- Ed.} I have seen many of these mounted on an angle bracket on the back of a motorcar, which is not good. Ideally these antennas need to be in the middle of a metal roof or roof to



create a metal ground plane. I know some don't like drilling a hole in the roof for antenna. Purchase an antenna with a magnetic base, plant it in the middle of your motorcar's metal roof in morning and at the end of the day take off for safe keeping.

2) Ground Plane Unit (B)

This antenna is a 5/8 wave 'base-loaded' or amplified unit. These units are about 42" long and need to be balanced tuned between NARCOA 1 and AAR 2-97 channels and *need a ground plane*. This type antenna will give any radio the most range.

3) Ground Plane Unit (C)

The last antenna is the roof mounted dedicated units that look like a skate or racing wing. These unit where first seen on the tops of the EMD, F & E units. They needed to be low so they didn't hit anything. They are still used today for

railroads and mass-transit systems but are tuned for that railroad's frequency, These units have a bandwidth of 2.5 MHz, so they are *NOT* a universal unit because they do not operate well on a large range of frequencies. If you want to use one of these units because it looks cool, have it tuned to NARCOA 1, but expect poor performance on AAR, frequencies 2-97. Also, these units need very large ground planes 42" x 62"!

4) No Ground Plain Unit

A motorcar that has a fiberglass cab and no metal ground plane, can mount this '*no ground plane needed*' antenna on your motorcar. Any motorcar could use these as well. These units are 1/2 wave and are about 37" long and are a 'base-loaded' or amplified unit. They also need to be balanced tuned to NARCOA 1 and AAR 2-97 channels,

but can be mounted on the back of the motorcar on an angle bracket! I have this antenna on my TAMPER motorcar as the roof was too small for a good ground plane. Laird and Comtelco both make great units of this type.

NOTE, if your motorcar is a fiberglass cab type, and has a metal ground plane on the roof, you should attach a wire from the ground plane down to the motorcar chassis.

Final thought, don't be afraid to ask for help with your radio install we are all on the same NARCOA team. Contact me if I can help you in any way with your radio questions or needs.

Be safe, treat others well, and have fun!

Stuart A. Edmondson
sae54@sbcglobal.net

Everett Railroad, Holidaysburg PA, photo by Jim Matalik



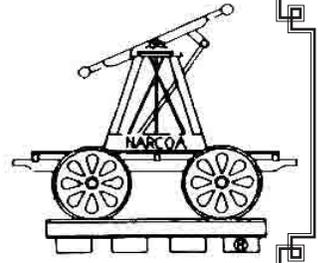
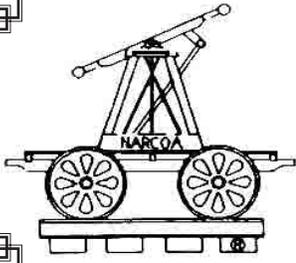
NARCOA EXCURSIONS

AS OF FEBRUARY 15, 2016

Please submit all excursions and ads directly to

webmaster@narcoa.org

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



Feb 20 - CA posted 12/21

Fillmore & Western Railway

Fillmore - 51 miles. Meet the train in Santa Paula for lunch. Run fee is \$82.50 includes one lunch. Limit 24 cars. No passenger trailers or home-built cars. [Wayne Parsons](#) EC, 3161 Country Lane, Simi Valley, CA 93063. (818) 631-4805.

Feb 20 - 21 - TX posted 12/21

Border Pacific Railroad (former Missouri Pacific)

Railroad Partners, Inc. 60 RT miles between Penitas and Rio Grande City each day. Track parallels the Mexican border along the Rio Grande River. Hyrails welcome. Trip fee of \$50.00. EC [Leland Stewart](#) 210-863-5397

Feb 27 - 28 - TX posted 12/21

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

Mar 5 - 6 - TX posted 12/21

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

Mar 12 - 13 - TX posted 12/21

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

Mar 19 - 20 - TX posted 12/21

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

Mar 26 - 27 - TX posted 12/21

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

Mar 26 - OK Posted 02/11

A-OK Railroad

Oklahoma Railway Museum, is hosting a trip out of Harrah. Total miles for the day will be 92 between Midwest City, OK and Shawnee, OK. Cost \$40.00 per unit. EC Drake Rice.

Apr 1 - PA posted 02/03

Allentown & Auburn RR

An afternoon of motorcar running between Kutztown and Topton (aprox 10 miles R/T). Number of repetitions to be determined on that day. Cost: \$25.00 This is a NCRA sponsored event. EC [John \(Boomer\) Schmidt](#), 703-569-5511

Apr 2 - PA posted 02/03

West Chester Railroad

Second NCRA excursion on this railroad. We will make multiple trips from West Chester to Glen Mills, a distance of 7.7 miles. Our route will follow Chester Creek and pass a number of historic railroad stations. Cost for the day is \$30 per car. There will be a 25 car limit. EC [Jamie Haislip](#) 703-906-2502

Apr 3 - PA posted 02/03

Colebrookdale RR (former Eastern Berks)

Travel from Boyertown to Pottstown, RT of about 17 miles. Multiple trips will be made. This is a very scenic country railroad. NARCOA rules will be observed. 25 car limit. \$30 per car. Coordinator. [Gary Shrey](#) 717-227-9628

Apr 9 - 10 - PA posted 01/01 **Full... Waiting List Started Reading Blue Mountain & Northern** Overnight trip out of Jim Thorpe -160-180 miles. Applications will be sent by e-mail. \$370 includes overnight accommodations and meal. To have an application e-mailed contact [Gary Shrey](#) 717-227-9628

Apr 10 - CA posted 02/15
Western Railroad Museum
Rio Vista Junction. Motorcar Operators West will run to Bird's Landing in the morning and return for a vintage trolley ride at 11:00 and then go out to Canon in the afternoon. \$65 fee. EC Dave Balestreri

Apr 15 - 17 - FL posted 01/25
Florida Central / Florida Northern Railroads
Friday from Eustis to Umatilla and return, then run to Mt Dora for dinner- total about 30 miles. Saturday, Eutis to Winter Garden and return - about 65 miles. Sunday from Ocala to Candler to Lowell and return - about 50 miles. Cost \$175. [Keith Mackey](#), EC. This is a SERO excursion.

Apr 23 - 24 - GA posted 01/25
Heart of Georgia Railroad
132 RT miles RT each day from Pitts, Ga. \$175 both days. No refunds after March 23, 2016. Waiting list to be established as necessary. EC and affiliate [Bobby Moreman](#).

Apr 23 - 24 - OK Posted 02/11
Farmrail Railroad
Oklahoma Railway Museum is hosting a two day trip on the Farmrail System out of Clinton. Total miles for two days will be approximately 205 miles. Cost \$70.00 per unit. EC Drake Rice.

Apr 30 - May 1 - PA posted 02/03
Save the Dates. NCRA will be scheduling excursions on these dates. We are in contact with several railroads. Final plans will be announced before the end of February. EC Gary Shrey.

Apr 30 - IA posted 02/12

Boone & Scenic Valley Railroad

The First Iowa Division ride from Boone to Wolf. 11 miles RT . Three trips during the day and a night run. Cost \$30 per car plus membership in the Iowa Railroad Historical Society (\$25) which is a railroad requirement. EC [Carl Schneider](#), 1302 6th Ave SE, Altoona, IA 50009-2002 515-967-5181 (H) or 515-494-4401 (C)

May 6 - 8 - MS posted 01/25
Mississippi Delta Railroad

Friday set on Clarksdale (Hopson Plantation) Evening run to downtown Clarksdale and back, 7 miles RT. Saturday Clarksdale to Swan Lake, 52 miles RT. Sunday Clarksdale to Lula, 46 miles RT. Mentoring by permission. Cost, \$125 per car. SERO affiliate. Contact EC [Chris Thompson](#) (251) 463-3270.

May 28 - 30 - ID posted 02/11

Eastern Idaho Railroad

Motorcar Operators West. Saturday -Twin Falls Branch from Burley to Twin Falls to Buhl and return to Burley, Sunday - Burley to Declo to Minidoka and return to Burley. Monday North Side Branch from Burley to Rupert to Jerome and return. 278 miles. 25 motorcar limit. Cost \$310. Contact [Dan Berg](#) at 702-341-8617

Jun 3 - 5 - MI posted 01/01 **Full... Waiting List Started Great Lakes Central Railroad**

Great Lakes Railcars, Inc. is hosting a motor excursion in the northwestern corner of Michigan's Lower Peninsula covering approximately 238 miles. Excursion fee is \$525 and includes 2 nights lodging & breakfast. There is a 30 car limit. EC is [Michael P. Ford](#) (317) 839-9320

Jun 6 - 10 - QC posted 01/29

Société des chemins de fer de la Gaspésie (SCFG)

Excursion of 400 miles between Matapédia and Gaspé, Québec. Cost under \$800 CA. EC: [Louis-François Garceau](#) 418-832-1502 (Mobile 955-2466), - Need at least 25 cars.

Jun 6 - 12 - MT posted 02/15

2016 Montana Tour

The excursion will cover approximately 425 miles over three subdivisions Montana Rail Link and Central Montana Rail Inc. Mail run fee check of

\$535 made out to PRO to EC Bill Taylor, 917 Parkview Way, Missoula, MT 59803.

Jun 18 - 19 - PA posted 02/15

Delaware Lackawanna RR

Join MAMA as we ride the DL, the Carbondale and time permitting, the Laurel Trolley line. Cost is \$250, and rides should cover approx. 150 miles. EC Craig W. Hartman

Jun 24 - 26 AL/MS posted 01/26 **Full... Waiting List Started** **Alabama Southern Railroad**

Set on Friday. Saturday - Tuscaloosa, AL to Columbus, MS - approx 100 miles RT. Sunday - Tuscaloosa, AL to Brookwood, AL - approx 30 miles RT. Cost \$150, 22 car limit. Mentoring by permission. EC [Chris Thompson](#) (251) 463-3270. EC's in training Jonathan Blair / Chris Ashworth. SERO Affiliate.

Jun 25 - 26 posted 02/05

West Virginia Central Railroad

Appalachian Rail Excursions LLC , Two day excursion from Elkins to Spruce/Big Cut on Saturday then Elkins to Tygart JCT on Sunday. Approx 170Rt miles experienced operators and permanently installed radios required. Fee \$170 / 35 car limit, EC [John Gonder](#)

Jul 2 - 3 MN posted 01/26

St Croix Valley Railroad

Saturday from Rush City to Harris for dinner, 15 miles. Sunday, Rush City to North Branch, then Hinckley and return, 70 miles. One or both days \$60. 25 car limit. North Central Railcars, Ltd. EC [David Otte](#) 920-246-2103

Jul 5 - MN posted 01/01

North Shore Scenic Railway

North Central Railcars, Ltd. is hosting a "Rail and Sail" motor car excursion. The trip will cover approximately 52 miles and includes a 1-3/4 hour Duluth Harbor Tour. The excursion fee is \$135 and includes the Harbor Tour and lunch for 2. There is a 25 car limit. EC is [Michael P. Ford](#) (317) 839-9320

Jul 7 - ND posted 01/01

Northern Plains Railroad

North Central Railcars, Ltd. excursion between Fordville and Munich. Participants will travel approximately 120 miles. Excursion fee is \$150 and includes lunch for 2 in Munich. There is a 25

car limit. EC is [Michael P. Ford](#) (317) 839-9320

Jul 10 - MB posted 01/01

Keewatin Railway

North Central Railcars, Ltd. excursion between Sherritt Jct. and Pukatawagan. Participants will travel approximately 198 miles. Excursion fee is \$125 (USD or CDN) . There is a 25 car limit. EC is [Michael P. Ford](#) (317) 839-9320

Jul 12 - SK posted 01/01

Torch River Rail

North Central Railcars, Ltd. excursion between Choiceland and Nipawin,. We will run the route twice for a total of 104 miles, including a 1,907' long trestle. Excursion fee is \$125 (US or CDN). There is a 25 car limit. EC is [Michael P. Ford](#) (317) 839-9320

Jul 13 - SK posted 01/01

Northern Lights Rail

North Central Railcars, Ltd. 70 mile round trip between Birch Hills and Melfort on Northern Lights Rail. This is Saskatchewan's newest shortline railroad. Excursion fee of \$60 (USD or CDN) cover the excursion fee, gratuities, and other miscellaneous excursion expenses. There is a 25 car limit. EC is [Michael P. Ford](#) (317) 839-9320

Jul 14 - 15 - SK posted 01/01

Big Sky Rail

North Central Railcars, Ltd. excursion between Macrorie and Eatonia. Participants will cover approximately 240 miles. Excursion fee of \$450 (USD) or \$500 (CD) also includes bus transportation and overnight lodging in Kindersley. There is a 25 car limit. EC is [Michael P. Ford](#) (317) 839-9320

Jul 18 - 19 - SK posted 01/01

Great Sandhills Railway

North Central Railcars, Ltd. trip between Cantuar and Burstall. Participants will travel approximately 260 miles. Excursion fee is \$400 (USD) or \$450 (CD) and includes lunch for 2, bus transportation and overnight accommodations in Medicine Hat, AB. There is a 25 car limit. EC is [Michael P. Ford](#) (317) 839-9320

Aug 19 - 21 - IN/MI posted 01/01

Indiana Northeastern Railroad

Great Lakes Railcars, Inc. is hosting excursion

between Ashley, IN and Coldwater, MI. The trip will cover approximately 150 miles. Excursion fee is \$275 and includes overnight lodging in Coldwater, MI. There is a 35 car limit. EC is [Michael P. Ford](#) (317) 839-9320

Aug 20 - IA posted 02/12

Iowa Northern Railroad

The First Iowa Division ride from Manly to north of Cedar Falls. Mileage about 130 miles for the day. Cost \$60 per car. EC [Carl Schneider](#), 1302 6th Ave SE, Altoona, IA 50009-2002 515-967-5181 (H) or 515-494-4401 (C)

Aug 24 - 25 - ON posted 01/01 **Full... Waiting List Started** **Huron Central Railway**

Great Lakes Railcars is hosting motor car excursion over a portion of the Huron Central Railway (ex-CP Webbwood Sub). Total miles will be approximately 282. Excursion fee is \$400 (USD) or \$450 (CDN) and includes overnight accommodations in Espanola, ON. 25 car limit. EC is [Michael P. Ford](#) (317) 839-9320

Aug 28 – Sep 2 - ON posted 01/01 **Full... Waiting List Started** **Ontario Northland Railway**

Great Lakes Railcars, Inc. is hosting a trip in beautiful northern Ontario between North Bay and Hearst. Total miles will be approximately 734. Excursion fee of \$1,900 (USD) or \$2,100 (CDN) includes 5 nights lodging, breakfasts, lunches, and more. There is a 25 car limit. EC is [Michael P. Ford](#) (317) 839-9320

Oct 15 - 16 WV posted 02/05

West Virginia Central Railroad

Elkins WV. Fall Foliage Trip. Details out soon. Appalachian Rail Excursions LLC

Nov 5 - IA posted 02/12

Boone & Scenic Valley Railroad

The First Iowa Division ride from Boone to Wolf. 11 miles RT . Three trips during the day and a night run. Cost \$30 per car plus membership in the Iowa Railroad Historical Society (\$25) which is a railroad requirement. EC [Carl Schneider](#), 1302 6th Ave SE, Altoona, IA 50009-2002 515-967-5181 (H) or 515-494-4401 (C)

Nov 5 - 6 - GA posted 01/25

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. EC and affiliate [Bobby Moreman](#).

Nov 19 - PA posted 02/05

Southwest Pennsylvania Railroad

New Stanton PA. Toys For Tots Run. Date confirmed. Details Soon Get your decorations ready!! Appalachian Rail Excursions LLC

Excursions Held On A Regular Basis

Feb 1, 2016 - Jan 31, 2017 - 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, 2016 - Jan 31, 2017 - 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, 2016 - Jan 31, 2017 - GA

Heart Of Georgia–West Railroad

Southeast Railcar Operators, Inc. will be having NARCOA Motor Car runs and work days on the HOG West Railroad from Richland, Ga. to Omaha, Ga. on various dates. Contact [Will Thompson](#) E.C. 229-723-8231 Home or 229-359-5701 Cell or Larry Crowe, E.C., Home 229-776-5882, Cell 229-326-3736.

Feb 1, 2016 - Jan 31, 2017 - GA

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 EC's [Will Thompson](#) EC Home 229-723-8231 or Cell 229-359-5701 or Frank Ahouse 229-886-4707

SUPPLIERS

If you are a supplier of motorcar parts and wish to be included here, please contact the Editor. No endorsement is made of the products, services, or vendors. All listings are for members' consideration only, and are at the discretion of the Editor.

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

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

Texas Track Car is offering reproduction Fairmont water hopper condensers in the two common sizes. These American-made units replicate OEM and are brand new construction. Prices are \$325 for the smaller RO/OD unit and \$350 for the larger QB/RQ/RK unit. \$250 will reserve a unit with the balance due prior to shipping. Jeff Ford (806) 236-3673 We're taking reservations for a production run through April 31st.

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.

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 (not the Canadian seats sold by others.) Black, folding tubular frame with walnut Naugahyde vinyl and dual density foam. The most comfortable seat you will ever find. \$209.95 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: Now also available in Black Rogue II genuine Naugahyde.

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. 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.

