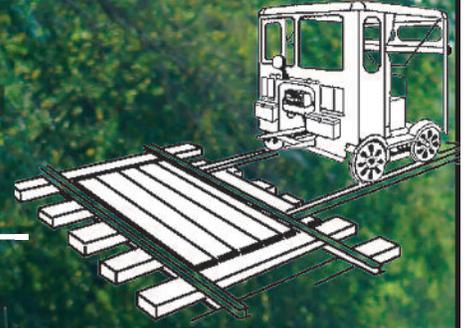


# THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA  
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION

NOVEMBER / DECEMBER 2013

VOLUME 27 No. 6



NEREX FIRST RUN  
NARCOA ANNUAL MEETING  
SMOKE, CINDERS AND TWO RINGS

# THE SETOFF

VOLUME 27 - No 6

The SETOFF is the official publication of the North American Railcar Operators Association (NARCOA) and is published bi-monthly to promote safe legal operation of railroad motorcars, and to encourage fellowship and exchange of information among motorcar enthusiasts. Membership in NARCOA is \$36 per year and includes a subscription to *The SETOFF*. Please send a check made out to NARCOA to:

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ON THE COVER MOTORCARS ARE TURNED AND READY TO LEAVE AMSTERDAM OHIO ON THE OHI-RAIL. PHOTO BY: MARK ALLEN.

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

# PRESIDENT'S MESSAGE

**BILL SCHERTLE**

I would like to thank the NARCOA Board of Directors for electing me to lead them through 2014. Your Board is a dedicated group of individuals who are committed to the motorcar hobby and each has a rich history in NARCOA. Combined, we have about 150 years of experience in operating motorcars and have traveled over 150,000 miles on rails in the United States, Canada, and Mexico. The Board welcomed John Brown and Ross Baxter as new Area Directors as well as Dan Berg and Jamie Samuell as new Directors-at-Large. We also expressed our thanks to Carl Anderson who will retire after many years as the Elections Chair, and to Jim Spicer (in absentia) who will retire this term as Judicial Committee Chair. Dan Page and Dan Berg, respectively, will take their place.

The minutes of this year's Annual Meeting are posted elsewhere in this issue. You will notice that Rule 2.09 has been expanded to require headlights and taillights to be on at all times while moving. Rule 2.11 regarding handholds was also modified. Please take notice of Item 13 in the minutes regarding shunting of active crossings.

The highlight of the meeting was the presentation of the "Hank Brown Award" to Mike Ford as Outstanding Excursion Coordinator of the Year. He graciously accepted it from Hank's widow, Carol, who was able to attend the meeting. Hank's legacy lives on in the many fine EC's who are conducting safe and enjoyable excursions on a regular basis.

Finally, my thanks go to Bernie Leadon, outgoing President, for his outstanding leadership over the last two years. NARCOA is in a better place today because of his efforts.

Bill Schertle, President



# FROM THE EDITOR

**BRIAN DAVIS**

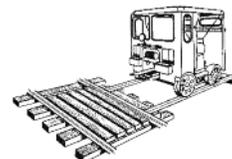
Hello fellow NARCOA members! I don't know about you, but I would love to have time to do a few more runs this year, Oh well.

So what will we see in this issue? I am pleased to share the minutes of the NARCOA annual meeting held in September, and the minutes of the email Meetings the Board has throughout the year. We will also see articles from a number of other special events held this summer. We will also see that Mark, Dan and Bob have announced a contest that you might be interested in, see page 11.

We have a great issue here but remember, the more material you send in the better your SETOFF will be.

Jane and I hope to see you on the rails soon!

Brian Davis



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**AREA ONE**  
ME, NH, VT, NY, MA, CT, RI  
**ROSS BAXTER**

I am writing this, my first column, as the newly-elected Area One Director. Area One has seen a lot of changes over the past few months with the unfortunate resignation of Warren Riccitelli. Warren has been a mainstay of Area One for many years and will certainly be missed in his leadership role within NARCOA. I know that he was very instrumental in my joining and subsequent involvement within NARCOA. Although Warren is resigning his position as Area One director, I am sure that we will continue to see him on the rails and I ask that we all join in thanking Warren for his years of service when we see him again.

With Warren's resignation, the only Area One Affiliate, NERCA, closed. We are very fortunate to have four newly trained Excursion Coordinators within Area One who immediately stepped up and formed a new affiliate, NEREX, to continue providing us the opportunity to participate in excursions here in the Northeast. Please join me in extending a welcome to the men behind NEREX: Gordon Wallick, Dan Peck, Rob Piligian and Keith Knowlton. They expect to carry on Warren's tradition of providing quality excursions in our area. I know these gentlemen will appreciate your support in their roles as ECs.

Shortly after hearing of Warren's resignation and the closing of NERCA, I was contacted by Jeff Levengood on behalf of the Board of Directors about filling Warren's position as Director of Area One. I

was astounded that I was being considered and, after speaking with then-President Bernie Leadon, I began making preparations to attend the Board meeting in Chicago. At the meeting I was impressed with the formality and efficiency with which the meeting was conducted. I had never been in a room of unpaid volunteers who worked so hard to run an organization in such a professional manner. I strongly suggest that members attend one of these meetings if ever the opportunity arises. Midway through day one, I was elected by the Board to fill Warren's vacant position. The outcomes of other business conducted at the meeting will be presented elsewhere in this edition of the Setoff.

Since becoming a member of NARCOA, I've had the pleasure of getting to know several members of Area One and I look forward to meeting many more. I have been in the hobby for almost five years and have operated my own motorcar primarily in the Northeast for four years. I am a physician and live in the Greater Rochester area of upstate New York. Prior to medical school, I worked for several years as a manager in the aluminum extrusion industry and ran my own business doing demolition work. I feel that I am very qualified to serve as Area Director and look forward to what I hope to be many years of dedicated service to our unique and great hobby.

As a reminder, should any problem arise within NARCOA, you as a member should speak with the Excursion Coordinator first. Contacting the railroads or their employees could have an unwanted deleterious effect that might cause

that and other railroads across the country to no longer allow us to use their tracks. Obviously, with no track to ride on, our hobby would die and you would be left with an expensive antique to park in your yard. If the ECs are unable to resolve your problem to your satisfaction, then contacting your Area Director should be your next step. I will do my best to resolve whatever issues come up at this level, however if that is not possible, then the full Board of Directors may be contacted to ultimately resolve the issues. By working within this framework of NARCOA we can all continue to ride the rails. I look forward to seeing you all out there.

My contact information is located on the NARCOA website and in the Setoff.

F. Ross Baxter

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

Back from the Annual Narcoa meeting in Chicago. The two day meeting was held at the Sheraton O hare Hotel located about one mile from O hare Airport. Friday started with the installation of new officers: Bill Shertle from California President, John Gonder from PA as Vice President, Mark Hudson from Kentucky as Secretary, Tom Norman from Montana as Treasurer/Insurance. Bernie Leadon as Parliamentarian.

There will be many articles in this issue covering all the topics that we discussed , so I will only touch on the major ones that effect Area 2 as well as all of Narcoa.

The board adopted the new rule that All cars Will operate with their headlight on during any excursion.

The present rule requiring a white headlamp and red tail lamp remains in effect as well. Car that do not have electrical systems must use battery powered lights that meet the requirements listed in the rule book.

A change to the NO SHUNTING rules now reads: Regardless of conflicting policies or rules, wheel shunts or electrically connecting the wheels of motorcars or Hy-rails are prohibited, as stated in Rule 1.02, as they are inherently unreliable. Use of such shunts may result in Affiliate or Excursion Coordinator sanction. The use of hard shunts (physically connecting two rails with clamps and cables) or electrically activating highway grade crossing lights and or gates by signal control box switch is acceptable with railroad approval. The board's stand on this rule will be enforced. If you run into a railroad or coordinator that wishes to use active shunting have them contact the Area director for an explanation of the word NO.

A change to the due date for article submission to the Set-Off was adopted. All submissions are now due on the 10<sup>th</sup> of the month prior to the issue's due out date.

Keep an eye on the calendar as there are still many outstanding excursions coming up in Area 2 and the surrounding Areas as well. I have issued more Insurance Certificates this year than any other year. In September I attended An excursion on the Wilmington & Western in Delaware. Jamie Haislip and his crew did an outstanding job. The Strasburg Railroad, North Shore and Shamokin Valley, Western Pa & NY x2, Delaware & Lackawanna, Steamtown National His-

toric Park, Stewarts Town, Northern Central, Western Maryland Scenic, Nittany & Bald Eagle, Everette, Lycoming Valley, Wellsboro & Corning, and others that run into our area all hosted us over the last few months. We are lucky in that no other area has the number of fine coordinators and host railroads that we do. This all due to the hard work of both you as the riders and the EC's and the host railroads. Our safety record in the industry is well recognized and our attention to detail are our keys to returning to these and other fine railroads. The Rail Industry Is aware of us. They do respect our commitment to Safety and training. Keep it safe and have fun doing it!

Thanks for your support,  
John Gonder VP/Area 2

### **AREA THREE (IN, LOWER MI., OH) JEFF LEVENGOOD**

As I write this the leaves are turning and the days are getting shorter. Motorcar trips in area 3 are winding down but there are still some excellent opportunities to still get out and enjoy our hobby. I just returned from the NARCOA annual meeting in Chicago and I must say that is was a very well run and interesting meeting. Our new president is Bill Schertle from area 11 and he resides in California. I am confident he will do a great job taking care of the affairs of the club. Details and minutes of the meeting are to be found elsewhere in the magazine.

One of the highlights of the meeting was the presentation of the Hank Brown award to area 3 E.C. Mike Ford. Mike does an outstanding job of excursion coordina-

tor taking care of every detail to insure that participants have a great and safe ride. Congratulations and good job Mike!

On another note, OVR hosted an excursion on the Ohi-Rail after a long absence. Hopefully the damage done by NARCOA members who wrote letters to the railroad complaining about a meet years ago has been repaired. I would hope that this type of situation never arises again. It took a lot of persuasion to allow us to return to rails managed by Indiana Box Car. I also want to thank member Ed Summers who initiated the original contact with the railroad.

I would like each member to take some time to reach out to other people who may be interested in becoming members. Like most organizations I belong to the members are growing older and it seems that the influx of new people is not keeping up with those who are cutting back or leaving the hobby.

Keep up the good work of operating safely and I hope to see you on the rails.

Jeff Levengood

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

Hi folks-

We had a great annual meeting in Chicago, and Tom and Mugz Falicon came up to participate. They took some of us to their favorite Polish Buffet, which was a hoot. Tom had some essential contributions to make to the meeting, as he is heading up our Continual Training programs for Operators and Excursion Coordinators. We will also be retesting ECs this coming

*Area 4 Report continue on Page 6*

*continued from Page 5...*

year, which will be part of our efforts to make our excursions better and safer.

Tom reported that his Rail-B-Q excursion was very well received again this year. No kidding- feed everyone well, and everyone is happy!

It was a great pleasure to serve as NARCOA president these past two years, but now I can focus on things closer to home. If you have ideas, or concerns, please let me know.

Bernie

## **AREA FIVE**

**(MS, AL, GA, FL)**

**WILLIAM THOMPSON**

Everything here in area 5 has been quiet for one thing it has been hot. I had my ice water run this summer it rained all day Saturday and Sunday was dry and nice for that time of year. I think next year I will call it the ice water / rain water run that way I got it covered. There are few runs going on this fall in area #5. I just got back from the NARCOA meeting in Chicago. Chris Thompson went with me this year so he could see just what goes on, he manage to stay awake. There are a few changes in the rule book and we manage to keep the rule book from growing too much. The meeting went fast and some what smooth. This year was my second year at the meeting and I realized more what was being said and how much everyone does to keep NARCOA up and running there is a lot of behind the scenes action. We may not always agree on everything but we all end up doing what is best for the members and NAR-

COA .

Will Thompson

## **AREA SIX** **MN, WI, IL, UPPER MI** **BOB KNIGHT**

WOW, what an exciting time of the year with our motorcar season in full swing. It is great to report about several interesting items happening in Area 6.

First, we have 5 new members to welcome as reported by our NARCOA Secretary, Mark Hudson and they are:

1) Don Carlson of Cambridge, MN 2) Phil Mostaccio of Arlington Heights, IL 3) Andrew Rigge of Redwood Falls, MN 4) Eugene Short of Currie, MN 5) Dean Stanley of Schaumburg, IL

The second subject to report is our Great Lakes and North Central Railcar Affiliate EC, Mike Ford has had another very successful two week excursion to Canada (Manitoba & Saskatchewan), North Dakota and Minnesota. Many excursion participates spoke about the great "cookout" at Warren Froese's (retired, Area 8 Director and past NARCOA, President) home while running in the Winnipeg area. They also reported great weather for most of the excursions and highway travel. We also want to give our congratulations to Mike for being selected as the first recipient of the "Hank Brown Memorial Award". The award was presented to Mike at the annual NARCOA meeting in Chicago by our own, area 6, Carol Brown.

The third item is to mark your calendar for the Annual Great Lakes Railcar Christmas ride with Santa. EC, Andy Sargent has planned the

ride to use the Indiana Transportation Museum's rails traveling from Noblesville, IN to Tipton, IN on Sat, Nov 23rd. Check the NARCOA website for details.

Enjoy this great hobby and always be safe on the rails!

Bob Knight,

## **AREA EIGHT** **(CANADA & INTERNATIONAL)** **JOHN BROWN**

As the newly installed Director for Area 8 I wish to thank those that thought enough of me to mention my name to Warren Frose. As I mentioned in my nomination blurb I am following in big shoes with Warren and before him Ken Annett.

I joined NARCOA after reading an article in TRAINS magazine by Ron Zammit and Fred Furminger back in 2001. Always wanting to own a motor car now I knew that such a group was around and was active.

I was asked to run as a director many years ago but declined as I was new to the hobby and still had a lot of rust on my MT19 wheels

For those that don't know me I am a model railroader, and rail fan. I belong to the National Model Railroad Association and am their Master Model Railroader #449. I also belong to the Chesapeake and Ohio Historical Society

Thanks to those that know me and voted for me, and I thank those especially that voted and have never met me.

I would have liked to see another name on the ballot just to make it a challenge or a contest.

As one of the Directors said "you represent all of Canada and the

World” No wonder my shoulders have sagged a little since the meeting.

I thoroughly enjoyed my time in Chicago at the Board Meeting and even though it was my first encounter with many of the board members I knew many from the east with my many motor car runs on either the EC’s arranged trips or from meeting many board members when on those runs. So even though it felt like I was in my first year at school knowing many of the board made me feel comfortable and meeting the board members from other areas was a pleasure also. All made me feel comfortable as they would, any member attending the board meeting, whether you are a board member or just attending on your own to see how your NARCOA board functions.

I know my motor car will be put away for the winter by next week due to other commitments in the coming months.

I am looking forward to next year when I hope to be more active in the motor car trips then I was able to be this year.

As mentioned many times by all area directors if I can be of help with questions or a problem that may arise feel free to email, snail mail or phone me and I will try and answer your questions or help solve a problem. Being a director is new to me and will be a learning curve.

I forgot was to wish all NARCOA motor car enthusiast a MERRY CHRISTMAS and a HAPPY NEW YEAR.

Once again thanks for the opportunity to serve you in Area 8.

John Brown

## **AREA TEN** **WA, OR, ID, MN, AK, WY** **BILL TAYLOR**

As I write this, I have just returned home from ECing a motorcar excursion over the Pend Orielle Valley Authority RR (POVA). This is one of my favorite railroads, and Port Director Bob Shanklin, his wife Vi, the POVA employees and the North Valley residents go out of their way to make us feel welcome.

This is familiar turf for me, I’ve run on POVA for years. But this time was also a run of firsts. Five operators were relatively new to the hobby. I had not met them before. I was also mentoring an EC in Training. I approached the run with some worries since the railroad has some difficult crossings, and we were under time constraints in order to meet the tour train 52 miles down the line. I am pleased to report, however, there were no unusual problems. My EC in Training did a wonderful job (as did his wife who did the paperwork and flagged), and the five new operators (and the 18 experienced ones) ran safely and well. I think everyone had a safe and enjoyable trip. Thank you.

My experience at POVA speaks well for the way both the NARCOA new operator mentoring program and the EC mentoring process are working. New members are being introduced to both operating and safety issues that are particular to railroad motorcars by experienced members. The new members can ask questions and run their cars under the watchful eye of an experienced operator before they are “launched out there.”

The same is true for new ECs. They are required to perform a “va-

riety of EC tasks” under the direction of an experienced EC for at least a year. For the four recently certified in Area 10, the program has worked well, and as Area Director I am pleased with the result.

All this depends on careful mentors, of course. We are fortunate to have several in Area 10, and my thanks goes out to all of those who have served as an operator and/or an EC mentor. Please continue the good work.

Bill Taylor

## **AREA ELEVEN** **(CA, NV, UT, AZ, NM, HI)** **BILL SCHERTLE**

The 2013 motorcar year is coming to an end but some plans are already in place for runs in 2014. PRO, MOW, and SWRC have had many enjoyable excursions this year throughout the West and I hope that you have had the chance to enjoy them. Our EC’s continue to do a great job in organizing these runs so please be sure to take the time to thank them. There are still some California runs scheduled in October, November, and December. Check the club websites for full details. There are also a couple of runs already scheduled for 2014 – good planning by the EC’s involved. Read over the NARCOA Annual Meeting minutes that are printed in this issue. Pay close attention to new regulations regarding headlights/taillights, handholds, and wheel shunts. I am planning to be at the Western Railway Museum for a November 9<sup>th</sup> excursion. I look forward to seeing some of you there.

Bill Schertle

# NARCOA ANNUAL MEETING

## SEPTEMBER 27-28, 2013

### MINUTES OF THE MEETING

**Called to order** at 8:09 A.M., CDT, on Friday, September 27, 2013, by President Bill Schertle.

Board of Directors and Officers in attendance:

Area 1 (Vacant at beginning of the meeting.)

Area 2 – John Gonder (Vice-President)

Area 3 – Jeff Levensgood

Area 4 – Bernie Leadon

Area 5 – Will Thompson

Area 6 – Bob Knight

Area 7 – Carl Schneider

Area 8 – John Brown

Area 9 – Chris Weaver

Area 10 – Bill Taylor

Area 11 – Bill Schertle (President)

Director-At-Large – Jamie Samuell

Director-At-Large – Dan Berg

Treasurer – Tom Norman

Secretary – Mark Hudson

Seating of newly elected Board of Directors

Area 2 – John Gonder

Area 4 – Bernie Leadon

Area 6 – Bob Knight

Area 8 – John Brown

Area 10 – Bill Taylor

Seating of newly elected officers

President – Bill Schertle

Vice-President – John Gonder

Secretary – Mark Hudson

Treasurer – Tom Norman

Appointments made by President Bill Schertle for the meeting:

Sergeant-at-Arms – Jim McKeel

Parliamentarian – Bernie Leadon

Recording Secretary – Mark Hudson

Bill Schertle held a safety briefing for the meeting.

Remarks by Bill Schertle, President.

Appointment of Dan Berg and Jamie Samuell as Directors-at-Large by President Bill Schertle.

Motion by to approve the e-mail minutes of meetings

held throughout the year by Bernie Leadon. Second by John Gonder. Motion approved with all voting in favor.

Motion by Bernie Leadon to publish the e-mail minutes. Second by Bill Schertle. Motion approved with all voting in favor.

Committee Reports:

Insurance – Tom Norman

Treasurer / Finance – Tom Norman

Membership/Database – Mark Hudson and Bob Hastings

Elections – Carl Anderson

Judicial – Bernie Leadon for Jim Spicer. The Board of Directors recognized Jim Spicer's work over the past four years as Judicial Committee chair.

Rulebook – Jim McKeel

Rulebook Certification – Bernie Leadon for Al McCracken.

Safety – Bob Knight

Operations – Bill Taylor

Hi-Rail / Custom Built – Tom Falicon

Excursion Coordinator Continual Training – Tom Falicon

Communications – Bernie Leadon

Webmaster – Bernie Leadon for Keith Mackey.

#### Old Business

Motion by Bernie Leadon to allow the Membership Committee to move the Headlight Function from its current status to a password protected link for Excursion Coordinators only on the NARCOA Electronic Database (NED). Second by John Gonder. Motion carried with all voting in favor.

By consensus to create a link from the NARCOA website to allow access to a NARCOA Master Calendar, currently in NED, for all members.

Presentation by Carol Brown, John Gonder, and Bill Taylor of the first Hank Brown Award for Outstanding Excursion Coordinator to Mike Ford.

Discussion of implementation and use of narrowband radios by NARCOA members.

Discussion of participation of elderly or infirmed op-

erators and passengers on NARCOA excursions.

Carl Anderson reported the current hotel contract would continue through the 2015 meeting. The dates for 2014 are September 25, 26, and 27.

### New Business

Bill Schertle, President, presented his goals and priorities for NARCOA:

Promote civility, morale, and respect for one another.

Increase communications among Excursion Coordinators, Affiliates, Officers, Committee Chairs, and Members.

Continue the planning, evaluation, and implementation of electronic communication and record keeping.

Strategic planning to prepare NARCOA for the future.

Tactics to market the hobby to new members.

Bill Schertle appointed all committee chairs for another year in their current positions with the following change:

Dan Berg will be mentored by Jim Spicer to become chair of the Judicial Committee.

Bob Knight will work with Carl Anderson on the annual meeting planning.

Dan Page will work with Carl Anderson to become chair of the Election Committee.

Motion by Bernie Leadon to approve the following Financial Payment Policy in the Operations Manual: *All NARCOA, Affiliate, and Excursion Coordinator related debts and obligations must be paid promptly; defined as immediately, or as soon as possible, but in no case later than two weeks upon receipt of invoice or debt otherwise incurred. This includes payments of, including but not limited to, excursion fees to railroads, and refunds of excursion fees to members for cancelled runs. Affiliates and Excursion Coordinators may have reasonable policies and deadlines, regarding cancellation by members on short notice.* Second by John Gonder. Motion carried with all voting in favor.

Dave Verzi presented the Affiliate Report. By consensus to approve Recreational Railroad Coalition Historical Society and New England Rail Excursions LLC (NEREX) as affiliates to NARCOA.

Bob Hastings, Membership Committee, presented a Membership Drive proposal. Motion by Bob Knight to

pay a two (2) month membership extension to any current member recruiting a paying, new member to NARCOA. Second by Bernie Leadon. Motion carried with all voting in favor.

Recommendation from the Rules Committee that Rule 2.11, Handholds, be revised to read: *It is recommended that one or more suitable handholds be provided for occupants.* Recommendation accepted with all voting in favor.

Recommendation from the Rules Committee that Rule 2.09, Lights, be revised to read: *All motorcars are required to be equipped with an operable white headlight and an operable red taillight, which shall be in use when the car is in motion. Cars without original lighting equipment may use portable battery operated lights as a substitute.* And, Rule 3.05, Lights, *All hi-rails are required to be equipped with operable white headlights and operable red taillights, which shall be in use when the vehicle is in motion on the rail.* Motion carried with seven (7) in favor of the recommendation, two (2) voting against, and one (1) abstaining.

Recommendation from the Rules Committee that requirements for steam powered cars be placed in the Operations Manual as per Rule 6.07. Motion carried with nine (9) voting in favor and one (1) abstaining.

Motion by Bill Schertle to re-certify each excursion coordinator through a written examination every two (2) years. Second by Will Thompson. Motion carried with nine (9) voting in favor and one (1) voting against. Jim McKeel and Tom Falicon volunteered to develop the Excursion Coordinator examination. Excursion Coordinator testing will be completed upon development of the examination by the committee.

Recommendation by Bill Schertle, President, that Ross Baxter be appointed, with Board approval, as Director for Area 1. The Board of Directors approved the appointment with all voting in favor.

Recommendation from the Communications Committee to add Section 15 to the Policy Book including Policy 15.01 which states *All requirements and regulations which apply to Operators should be placed into the Rulebook.* The motion was defeated with four (4) voting in favor of the recommendation, five (5) voting against the recommendation, and two (2) abstaining.

Recommendation from the Communications Committee to change Policy Book 4:06 to read *The Setoff deadline is the 10<sup>th</sup> of the month prior to the issue*

*month.* Recommendation was approved with all voting in favor.

By consensus, all Directors, Officers, and Committee Chairs will be included in e-mail discussions.

Meeting recessed for the day at 3:30 P.M., CDT.

Meeting reconvened at 8:05 A.M., CDT, on Saturday, September 28, 2013, by President Bill Schertle.

By consensus, at 8:11 A.M., CDT, to enter into closed session.

By consensus, meeting reconvened from closed session at 9:10 A.M., CDT.

Motion by Bernie Leadon, to add the following policy, quoted below in bold italics, to the Operations Manual. Second by John Gonder. Motion carried with all voting in favor.

***Regardless of conflicting policies or rules, wheel shunts or electrically connecting the wheels of motorcars or hi-rails are prohibited, as stated in Rule 1.02, as they are inherently unreliable.***

***Use of such shunts may result in Affiliate or Excursion Coordinator sanctions.***

***The use of hard shunts (physically connecting two rails with clamps and cables) or electrically activating highway grade crossing lights and or gates by signal control box switch is acceptable with railroad approval.***

By consensus, meeting adjourned at 9:37 A.M., CDT on Saturday, September 28, 2013.

### ***2013 NARCOA Chicago Annual Meeting Board of Directors and Officers***

***Left to Right Back Row: Mark Hudson - Secretary, Chris Weaver - Area 9 Director, William Thompson - Area 5 Director, Jeff Levengood - Area 3 Director, Bill Taylor - Area 10 Director***

***Middle Row: Dan Berg - Director at Large, Tom Norman - Treasure, Bernie Leadon - Area 4 Director, John Gonder - Vice President & Area 2 Director***

***Front Row: John Brown - Area 8 Director, Bob Knight - Area 6 Director, Carl Schneider - Area 7 Director, Bill Schertle - President & Area 11 Director, Jamie Samuell - Director at Large***



# MINUTES OF 2013 E-MAIL BOARD MEETINGS

## FROM ANNUAL MEETING 2012, TO ANNUAL MEETING 2013

(CONFIDENTIAL JC DISCUSSIONS NOT INCLUDED)

• October 9, 2012, Motion by Bill Schertle to approve the minutes, of the NARCOA Meeting held on September 28-29, 2012. Second by Carl Schneider. Motion passed: 10-0, with one abstention

• December 6, 2012, Motion by Bernie Leadon to approve 2013 NARCOA Association liability insurance Policy (former Part A), as presented from United Short-line Insurance. Second by Warren Riccitelli. Motion passed : 11-0

• December 11, 2012, Motion by Bill Schertle that the 2013 NARCOA Member insurance Policy (former Part B), proposal be approved as written, with additional restrictions added by the Board of Directors as soon as possible. Second by Carl Schneider. Motion passed: 9-2.

• December 18, 2012, Motion by Bernie Leadon to approve the following 2013 Member Policy restrictions:

*That approved NARCOA Events covered by the Member Policy be limited to:*

*Inspection/Survey events to be comprised of a minimum of one (1) and a maximum of three (3) motorcars or hi-rails.*

*Work party events comprised of a minimum of two*

*(2) and a maximum of ten (10) motorcars or hi-rails.*

*Rides for the Public (Depot Days/Museum) events comprised of a minimum of two (2) and a maximum of ten (10) motorcars or hi-rails.*

*And, furthermore, additional Restrictions will apply to all of the above events:*

*Prior notification to Area Insurance Representatives must occur before the event.*

*Proper track authority must be obtained.*

*A certified Excursion Coordinator (EC) must be present at all times and must keep all signed releases.*

*Signed Release Waivers must be obtained from all participants upon arrival on railroad property.*

*All operators must be NARCOA insured members.*

*A limit of one (1) NARCOA group per railroad per day.*

*Area Insurance Representatives must notify the local Area Director.*

Bill Schertle seconded the motion. Motion passed: 7-4

## NARCOA MEMBERSHIP EXPANSION CAMPAIGN

The NARCOA Membership Committee is developing a NARCOA Membership Expansion Campaign (NMEC). We feel that our membership is slowly but continually slipping away. However, if all of us take an active role in replacing and growing our membership, we will be able to enjoy a healthy and fantastic hobby into the 22nd century! Watch this space for details including an **exciting bonus** for everyone who participates!

Mark Hudson, Dan Page, Bob Hastings  
NARCOA Membership

# 1<sup>ST</sup> ANNUAL HANK BROWN MEMORIAL AWARD

This year at the meeting in Chicago, the Operations Committee and the Board of Directors instituted the presentation of The Hank Brown Memorial Award for *Excellence in performance by an EC in holding Safe and well planned and executed Excursions in the preceding twelve month period.* This award will be presented each year to an EC that the membership feels has met all the above requirements. During the year in the late spring, you will find a notice in the Setoff asking for nominations for this award. Any member in good standing can nominate an EC based on their performance and safety record in the previous twelve month period by submitting a letter to the Operations Committee outlining why you think this person should receive this award. The Operations Committee will sort out the top three individuals and then the Board of Directors will vote for the most qualified individual. The

winner as well as the two runners up will be notified prior to the annual meeting in September.

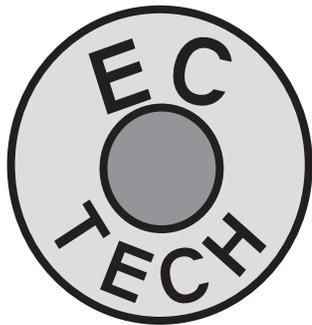
This year the winner was Mike Ford.

Larry Maynard and Leyland Stewart were runners up. Mike has hosted many fine excursions in many states as well as into Canada. He has been an EC for a long time and has earned the respect of the membership for exemplary work and dedication to safety. Mike was invited to receive his award at the meeting in Chicago. Please, over the next season, think about the work that your EC's do and how their efforts preserve the hobby that we all enjoy. Make a choice and nominate someone. This is a way to say "Thank You" and recognize the foundation of our organization.

Narcoa Operations Committee

*Hank's wife Carole presented the plaque to Mike in a brief ceremony.*





## BY TOM FALICON

The NARCOA Operations manual is a must read for all EC's, EC's in-training and excursion assistants. Our Operations Manual is an excellent reference book before, after and during each excursion and a copy should be carried by every EC on their excursions. The manual could be considered a guide to our rulebook by expounding on NARCOA rules, regs and standard operating procedures. It is also an instruction manual for certain operations. Many problems can be avoided or quickly resolved by having a working knowledge of the Operation Manual. Additions and modifications are made to the Operations Manual whenever the need arises, so make sure you download and print out a current copy from the NARCOA website at least twice yearly. I will keep you guys informed when any changes or additions are made by way of Special Bulletins which will go out to each EC via email. NARCOA EC's pride themselves on being informed and always doing the right thing and our Operations Manual is a tool that helps them achieve that goal!

Tom Falicon



Operator and passenger health is of the utmost importance for safe operations on a NARCOA excursion. Staying alert and focused is the key to safely guiding your motorcar down the tracks. Some of us may be on prescription medication and others may have an existing medical condition that could arise at any given time. The most troubling of all is an unknown medical condition that could arise during an excursion. It is very important that we are all aware of our fellow excursion attendees and not be afraid to ask them if they are having problems. They may be having a bad a reaction to new medication or just the fact that they slept very poorly at the hotel last night may be impairing their judgment. Regardless of the reason, the outcome will not be good unless we step in and help our excursion neighbors. It's difficult for an EC to be aware of the health status of each attendee, so we should all pitch in and help by being his extended eyes and ears.

We are all in this great hobby together and must take the time to have concern for the welfare of one another on our excursions country wide!

Tom Falicon

*April 2011, Motorcar Operators West's Virginia and Truckee Railroad excursion leaves Carson City for the eight mile run up to Virginia City, Nevada. Photo by Dan Berg*



# SMOKE, CINDERS AND TWO RINGS

BY BOB KNIGHT

What do coal smoke, cinders and two wedding rings.....have in common???

Well, when you plan a wedding celebration and add in a real live steam engine, five passenger cars and take the wedding party and guests up a mountain side in West Virginia, you know your in for a real treat and very special occasion.

That is actually what Ohio Valley Railcars excursion coordinator, Jaime Samuell did for his planning with his bride, Julie. Combined with their special celebration and their love for railroads, Cass Scenic Railroad State Park located in and near Cass, WV was chosen for the event. They leased Shay #6 with full crew, reserved the local logging restaurant for the reception and a large tent located at Whittaker Station on the way to Bald Knob for the wedding ceremony. Now the great challenge was for Julie to arrive at Whittaker with a white wedding dress! And she did!!

Included in the celebration was a group of motorcar enthusiasts from many states that included, motorcar owner, Ted Poesse, as best man. As a side note, we did not bring our motorcars to this event as it would have been quite a challenge for traveling through two switchbacks and 11% grades in several places. We do have the opportunity to connect with Cass in the Spring and Fall, but on the other side of the mountain using the



West Virginia Central Railroad.

I rest assured this unique wedding celebration will be talked about at many future motorcar excursions.....right, Mr & Mrs Jaime Samuell???

“Congradulations to you both from all of your motorcar friends”





# THE NEREX INAUGURAL EXCURSION

BY KEITH KNOWLTON



On the weekend of September 7<sup>th</sup> and 8<sup>th</sup>, eight weeks after the four of us decided to form NEREX, we held our first runs in Maine and New Hampshire. Anything that could possibly go wrong... didn't!

The weather was perfect on Saturday and typical "Conway Scenic" on Sunday: a mix of rain, fog, cold, bright sun and warmth. Throughout the weekend, Rob, our EC from PA and resident mechanical guru was able to diagnose and take care of some popper problems quickly enough that the runs were never delayed and nobody ended up on the bar. Thanks Rob.

The Saturday run was on the former Maine Central Mountain Division from the Maine / New Hampshire border to the end of track in South Windham Maine, a distance of about 40 miles each way. Several crossings have been paved over. Our 12 cars set on at the Visitor's Center in Fryeburg and after the safety meeting headed east toward Windham.

It is interesting to note that while Maine DOT owns the track and the right of way there is a two mile long section by Lake Sebago to which they cannot grant access. This is the section where the Portland Water District draws drinking water for the city of Portland from the lake. It is fenced off and there are five sets of locked gates across the

tracks. Fortunately, I was granted the use of the key and permission for us to run through the gates. The gentleman at the PWD said that they had a perfect record over the last four years of never having the key get lost, and when I saw it I understood why. The PWD "key fob" is a large aluminum sign connected to the key with three feet of chain strong enough to render any "A" car immobile. The easiest way to use it was to find a lanyard and

wear it around my neck.

The run went off without a hitch. I waited in my hi-rail for the group in Baldwin, near our first coffee / bathroom stop and then opened the gates and set off while they went to EOT, then followed the group back through the gates making sure they were secured and filling each lock with WD-40 as a good will gesture.

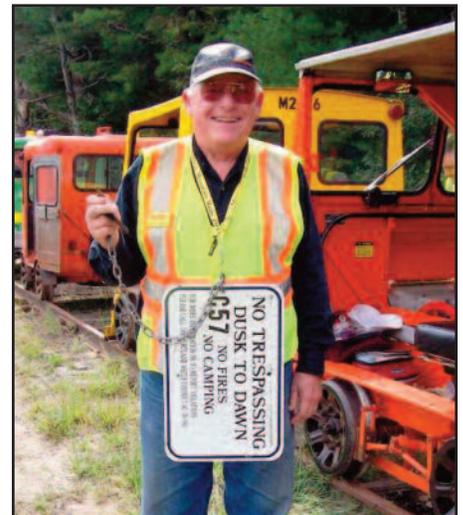
The group stopped at the Steep Falls General Store for lunch and then ran back to the set on at MP 50. Previously, Gordan and Dan had obtained permission for anyone who was up to it to run the five miles in New Hampshire to MP 55 where the Conway Scenic track rights begin. We called this section "No Man's Land". Gordan and Dan had cleaned it out enough to make it more or less passable for the hardy among us and 5 cars made the trip through the woods and across the boarded over Saco River Bridge and back.

Sunday Morning 17 cars set on at Redstone in North Conway at MP55. Since the Conway Scenic has an iron clad no hi-rail rule, Elaine and I climbed into our M-19



Top: Frankenstein Trestle. Middle: NEREX ECs, left to right: Rob, Keith, Gordy and Dan Bottom: Keith has the key fob. All Photos by Rob Piligian.

tracks. Fortunately, I was granted the use of the key and permission for us to run through the gates. The gentleman at the PWD said that they had a perfect record over the last four years of never having the key get lost, and when I saw it I understood why. The PWD "key fob" is a large aluminum sign connected to the key with three feet of chain strong enough to render any "A" car immobile. The easiest way to use it was to find a lanyard and



to bring up the rear, and after the safety meeting we were on our way. We worked our way through the numerous grade crossings in town and then ran up past the switch at Mountain Junction, MP 61. We lined and locked the switch for North Conway and reversed back into the station for a bathroom break and a look around at the beautiful operation that is the home of the Conway Scenic Railroad.

Leaving North Conway Station we began our uphill run toward our destination, the end of CSRR track rights at MP 101, with our first rest stop at the Bartlett Engine House, MP 71. Years ago several steam engines were kept at Bartlett for use as helpers to push the freight trains



*Top: Crossing the Saco River Bridge with snowmobile boards in place Middle: Setting on at the Maine State Line in Fryeburg Maine, Saturday morning; Bottom: Willey Brook Trestle. All Photos by Rob Piligian.*

up and over the mountain. There is an old wye in Bartlett and another at Quebec Junction, MP 99, so engines could be turned at both the top and bottom of the mountain. The elevation change between Redstone, 500 ft, and Bartlett, 660 ft wasn't very noticeable but now we were climbing through the mountains to over 1900 ft at Crawford Notch, the highest point on our trip and now shrouded in clouds. As the elevation and wind speed went up, the temperature went down and Elaine and I were most grateful for the nice side curtains on the M-19!

To say that this is a great trip is a great understatement. Mother Nature provides one beautiful vista after another and the CSRR / NHDOT work together to keep the track in pristine condition. We kept climbing until we passed Crawford Station, MP 85, where low fog and a brisk wind discouraged us from stopping. Rather, we continued to the Fabyans General Store at MP 89 where there was a serious run on hot coffee. The general store was going to be our lunch stop, but first we were headed to MP 101 to turn the cars while they brewed more Java.

The weather was good while we turned on Airport Road, next to the Mt. Washington Regional Airport, but just as we returned to the store a wind driven cold rain began. I dug out my cell phone, turned it on and looked at the weather radar. There was the smallest green dot of a rain echo that I have ever seen, and it was right where we were. The good news is that the rain ended in about ten minutes and the weather began to improve right away. By the time lunch was over and we started east there was a good mix of sun and clouds. The run eastbound, down the mountain, provides spectacular views down to the floor of the valley below.... honestly breathtaking. After one stop and photo-op at the monument to Hattie Evans and her family and a quick bathroom break in Bartlett we headed to Mountain Junction where Gordy lined the switch to Redstone and I lined and locked it back to North Conway. We arrived



at the setoff about 15 minutes ahead of the schedule Gordy had passed out at the safety meeting.

Conclusions: The first weekend of NEREX runs was a success due to the efforts and assistance of a number of people beyond the four of us who are the NEREX ECs. We all thank the NH and Maine DOT folks for permission to use their tracks; the Portland Water District for allowing us access to some of the prettiest parts of the Mt. Div, and Paul Hallett and Russ Seybold of the Conway Scenic for their help and encouragement in getting our operation going.

And a huge THANK YOU to the NARCOA members who invested their time and money to bring their cars all the way up to this most Northeastern Part of the U.S. to go on our excursion. Without you we could not exist. Rob is setting up our next NEREX event on the Lehigh Railroad and the Owego and Harford.

See you all on the rails!



# OHI-RAIL RETURNS

BY JEFF LEVENGOOD



On August 31, motorcars returned to the Ohi-Rail after years of absence. I first want to give you some background in regards to motorcar operations there. When I first got into the hobby in the early 90's private runs were held on the Ohi-Rail with NARCOA member Mike Woodburn inviting a few operators to run from Minerva south to the wye at Hopedale. The railroad had been used for the storage of cars for many years with an occasional load of lumber originating from Bergholtz. The railroad is a branch line of the old NYC and was kept in hopes that someday the high sulfur coal that lies beneath the area could be mined.

Sometime later a meet was held on the Chesapeake Western operated by Indiana Box Car over in Indiana with Powell Felix of the railroad acting as pilot. Some disgruntled participants who were unhappy with the slow pace decided to write letters to the railroad complaining. Needless to say the letters reached the desk of Mr. Felix who took a dim view of NARCOA.

Several years later the motorcar situation on the Ohi-Rail had changed and was now being run by a group of non NARCOA operators doing light repair to the tracks and keeping the

line clear of brush. Operators changed on the Ohi-Rail with Indiana Box Car taking over as operator and Powell Felix in charge. Almost immediately the motorcar operations

came to a halt and it was perceived that approaching the railroad would surely end up in a negative way.

Early this year NARCOA and OVR member Ed Summers contacted the port authority in the county where another railroad the Indiana Box Car operates to seek permission to initiate a ride on their

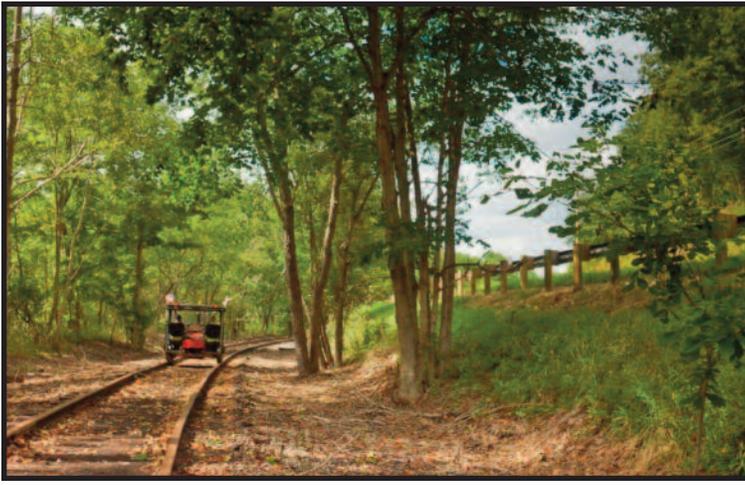
railroad. They in turn referred Ed to Mr. Felix and when Ed made contact with him Ed was given the railroad's side of the story and was asked, why should they allow a meet on their railroad? Ed explained that the letters should have never been written, apologized for the group, and said that he would have me contact Mr. Felix.

When I did call Mr. Felix I was also met with the same story of how NARCOA members had treated him. However, he was willing to talk and asked for a list of railroads on which we had operated in the area. That list was emailed to Mr. Felix and after a couple of phone calls he agreed to allow us to oper-



*Top: Setting Denny Kovarik's car on at Bergholtz; Ohio; Middle: Set on at Bergholtz, Ohio on the Ohi-Rail; Bottom: Ted fills out his release as instructed by Emma. All Photos by Mark Allen*





ate on the Ohi-Rail from Amsterdam to Wathy's siding about twenty miles one direction. He did not want any remuneration, only some good press. We decided to call it a benefit run with the railroad deciding on a charity in Jefferson County to be the recipient.

Saturday, Sept. 31, started out warm and humid. Arriving at Bergholtz around 7:15 AM for an 8:00 set on I was greeted by almost half of the operators chomping at the bit to set on. I had hoped for 10 to 15 cars but was very much surprised to have 28 cars signed up with Rod Wilson coming all the way down from Ontario just to do this ride. Rod's son, along with Eric Schwant, who came up from Florida accompanied him. After a safety meeting, and introduction of the host pilots, we proceeded south.

Ted Possee, led the procession in his 8 man Beaver car with the one of the pilots and his guests. After traveling about a mile Ted found some wide gauge. There was around a half mile of pushing our cars before we again found rails within gauge. A few bee stings were also encountered. Arriving in Amsterdam we turned and decided to take lunch as it had taken two hours just to do the first four miles.

better track and no problems were encountered. After a short stop at Mechanicstown to use the port-john we proceeded on to Wathy's siding.



*Toe: Tom and Carol Kasper on their MT19 heading north on the Ohi-Rail; Above: Tom and Carol Kasper head north on the Ohi-Rail. All Photos by Mark Allen*

Along the way we passed many Amish farms. The scenery also seemed to get better with much of the track covered in a canopy of trees. Turning at Wathy's we proceeded back to Bergholtz problem free.

Several of the operators who had run this line many years ago came back just to run some old rails that they had not been on for a long time. Many had fond memories of their early days riding the rail. For others it was new experience.

It took another two hours to return to Bergholtz where a couple of motorcars set off. The rest of the brave operators proceeded north to find much

Set off went fast and the day went well despite the slow start. Our railroad pilots had a great time and were also happy with our performance. In talking with Mr. Felix after the meet he was satisfied that things went well and said that this meet has made up for the ill-well that was caused by some disgruntled operators who thoughtlessly wrote letters.

I am hoping that from the response that I got after the meet and the satisfaction of the railroad that we will be able to return to rails that are operated by Indiana Box Car. I would also like to remind NAR-

COA members that even though you may not be satisfied with the way a meet progresses or how it is run, do not complain to the railroad. An E.C. has better things to do than try to smooth over hard feelings that a carelessly written letter or verbal complaints have caused. I also want to thank Brian Davis, Ted Poesse, Dave Verzi, and my wife, Chris, for their help with the meet. Also, a special thanks to Mark Allen for the photos.

Jeff Levensgood

# INDIANA NORTHEASTERN RAILROAD MOTORCAR TRIP BY JOHN BROWN



At 6:30 a.m Friday, August 23, 2013 my passenger Conrad Stenton, and I left Midland, ON for Mike Ford's Indiana Northeastern Railroad 2 day excursion from Ashley, IN. to Coldwater, MI.

This was my first trip of 2013 due to unexpected major surgery in mid-April and I was looking forward to the run.

The Indiana Northeastern Railroad of today had its beginnings from two different railroads. Ashley, IN. to Edon, OH was originally the east-west Wabash mainline which ran from Toledo, OH to Chicago, IL., which became the Norfolk and Western Railway and eventually, the Norfolk Southern.

Steubenville, IN to Jonesville, MI was the north-south Lakeshore Michigan Southern Railroad which became the New York Central Rail-

road, then Penn Central Railroad and finally, Conrail. Also the LSMS was the Jonesville, MI east-west line to Coldwater, MI. When Conrail was breaking up a short line called the Hillsdale County Railroad took over the Michigan section. I remember photographing their yellow and green locomotives in the 1980's.

Indiana Northeastern was formed in 1992 and eventually took over the Hillsdale County Line. I had been on this excursion last year and found it, as all of Mike's runs, very enjoyable.

We arrived at the Canada-USA, Sarnia-Port Huron border at 11 a.m. and after the usual 30 to 45 minutes inspection, we were on our way. Let me say that time was not spent on problems with the motor car, but with questions as to what did I have

on the trailer, and where, why and how could I run the car on the railroads. I was also asked where could one be bought and how to join the NARCOA organization.

We got to the motel in Auburn, IN. around 3:45 p.m. and after settling into our room we headed for the set-on in Ashley, IN. and arrived just before 5 p.m., the designated set-on time. There was already 15 or more motor cars at the sight. I announced my arrival to Mike who was not quite yet ready for me to set-on. With that in mind, I then made the rounds seeing who was already there and getting reacquainted with old friends, some I had not seen since last year.

Mike and his capable co-host, Fred Lonnes (Rear End Fred), had many cars on the rails and were directing others to where they would

set-on and what position they wanted us to be.

Once my car was on the rails and secured, it was off for supper and then to the motel for the night.

7 a.m., Saturday was set-on for the late comers and the usual safety meeting was scheduled for 7:45 a.m. with a 8 a.m. departure. Mike has done this run for 5 years and introduced us to the President of the Indiana Northeastern Railroad, Mr Gale Schultz, General Manager Troy Strane, and Road crews Kevin Petre and Randt McKean.

Mike also thanked Wayne Klink, who has for years allowed us to set-on in his huge truck yard and park our cars/trucks and trailers for the weekend.

At the safety meeting Mike mentioned some of the NARCOA members that were ill. especially Warren Froese a former president and current director of Area 8.

Mike said that Troy, Randy, and Kevin would flag the busiest crossings for us. I considered this to be

beyond their expected line of duty as it was the weekend, but it was very much appreciated by the group.

I had the pleasure of being between Jeff and Carol Moraski and Bob and Sharon Brown (No relation by the way) or vice versa depending which way we were going.

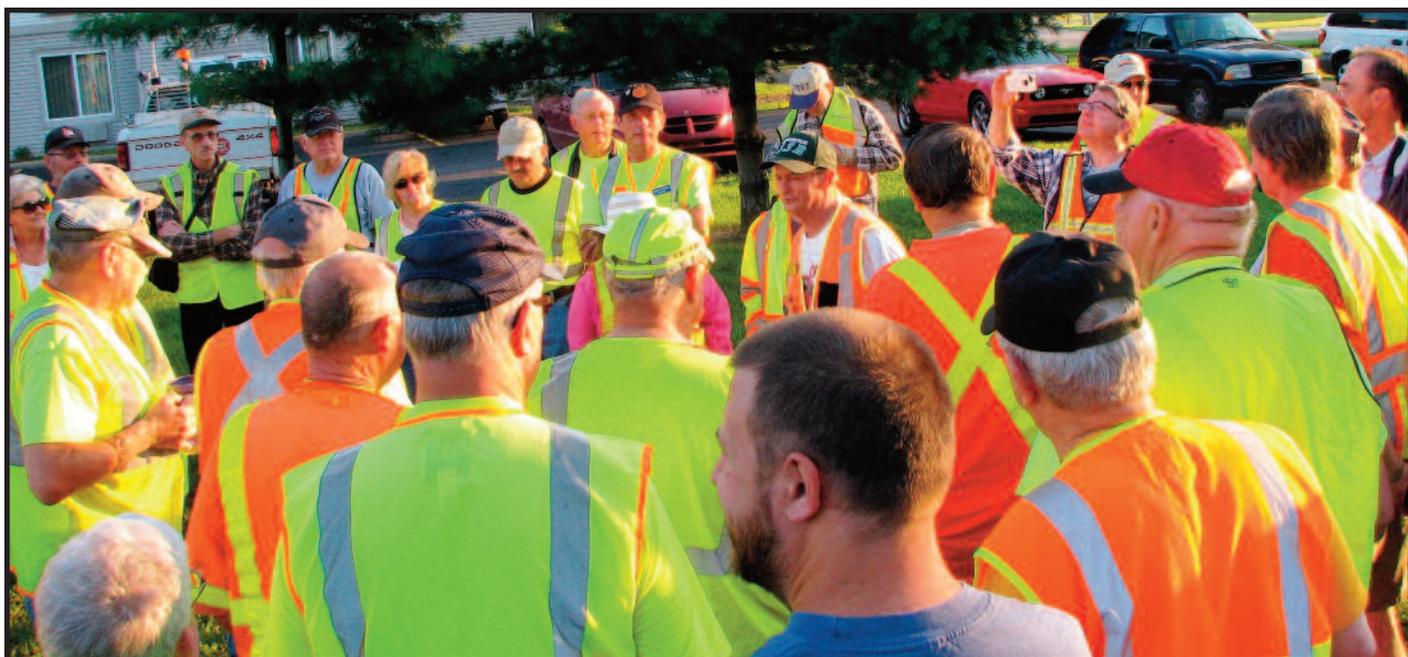
With the safety meeting finished, we headed for our cars and backed out of the siding onto the mainline. Once all cars were out on the mainline, the switch was lined and locked for the mainline and we headed east to Edon. OH to turn the cars and have morning break. At Edon, Mike had arranged for the Florence Township Volunteer Fire Department to be open for restrooms and they had coffee and sweets available for the group. Everyone dropped money into the donation dish for the use of the facilities and the refreshments.

Last years, there was a birthday cake for Fred Lonnes who had turned 65, but this year it was cheaper to just sing off key the

happy birthday song to Fred.

With the cars turned, we headed back west to Steubenville, IN. then swung north for our second stop of the trip. Mike had arranged for us to have lunch in Angola, IN if we wanted, at a new (year old) restaurant in an old railroad station. To expedite lunch, Mike had asked everyone what choices they would like for lunch so food could be ready for our arrival. As I mentioned to Mike, it was nice to support a local business rather than the big fast food chains. Lunch was served quickly and I asked the manager how he was doing with the influx of 50+ people at one time. He said it was easier than during the week when he has 150 students from the local University all at once. Once lunch was over, we were once again heading north to our next stop Hillsdale, MI. Right next to the tracks was a Burger King and across the road was a McDonalds, which made easy access for bathrooms, food (if needed), and re-

*Opposite: Mike Ford and Fred Lonnes at Coldwater Michigan with the Red Roof Inn in the background; Below: Sunday morning safety meeting, Coldwater Michigan. Photos by John Brown*



refreshments.

Shortly after departing Hillsdale, we passed through Jonesville, swung left (west), and headed toward Coldwater, MI, our evenings destination. With no breakdowns, we made good time until we passed through Quincy, MI. As we passed through Quincy, we somehow attracted a dog that had got loose from its chain and eventually the group stopped and one of our NARCOA members tied up the dog to a signal box and called the owner to come and get their dog. Our member waited until the dog was retrieved. Just another service by our NARCOA membership.

We arrived in Coldwater around 5 p.m. and as we did last year, travelled past the Red Roof Inn about two miles to the station in Coldwa-

ter where we turned our cars. Once turned, we headed back to the motel for the night. The motel is like the one Tom Falicon books on his GSMRR trip, just off the railroad right of way and close to ones motor car in case work is needed to be done before the morning.

Restaurants are just north of the motel about a good long block, but still close enough to work off some of the dinner on the return trip to the hotel.

As I returned to the motel, I noticed my brake lights were on and someone mentioned it was the setting sun.

I said no and sure enough, I had left the ignition switch on. As I approached my car, Bob Brown said he was just coming to find me to

mention my lights were on. Thanks, Bob.

Sunday morning we were up and out for the 7:45 a.m. safety meeting and with that finished, we headed east.

Once again, we stopped at Hillsdale for morning break, restrooms, and refreshments.

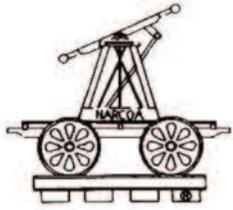
An unexpected surprise at Hillsdale was that the railroad lined us up for the weigh scales and each car passed over the scales one at a time, and their weight was read out to them. My MT19 came to 1700 lbs. Fellow Canadians can convert that to metric if they want too.

I didn't realize that my car had gained so much weight since the first time I weighed it back in 2005. Never thought the extra lights, radio, headsets, cooler, shelves and

*Below: Cnrad Stenton watches Bob and Sharon Brown exit the scales at Hillsdale, Michigan. Opposite Top: Morning rest break at Hillsdale; Opposite bottom: Three sided cement state line markers alongside the INERR mainline. Photos by John Brown*

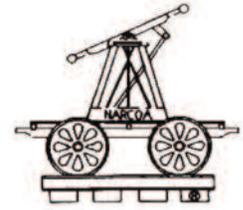






# NARCOA EXCURSIONS

## AS OF OCTOBER 15TH, 2013



Please submit all excursions and ads directly to  
[webmaster@narcoa.org](mailto:webmaster@narcoa.org)

These announcements are condensed from the website  
which should be consulted for the most current information.

### **Oct 25 - 26 - GA posted 09/26**

**St. Marys Railroad** SERO Motor car operation from St. Marys and Kingsland via Kings Bay 28 miles. Cost of excursion \$45.00. Possible Caboose ride \$10.00 per person. Excursion coordinators: Jay Boggs 904-215-2956, Jim Garner 904-264-5564

### **Oct 26 - TX posted 09/20**

**Capitol Metro Transportation** Llano, TX to Scobee Spur, TX – Approx. 54 miles RT. Extra 20 mile RT evening run planned. This is our Fall Run (not a work day) Contact EC prior to run. Mentoring available. Hyrails welcome. Fee: \$40. . (EC) Leland Stewart 10057 Palomino Canyon Converse, TX 78109 210-863-5397, (EC) Frank Glatzl 907 No. Riviera Circle Cedar Park, TX 78613 512-918-2412

### **Oct 26 - OH posted 06/26**

**US Rail** Jackson Division 90 round trip mile. This line is comprised of the former B&O, C&O and DT&I lines. All details and registration [HERE](#).

### **Oct 26 - 27 - NY & PA posted 08/31**

**Lehigh Railway/Owego & Harford Railway** Saturday, Lehigh Rwy, Athens, PA to Myobeach, PA & return, Sunday, O&HR, Owego, NY to Harford, NY & return. Anticipated RT mileage for this two day event is 150. Excursion fee is \$150 for both days. 25 car limit. Contact EC Rob Piligian, with questions. This excursion sponsored by NEREX, click [HERE](#) for details.

### **Oct 27 - OH posted 06/26**

**City of Greenfield Railroad** Former B&O St. Louis Main Line with some travel over the former Detroit Toledo & Ironton. 60 mile round trip. All details and registration [HERE](#).

### **Nov 1 - 2 - GA posted 09/17**

**Heart of Georgia / Carter Parrott Railnet** Saturday from Pitts to Alamo Appr. 100 miles. Saturday

night BBQ Supper included. Sunday - Willacoochee to Valdosta Appr. 90 miles \$185.00 (includes BBQ supper) . E.C. Will Thompson 229-723-8231

### **Nov 2 - PA posted 10/08**

**Stewartstown and Northern Central Railroads** The Northern Central Railcar Association annual Halloween excursion. We will ride both railroads starting in New Freedom, PA at 11 AM. .

### **Nov 2 - IA posted 01/08**

#### **Boone & Scenic Valley Railroad**

The First Iowa Division is hosting a 1-day ride on the former FDDM&S line northwest out of Boone, Ia. 15 miles round trip. We hope to make at least four trips during the day. \$20 per car plus membership in the Iowa Railway Historical Society (\$25). EC Carl Schneider, 1302 6th Ave SE, Altoona, IA 50009 515-967-5181 (H) or 515-494-4401 (C)

### **Nov 9 - CA posted 09/13**

#### **Western Railroad Museum**

Motorcar Operators West excursion near Rio Vista. The event includes MOW's annual general meeting and a 10 mile Trolley ride. Fee \$60. E C Dave Balestreri, John Haverty, 916-769-1812. Checks to 2320 "E" St., Sacramento 95816. .

### **Nov 9 - 10 - TX posted 09/20**

**Capitol Metro Transportation** McDade, TX to Paige, TX – approx 23 miles RT. Actual location to be determined. Contact EC prior to run. This will be a cleanup ride. Mentoring available. Fee: \$25 membership to Railroad Partners, Inc. . (EC) Leland Stewart 10057 Palomino Canyon Converse, TX 78109 210-863-5397, (EC) Frank Glatzl 907 No. Riviera Circle Cedar Park, TX 78613 512-918-2412

### **Nov 16 - CA posted 10/16**

**Fillmore and Western RR** Fillmore east to Piru and

west to Santa Paula and beyond. Approx. 45 total miles. Motorcar Operators West. . EC's Dan Berg and Bill Schertle.

**Nov 16 - 17 - OK posted 08/17**

**Farmrail Railroad** Saturday from Clinton to Lone Wolf and return. Sunday, Clinton, West to Sayre and return. Total Milage for the two days is 175. EC Drake Rice.

**Nov 23 - IN posted 09/30**

**Indiana Transportation Museum** Annual Christmas ride with Santa, sponsored by Great Lakes Railcars. We will be traveling from Noblesville to Tipton with lunch stop. Excursion fee is \$40. per car. EC Andy Sargent, 812-525-4856. Registration deadline 11/15/13.

**Nov 24 - CA posted 10/04**

**Placerville & Sacramento Valley Railroad** Motorcar Operators West Latrobe Breakfast run, Folsom CA, 20 miles round trip, and an afternoon run to the county line. Run fee \$35 and \$5 per person for breakfast paid at the door. Checks made out to MOW and registration form to EC John Haverty P.O. Box 5078, El Dorado Hills, CA 95762 Phone 916-933-1126 .

**Nov 30 - Dec 1 - OR posted 09/08**

**Oregon Rail Heritage Foundation Holiday Express**

Oregon Pacific RR in Portland - rides to the public at Oaks Park in support of the Oregon Rail Heritage Foundation. Runs in conjunction with a passenger special hauled by the steam engine SP&S 700. This non NARCOA run is free to experienced operators. For details Guy Howard 541-998-5280 09:00 to 22:00 PT.

**Dec 6 - Dec 8 - OR posted 09/08**

**Oregon Rail Heritage Foundation Holiday Express**

Oregon Pacific RR in Portland - rides to the public at Oaks Park in support of the Oregon Rail Heritage Foundation. Runs in conjunction with a passenger special hauled by the steam engine SP&S 700. This non NARCOA run is free to experienced operators. For details Guy Howard 541-998-5280 09:00 to

22:00 PT.

**Dec 7 - PA posted 03/07**

**North Shore Railroad – Annual Toys for Tots Ride**

Central PA Excursions ride. 86 miles RT from Northumberland to Berwick and return. As part of the fee for this ride, please bring at least one new, unwrapped toy with you for either a boy or a girl. The Toys for Tots folks will be on hand to collect the toys. Registration fee - \$55. Application and . Check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: (570) 538-9050 or email.

**Dec 7 - 8 - TX posted 09/20**

**Capitol Metro Transportation** McDade, TX to Paige, TX – approx 23 miles RT. Actual location to be determined. Contact EC prior to run. This will be a cleanup ride. Mentoring available. Fee: \$25 membership to Railroad Partners, Inc. . (EC) Leland Stewart 10057 Palomino Canyon Converse, TX 78109 210-863-5397, (EC) Frank Glatzl 907 No. Riviera Circle Cedar Park, TX 78613 512-918-2412

**Dec 13 - Dec 15 - OR posted 09/08**

**Oregon Rail Heritage Foundation Holiday Express**

Oregon Pacific RR in Portland - rides to the public at Oaks Park in support of the Oregon Rail Heritage Foundation. Runs in conjunction with a passenger special hauled by the steam engine SP&S 700. This non NARCOA run is free to experienced operators. For details Guy Howard 541-998-5280 09:00 to 22:00 PT.

**Dec 14 - CA posted 10/02**

**Amador Central RR** Pacific Railcar Operators will sponsor two round trip runs. Run fee is \$35. EC is Steve Paluso. .

**Dec 15 - CA posted 10/02**

**Western Railway Museum** Pacific Railcar Operators will sponsor a run in Rio Vista. Fee \$60. EC for run is Steve Paluso. .

**Jan 4 - 5 - CA posted 09/23**

**Skunk line, California Western RR** Motorcar Operators West starts the New Year right with an overnight trip from Willits to Fort Bragg. Fee\$165. E

C Glen Ford + Dave Balestreri. Narcoa insured excursion through the reconstructed tunnel. Send check to Dave Balestreri, 2320 "E" street , Sacramento, 95816. Cell 916 531 7536. .

**Feb 8 - 9 - TX posted 09/28**

**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. Sturdy shoes and long pants required. No shorts or tennis shoes. Mentoring by permission only. Hyrails welcome. Trip fee of \$50.00 includes railroad fees. . Excursion coordinator, Leland Stewart 210-863-5397 (cell)

**April 12 -13 - PA posted 10/10**

**Southwest Pennsylvania Railroad** Confirmed date for planning. Appalachian Rail Excursions. John Gonder

**May 17 - PA posted 10/10**

**Allegheny Valley Railroad** New Kensington to Pittsburgh & return. Confirmed date for planning. Appalachian Rail Excursions John Gonder

**May 17 - NV posted 10/02**

**Virginia & Truckee Railroad** Pacific Railcar Operators - Fee \$75. EC Steve Paluso. .

### **Excursions Held On A Regular Basis**

**Jan 01, 2013 - Feb 01, 2014 - TX**

**Capital 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. Additional information at RPI website. Contact Leland Stewart 10057 Palomino Canyon Converse, TX 78109 210-863-5397 cell

**Feb 1, 2013 - Jan 31, 2014 - PA posted 01/28**

**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, 2013 - Jan 31, 2014 - PA posted 02/02**

**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, 2013 - Jan 31, 2014 - GA posted 02/05**

**Heart Of Georgia–West Railroad**

Southeast Railcar Operators, Inc. will be having NARCOA Motor Car runs and workdayson 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, 2013 - Jan 31, 2014 - GA posted 02/05**

**Cater Parrott Railnet**

SERO will be having motorcar car runs on the Cater Parrott Rail net from Valdosta to Willacoochee on various dates contact Will Thompson E.C. Home 229-723-8231 or Cell 229-359-5701

**Jan 1, 2014 through Feb 1, 2015 - TX posted 09/20**

**Capitol Metro Transportation**

Railroad Partners, Inc. will host NARCOA motorcar runs from Llano, TX to Scobee Spur, TX – Approx. 54 miles RT. or McDade, TX to near Giddings, TX – approx 23 miles RT on various dates. . (EC) Leland Stewart 10057 Palomino Canyon Converse, TX 78109 210-863-5397, (EC) Frank Glatzl 907 No. Riviera Circle Cedar Park, TX 78613 512-918-2412

# SUPPLIERS

*If you are a supplier of motorcar parts, and wish to be included here, please contact [setoff@neo.rr.com](mailto:setoff@neo.rr.com). No endorsement is made of the products, services, or vendors. All listings are for member's consideration only, and are at the discretion of the Editor.*

**Atlantic Rail Cars** / Warren Riccitelli, [warren.riccitelli@cox.net](mailto:warren.riccitelli@cox.net) 39 Jacksonia Drive, North Providence, RI 02911 phone: (401) 232-0992 Fax: (401) 231-7073. Brake Shoes, brake liners, and brake parts for most cars.

**Carey Boney**, [Careyboney@embarqmail.com](mailto: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](http://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 hablé español.

**Railroad Motor Car Resource Library** / Doug Cummins, [rrstuff@hawaiihost.us](mailto: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](mailto:hhimaparts@aol.com) (707) 887-7181 Full service machine shop and Mfg. of aftermarket Fairmont parts. Large supply of new and used Fairmont and Onan parts including transmissions, engines, brake and drive sprockets. Frame and aluminum door and side panels. Assorted rail motorcar project cars for sale.

**Tom Falicon** [Raildawg@gte.net](mailto: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](mailto:fredshops@earthlink.net) or [www.fredericksburgshops.com](http://www.fredericksburgshops.com) or 209 Creamery Rd., Fredericksburg, Ohio 44627, phone: 330-465-0713 2PM-6PM EST. Newly manufactured motor car parts and accessories. Many original producers identified, and their parts are again for sale. Shop also does car repair. Formerly Les King & Company.

**Model T coils for 2-cycle cars** Improved design Model T ignition coils for all Fairmont 2-cycle motorcar applications. These coils are built inside of a sealed plastic weatherproof case with the proper wiring clips to match the timer clips. These are top quality USA made and will work on either 6 or 12-volt applications. No ballast resistor is required. \$110.00 each. Please add \$10.00 for shipping via priority mail. Randy Rundle, Fifth Avenue Antique Auto Part, 415 Court Street, Clay Center, KS 67432. ph. 785-632-3450. [fifthaveinternetgarage.com](http://fifthaveinternetgarage.com)

**L&S Speeder Repair and Restoration** [heatmor@itctel.com](mailto: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](mailto: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](mailto:tom@phairs.net) phone (925) 820-4159 Complete line of the David Clark Company Intercom systems and railroad type Motorola Radios; new double chain sprocket kits, large inventory of NOS Fairmont parts. Some motorcars for sale.

**NARCOA does not guarantee, certify or warrant that any mechanical equipment, modification, solution or device described in articles or advertisements in The SETOFF are safe or suitable for any member's needs or purposes. Technical articles are provided for member's consideration only. Readers are advised to do their own due diligence to determine the safety and suitability of any such equipment, modification, solution, or device for their purposes, and are advised to seek outside expert advice.**



# NARCOA COMPANY STORE

## Wheel Inspection Tools



*Please note: each item is shipped from the person in charge of that particular product. Profits from Company Store sales go to NARCOA.*

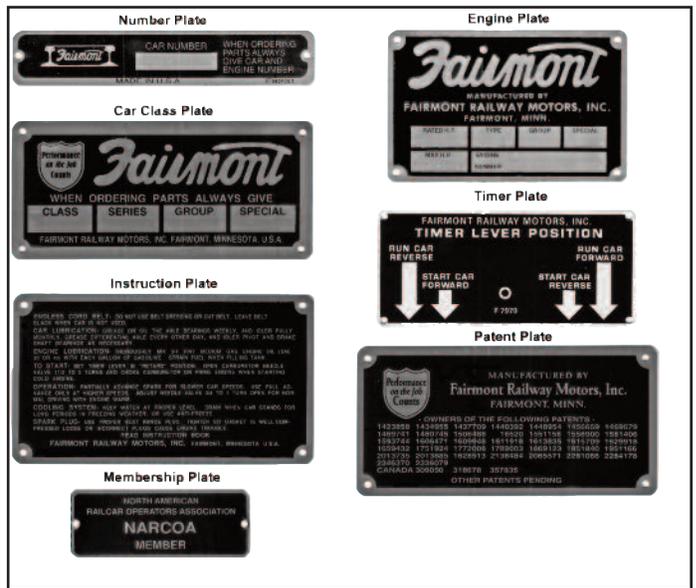
The clear plastic wheel profile is necessary to determine if the wheel is flat, thin in the flange area, or has wear between the flange and the flat section of the tread. Use the wheel profile as your first step in diagnosing "hunting" on the rails. Use two of the clear plastic wheel profiles to determine track gauge. The stainless steel caliper is necessary to determine if you have the required 1/8" minimum wheel thickness. One plastic wheel profile is \$11 including s/h. Two plastic profiles are \$17 including s/h. Stainless steel wheel calipers with laser printing (they'll outlast your grandson!) are \$30 each including s/h. One plastic profile and one stainless steel wheel caliper go for \$35 including s/h. Two plastic profiles and one stainless steel wheel caliper are the best combination for \$40 including s/h. The new calipers have a bold mark at the 1/8" minimum. Shipments outside the USA are becoming more expensive, so add to the list price: \$5 for Canada, and \$11 for the rest of the world.

Make your check payable to NARCOA, and mail to Warren Riccitelli, 39 Jacksonia Drive, North Providence, RI 02911 E-mail questions to: warren.riccitelli@cox.net



## NARCOA Lanterns

NARCOA has received another order of Trainman's lanterns produced by Star Headlight and Lantern. They are model 292 featuring a bright halogen lamp along with a conventional bulb. A standard 6 volt lantern battery is required (not included). The body is orange plastic with the NARCOA name, motorcar logo, and "Safety First" imprinted. The lamps are effective for night signaling, and make great presentation items for our railroad hosts. Cost is \$29.00 each plus \$8.00 shipping for the first lantern and \$2.00 s/h for each additional lantern per order. Make your check payable to NARCOA, and mail to Jeff Levensgood 2189 Oak Tree Dr., Dover, Ohio 44622 phone 330-343-3407



## Reproduction Fairmont Data Plates

These plates fit on the engine cover. They are correct for late 1930's to late 1960's cars. M9 M14 M19 S2 ST2 A3 A5 59C - maybe others. \$6.00 per plate except Membership plate which is \$3.00. Include SSAE with one stamp for each plate (Three plates per envelope maximum) to: Richard C. Ray, 5 Hemlock Place, Randolph, NJ 07869 All profits go to NARCOA - Make checks out to NARCOA. ray\_r@rocket-mail.com