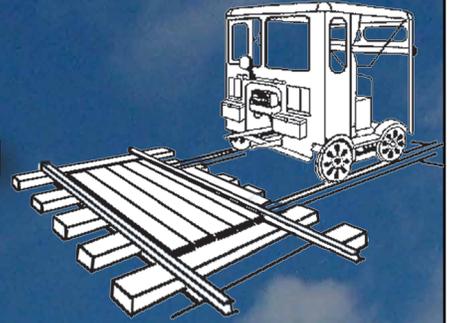
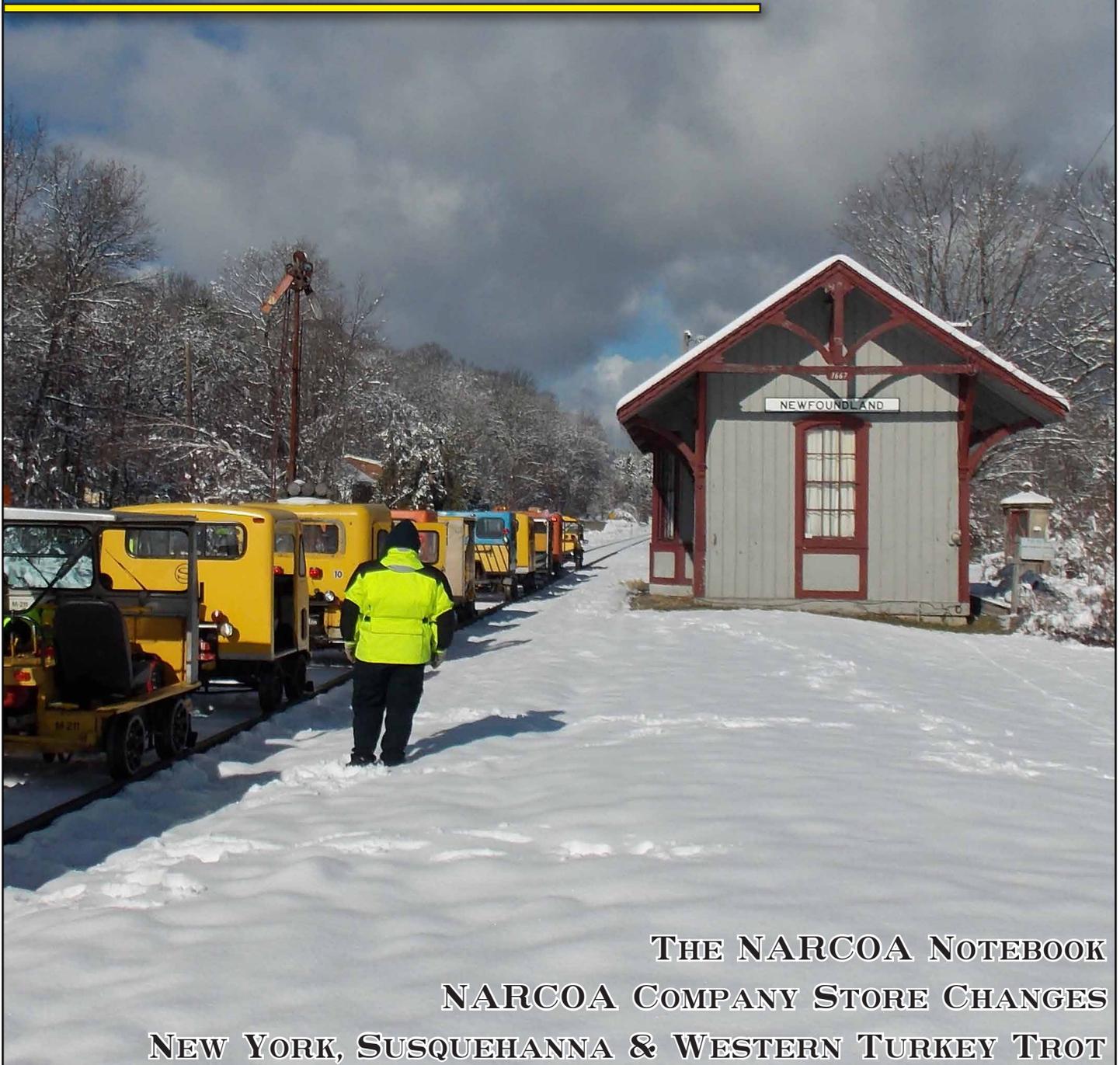


THE SETOFF



THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION

JAN / FEB 2015 VOLUME 29 - No. 1



THE NARCOA NOTEBOOK
NARCOA COMPANY STORE CHANGES
NEW YORK, SUSQUEHANNA & WESTERN TURKEY TROT

THE SETOFF

VOLUME 29 NOV 1

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

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

The SETOFF is printed by
Greg Kightlinger, GEK Printing

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

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

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

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

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

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

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

www.narcoa.org

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

ON THE COVER

The southern branch of the NYS&W railroad, where the station in the movie 'The Station Agent' was shot.

Photo by Cathie Edmonson

NARCOA OFFICIALS

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

Area 1 Director
(ME, NH, VT, NY, MA, CT, RI)
Keith Knowlton

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

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

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

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

Area 6 Director
(MN, WI, IL)
Bob Knight (815) 786-3096
railbuff@indianvalley.com

Area 7 Director
(ND, SD, NE, IA)
Carl Schneider (515) 967-5181
motorcarl@mchsi.com

Area 8 Director
(Canada, World outside U.S.)
John Brown (705)538-1196
johnbrown_42@hotmail.com

Area 9 Director
(CO, KS, MO, NM, OK, TX, UT)
Chris Weaver (303) 589-6665
cpweaver@gmail.com

Area 10 Director
(WA, OR, ID, MT, AK, WY)
Bill Taylor (406) 721-2351
wtaylor@bresnan.net

Area 11 Director
(CA, NV, AZ, HI)
Bill Schertle (714) 743-0804
bschertle@sbcglobal.net

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

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

Nominations, Elections
Dan Page (714) 847-5906
dan.h.page@gmail.com

NARCOA Insurance Administrator
Tom Norman (406) 722-3012
1047 Terrace View Drive
Alberton, MT 59820
alb4961@blackfoot.net

Rule Book Certification Test
Al McCracken
2916 Taper Avenue
Santa Clara, CA 95051
alnethie@alnethie.com

The SETOFF Editor
Brian Davis (330) 554-4480
setoff@neo.rr.com

NARCOA Webmaster
Keith Mackey (352) 347-0770
webmaster@narcoa.org

NARCOA Forum Moderator
Rich Stivers (408) 264-1048
rich@stivers-bros.com

Committee Chairs:

Judiciary Chair
Dan Berg (702) 341-8617
2017 Mule Creek St.
Las Vegas, NV 89134
deerail@embarqmail.com

Safety Chair
Bob Knight (815) 786-3096
railbuff@indianvalley.com

Rules Chair
Jim McKeel (316) 721-4378
cp2123@cox.net

Operations Chair
Bill Taylor (406) 721-2351
wtaylor@bresnan.net

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

RADIO EQUIPPED

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

PRESIDENT'S MESSAGE

BILL SCHERTLE

NARCOA is a democratic organization. Each of you elects your Area Director to represent you at the national level. Even numbered Area Directors are up for election this year. The only requirement to run for election is to be a member of NARCOA. You have access to him or her at any time through personal contact, phone, or e-mail. All of your AD's contact information is on the NARCOA website. The Board of Directors does not meet in secret but the Annual Meeting is open to all. You are free to contact any of us at any time. As I stated in my last message, our meetings are conducted in a business-like manner and the welfare of NARCOA is our primary concern. As I write this, the membership is sharing their views on the proposed rule changes and the Board is listening. Thanks to all of you who are taking the time to provide your input.

These words naturally lead into another piece of the Code of Conduct, Section 7: "Protect the future of the hobby by **being active** on a regular basis with your local affiliate; **giving encouragement and assistance** to new members; and **supporting the goals** of NARCOA." If you choose not to run for a NARCOA office you can still support and be active in your local affiliate. NARCOA would not exist if not for the thirty affiliates that sponsor motorcar excursions. I know that many of them are already making plans for the 2015 excursion year. I hope you have a chance to participate. If you do, stay safe and stay alert. Watch your following distance. No more "smacks".

Bill Schertle, President

WHAT IS THAT??

If you are asking yourself this question, the answer is: *NARCOA's next effort to recruit new members.* This is a QR code, for *quick response.* Anyone who points a scanner (often just a free smartphone app) at this will see a link to the NARCOA website. If we print these out and stick a copy on your motorcar or trailer it will be easier for passersby to learn who we are and what we do. Look to the website for a larger image to print. *-Editor*



CORRECTION:

In our 2015 Calendar, the caption of our October image was incorrect. The railroad pictured is the Santa Cruz Big Trees & Pacific Railroad. The Santa Cruz Monterey Bay Railway railroad doesn't start until they are off the street. We apologize for this error. *-Editor*

FROM THE EDITOR

BRIAN DAVIS

Hello NARCOA and friends! A new year is upon us and with it comes some changes to *The SETOFF*. You may not be aware of it but this edition is the first made with a new editing package that will give the user (me) a larger range of tools to work with, and additional flexibility when putting issues together. Look for more new features in the coming months!

This issue contains a number of articles relating to our work to increase membership. Thanks to Ruth, Stuart, Mike, and Craig for submitting stories focusing on new members. Keep it up NARCOA!

We'll see you on the rails!

Jane & Brian

IN THIS ISSUE

NARCOA Officials	2
President's Message	3
From The Editor	3
Directors' Messages	4
Nominations are Open	6
Requirements Down Under	7
The Notebook	8
Go By Train Event	12
NY, Susquehanna & Western	14
Minnesota Prairie Lines	18
Answering the Call	19
Conway Scenic Trip	20
My First Putt Putt	22
Looking for New Members	24
Upcoming Excursions	26
Suppliers	27
NARCOA Company Store	28

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

As the deadline for submitting anything for *The SETOFF* is the 10th of the month, I am, of course, writing this on the 10th. The 2014 Excursion Season concluded with the NEREX Snowflake Run on November 15th and 16th, the latest dates that it has been in all the nine times it has been conducted. We made it with just enough snowflakes to be seasonable and about 24 hours to spare as Monday was not a fit day for man or beast.

All in all we've had a good season, the paramount achievement being that nobody got hurt and nothing important got broken. Now it's time to look at getting the 2015 schedule put together and ready to publish. It's often difficult to get commitments even from the "friendly" railroads simply due to the fact that the folks running them are very busy and we are not a big target on their radar. The need to strike a balance between staying in touch and not becoming a pest is the real challenge.

If anyone in Area One has a contact person with a railroad that you think would be worth exploring, please send along the information and we'll look into it. Thanks.

Right now, as anyone who is on the NARCOA Forum knows, the principle topic of discussion is what the final decision will be regarding passenger carrying trailer cars. As I mentioned in the last issue the BOD is always attempting to perform risk management to make sure that we are always able to obtain insurance, without which we cease to exist. The risk in this case is the

belief that non-members riding on a trailer car are far more likely to initiate legal action if they get hurt than are our members and our friends in our railcars. Of course the concern is only with NARCOA insured excursions. Museum Day events and other rides for the public such as the ones some of our members provide for the Conway Scenic Railroad on Thomas the Tank Engine Days (which are insured by the museum or railroad) are not an issue.

Not much more to add right now. Travel safely and if you haven't joined the NARCOA Forum yet, do it. It's the best way to know what's going on in the hobby.

Keith

AREA THREE **(IN, MI, OH)** **JEFF LEVENGOOD**

A belated Merry Christmas and Happy New Year to everyone in Area 3 and the rest of NARCOA land. By the time you read this, the holidays will be over and the long winter months will be upon us. I want to thank each of you who supported me in the last election. Even running unopposed I received a large percentage of votes from the members of Area 3. Thank you for your vote of confidence. This year will be a challenging year for your board. Although I just received confirmation that we will have insurance and you probably already have that information by now, we still have many issues before us.

If you read the NARCOA Forum, you know that there is a ongoing debate about passenger trailer cars, shunting of crossing signals and turntables. I heard from only one member from this area about any

of the proposed rule changes and that related to lighting on trailers. I don't believe passenger trailers are an issue here in Area 3 as I know of none. Everyone here knows the proper way to shunt a crossing so that's not a problem here.

I am proud of the members of Area 3 as they demonstrated excellent skills operating their cars this year. Only one incident occurred, a rear end bump, and that was minor.

We did gain a couple of new members in our area and I also want to welcome them into our hobby.

Some of you may feel that this year's calendar may have been a little lopsided and tilted towards the west. I have made the suggestion to our president (along with the support of other area directors) that we would like to see one picture from each area, 11 areas and one from outside the North American continent or maybe the editor's choice. I would like to see each area director be responsible for picking a picture from his area. If you like the idea email me or send an email or note to our president.

Keep warm, get started on that special motorcar project and see you in the spring.

Jeff Levengood

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

Wow, where did 2014 go!?! Seems to me I just changed my calendar from 2013 to 2014 and now it is 2015. Hope one and all had a safe and a good Christmas and a New Year's day. So far not much snow in my area up till now and my motor car is in the garage till spring decides to come.

The Directors continue to think about and discuss safety whenever we meet. The membership should too. While we had a good 2014, as the operators of our hobby we must strive to be more attentive to safety or we could wake up to find fewer railroads available to us.

By the time this is in print I do hope the members of NARCOA have gotten the insurance price from Tom Norman and have made plans to get their money to Tom to have their insurance card prior to their first outing in 2015.

Come the end of January, if Ma Nature lets me, I will be heading down to West Springfield, MA for the Amherst Model Train show. I will expect to see the friendly group from NEREX there with a motor car and information on how to join NARCOA and get involved with our great motor car hobby. This is one way for NARCOA to get the word out about our hobby. I know of a couple of groups that go to model train shows for a day or weekend and show the general public what NARCOA does and can do for them to get out and enjoy the scenery, and companionship of fellow members.

John Brown

AREA TEN (WA, OR, ID, MT, AK, WY) **BILL TAYLOR**

I hope all of you had a great Christmas and New Year. As with previous springs, it's now time to start thinking about next year's runs and to get your car ready to go. The PRO BOD met in Grants Pass, OR in November, and one of the things it drew up was a tentative planning calendar for 2015. It should appear soon on the PRO web site if it hasn't already. If all of the excursions come to fruition, it should be a busy motorcar season. There appear to be no insurance issues on the horizon.

Many thanks to the ECs who put the runs together. If you've never been an EC, it's a lot of work and responsibility. I know they always appreciate hearing a "thank you" during the run.

I just received my NARCOA 2015 calendar in the mail. Congratulations to the photographers and the people who put the calendar together. This one is first rate and a marked improvement over what we used to have.

One other thing coming up in March is the nomination and election of even numbered NARCOA Area Directors -- which includes Area 10. I have decided that I will not run again nor will I continue on as NARCOA Operations Committee Chairperson after September. I have enjoyed being both, but four years as AD and 6 years as Ops Chair is enough. For those who might be interested in serving as either, you should contact Dan Page, the elections committee chair, and have a look at the elections time line on the NARCOA website. If you are only interested in the Ops Chair position, you should contact Bill Schertle, the NARCOA President. I am pleased to report one member has already signaled his willingness to run for the AD position, but it would be best for Area 10 if we had more than one person. Let me know if you have any questions about how this process works. Thank you to the Area 10 membership for your support. I wish my successor(s) the best of everything, and I know they will do a great job.

Bill Taylor

NEW MEMBER EXPANSION CAMPAIGN ENDS

The New Member Expansion Campaign came to an end on December 31st.

Thirty-three new members have joined us based on the support and encouragement of our members. A BIG thank you to all the members who brought new folks into NARCOA.

NOMINATIONS ARE OPEN

FOR EVEN NUMBERED SEATS ON THE NARCOA BOARD OF DIRECTORS

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

In 2015, 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. Incumbent directors are automatically re-nominated unless they decline as some have. 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 March 31, 2015.

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

Dan Page - Nominations and Elections

Positions to be elected in 2015:

Area 2 - DE, MD, NJ and PA Incumbent: John Gonder (not running)

Area 4 - AR, KY, NC, SC, TN, VA and WV Incumbent: Bernie Leadon

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

Area 8 – Canada and International Incumbent: John Brown

Area 10 – AK, ID, MT, OR, WA AK, ID, MT, OR, WA, WY

Incumbent: Bill Taylor (not running) Nominee: Bill Andrews (OR)

On the High Line at Durango & Silverton Narrow Gauge August 2013 - photo by Barbara Elwood



STATUTORY RAIL SAFETY REQUIREMENTS IN AUSTRALIA

As somebody unfamiliar with US regulations, I assume from reading the NARCOA Rule Book that NARCOA excursions are subject to those rules and any other requirements of the relevant Rail Operator on which the excursion is operating. My interest in writing this article was sparked by the current forum discussion concerning the use of passenger-carrying trailers and your apparent ability to maintain control over your own rules.

In Australia, owners of heritage vehicles of the type operated by NARCOA are subject to the National Rail Safety Law and regulations which run to hundreds of pages and cover all activities from restoration and maintenance to operations.

Glenreagh Mountain Railway (GMR) is a small not-for-profit rail heritage group that owns one 1875 vintage steam locomotive, a 1924 vintage diesel-driven passenger railcar, and a number of “trikes and inspection cars”. GMR owns 20 miles of a disused former government owned branch line in Northern NSW which was closed in 1972 and no longer has a physical connection to the national rail network.

It has taken more than 4 years and the preparation of 20 policy documents, 30 forms and a number of meetings for GMR to finally be granted accreditation as a “Rolling Stock Operator” by the National Rail Safety Regulator. Until that accreditation GMR was prohibited from even touching any of its rolling stock.

To restore or maintain our trikes, we are required to use certified tradesmen; and to operate them we are required to have trained and qualified operators. At present, their use is restricted to track maintenance activities only (no public passengers) on a total of 3 miles of trackage, excluding road crossings. Our continued accreditation is reliant on successfully demonstrating compliance with our statutory obligations at regular audits conducted by the National Rail Safety Regulator.

Heritage groups in Australia run steam and diesel equipment, hauled paying passenger excursions on the national rail network, subject to commercial access rates. NARCOA type excursions would not be permitted, other than on out of service or privately owned lines.

Bill Harrison Secretary, Glenreagh Mountain Railway Inc.

Quilpie Block Limit at the end of the Western Line in Outback Queensland. Photo by Mark Swaby



THE “NOTEBOOK”

A BRIEF LOOK AT NARCOA HISTORY

WRITTEN BY ROSE HINES

WITH INFORMATION FROM DICK RAY, STAN CONYER AND PHIL HINES

It occurred to me that the younger members of NARCOA may be interested in how NARCOA came to be. Here are a few personal notes from events, archival material and memories that Dick Ray, my husband Phil and I have put together. Hopefully what follows is fairly accurate information, “to the best of my knowledge” anyway.

My husband and I have been in this unique rail car hobby for three decades. We’ve met and ran with many NARCOA members from many states over the years. In the early years most everyone knew most everyone at any given meet. As time went by the NARCOA memberships and number of meets grew dramatically. For various reasons many came, others fell away, but the only sure thing was change. I say this because we realized an astounding fact at this year’s 2014 Great Lakes Central RR meet

in Cadillac, MI: that the three oldest longest-still-running NARCOA members were in attendance. These three are Dick Ray (Western Maryland since the beginning), Rose & Phil Hines (Conrail since 1984), and Stan Conyer (Monon since 1987), with an accumulative of 90+ NARCOA years!! And... all are still running in their original “poppers” (two-stroke, belt-driven, crank)!

Dick Ray was one of the co-founders of this organization. According to Dick in and around New Jersey, about 1978, he and Joel Williams began collecting names of motor car owners in a Notebook. When they became aware of a group of motorcar owners that belonged to the SMRS (Southern Michigan Railroad Society) in Clinton, MI their Notebook name list doubled. The Notebook list was then organized and kept on Dick Ray’s computer at Bell Labs, later taken over by John Welsh.

An except article written by Joel Williams in the very first issue of *The SETOFF*: *About 1983 SMRS Doug Leffler (MI) began corresponding with Joel Williams (NJ). By 1984 they discussed the rapidly growing roster. In January 1985 Doug Leffler approached the SMRS board of directors with the possibility of hosting a first-ever NAR-*

COA convention. Board approved, the SMRS became the Memorial Day Weekend location for the 1985, 1986 and 1987 NARCOA conventions.

Doug Leffler had been the Editor of the *THE CROSS TRACKS*, the SMRS newsletter. In spring 1987 Doug became the first Editor of the first issue of the NARCOA newsletter, *THE SETOFF* which stated that it was “...dedicated to the safe operation of railroad motor cars, plus fellowship and interaction between motor car owners”.

Also taken from *THE SETOFF*’s first issue: Joel Williams wrote an article that said that “John [Welsh] came up with the name North Eastern Railcar Operators Association, or NERCOA for short. But as time went on and more entries for the roster began to filter in from other parts of the country it was decided to rename the roster to North American Railcar Operators Association, thus, NARCOA was formed”. Dick Ray believes the year was 1983. (Note: Looking at the initials now, I’m guessing ‘railcar’ was two-initials or else it would be NAROA?).

Dick Ray adds, “The first meet was in 1984 on the Maryland Midland. There were three cars from two states and five operators: Joel Williams, Jon Main, Mike Woodburn, Mark Landgraf and me. It was organized via the roster at the time. We got insurance in late ’88 when John Nolan and I went to New York and met with an agent he found. Then



Dick Ray, Rose & Phil Hines and Stan Conyer. Cadillac, MI June 2014.



May 1985. NARCOA Convention, Clinton, MI. The 25 rail cars included a lot of “poppers”, a couple of handcars and a velocipede; photo by Rose Hines..

we needed a rulebook, which I have, dated 1989. We were incorporated in 1989 as well.

“All these dates may actually be earlier but I used the latest ones. References are from my logbooks and other events that I can connect to”. (Thank you for the info Dick Ray!)

There was a time when most rail cars were two-stroke “poppers”. It certainly made for memorable “skills contests” being that they are belt-driven and the ‘key’ is the crank; a “popper” tends to be ‘temperamental’ too.

Back then several NARCOA Conventions were held. What good times those were. Following are some of the conventions I remember. However, rather than (unintentionally) forgetting or omitting names of the individual organizers, I’ll just mention the event names, dates, track and maybe a few highlights, so you can get a feel of NARCOA’s history.

As stated earlier, the very first NARCOA Convention was held at the Southern Michigan Railroad Society (SMRS) in Clinton, MI. There was 13.5 miles of the former NYC Clinton Branch line that ran from Clinton, thru downtown Tecumseh and on to Raisin Center, MI where it stops at the Norfolk Southern

mainline. The convention included rail car skills contests, catered meals on-site and at a local eateries. Great times and friendships formed. It was quite exciting for the locals to see the ‘rail parade’ and for so many rail car owners to gather in one spot. Most of us had never experienced anything like it. It was all quite an array of rail equipment to behold, not to mention listening to the freely exchanged stories of acquisitions, work and runs-made among the participants.

May 1985 NARCOA Convention, Clinton, MI. The 25 rail cars included a lot of “poppers”, a couple of handcars and a velocipede.

May 1986. A second annual NARCOA Convention was held at SMRS in Clinton, MI. This time 26 rail cars attended with similar successes and great times on the rails.

September 1987. A third gathering of NARCOA was held at Delaware & Ulster RR in Arkville, NY. This grand event was named the Fall Eastern Regional Motor Car Meet.



May 1985. About 25 rail car operators attended the very first NARCOA Convention in Clinton, MI. Jeff Williams photo

DELAWARE & ULSTER RAILROAD SCHEMATIC MAP

ULSTER COUNTY
DELAWARE COUNTY

HIGHMOUNT

FLEISCHMANN'S

DEPOT

ARKVILLE

ABANDONED DAN R.R.

HALCOTTVILLE

ROXBURY

NARCOA
FALL EASTERN REGIONAL
MOTOR CAR MEET
ON
THE DELAWARE & ULSTER RAILROAD
ARKVILLE, NEW YORK

SEPTEMBER 25-27, 1987

ACTIVITIES SCHEDULE

NARCOA ACTIVITIES SCHEDULE

Friday, September 25

Volunteers place safety signs and clean grade crossings

4:00pm - 7:00pm Arrival and registration

8:00pm Evening run to Highmount

11:00pm Store motor cars in D&U enginehouse for the night

Saturday, September 26

9:00am - 10:00am Registration

10:30am Run to Highmount

11:00am Group photo at Highmount

12:00noon Return to Arkville and lunch

12:30pm First skills contest-acceleration (in Arkville Yard) Public invited

2:00pm Second skills contest-engine reversal through switch at Arkville Public invited

2:45pm Handcar contest (in Arkville Yard) Public invited

4:00pm Day run to Roxbury and return to Arkville

6:30pm Buffet dinner (provided by NARCOA) with awards for contest winners given out

7:30pm Movie, video, slide show Public invited

10:00pm Night photo session with motor cars and D&U equipment

11:00pm Store motor cars in D&U enginehouse for the night

Sunday, September 27

8:45am Breakfast run to Halcottville and return to Arkville

10:30am Time available to ride the D&U "Red Heifer" motor car

11:30am Motor car maintenance clinic in the Arkville enginehouse

12:30pm Picnic run to Halcottville siding (Provide your own lunch)

1:30pm Run to Roxbury, return, meet train at Halcottville, and follow back to Arkville

3:30pm Motor car parade past Arkville station (with announcer)

4:00pm Judging of motor cars, public display of motor cars, and handing out of trophies

4:30pm Optional run, entire line from Arkville to Highmount to Roxbury, and return to Arkville

6:00pm Clean up and depart

DELAWARE & ULSTER RAILROAD

MARGARETVILLE

ARKVILLE

FLEISCHMANN'S

HALCOTTVILLE

HELLY'S CORNER

ROXBURY

PROFILE OF THE D&U

FEET ABOVE SEA LEVEL

WILES FROM KINGSTON

There were 25 rail car owners and 60 participants from eight different states.

This Arkville meet was also exciting to be a part of. There were skills-competition games with the speeders (timed switching, fastest & slowest, etc), a group dinner with awards given out for the day's game winners plus assorted other prizes (example, for the person that drove the farthest road miles to get there, etc.). There was even a professional-type VHS video produced of the "games", the rail cars and their owners. Note: After 26 years we revisited an Arkville meet in September 2013. It was amazing to see the same engineer, "Vic" on the job; he too remembered that great 1987 NARCOA meet! As a postscript, after near-30 years, this was the very FIRST meet we ever attended that we didn't know any of the other operators! However, we went away having made new friendships and more good times on the rails!

May 1993. This NARCOA Convention was held on the Ohio Central RR in Coshocton, OH that included members having a 'flea market' of sorts.

It ran from Zanesville to Brewster, OH.

July 1993. Not a convention but could have/should have been. This was the Hoosier Railcars 'Firecracker 300' that ran 300 miles from Indianapolis to Evansville, IN on the Indiana Southern Railroad. It was a spectacular 4th of July weekend on the rails.

Back in the early-to-mid 1980's,

obtaining a personal rail car wasn't as costly as today's going rate because the railroads were in the process of scrapping their rail cars in favor of hi-rails. So it all blended together nicely for NARCOA to begin about the same time. NARCOA has proven to be an exciting outlet for rail car owners and operators.

The NARCOA organization has gone on to gain affiliates from coast



May 2014. Three generations of NARCOA: son, Jeremy, (his stepdaughter Chrissy), dad/grandfather Stan Conyer and son/grandson Nathaniel standing in front, photo by Rose Hines.

to coast and beyond, giving many rail car owners/enthusiasts a wide variety of wonderful meets to attend. The organization and their meets also bring great rewards such as traveling-to and riding-on 'rare (or revisited) track mileage,' meeting up with friends or finding new ones, discovering the wide spectrum of the members' personalities, interests & occupations, finding all of the dedicated, hardworking EC's that give so much time and effort to set up the meets, not to mention the board members' effort to create structure. Also, one never knows who or when they will see one another again; it's like a treasure hunt sometimes!

This past spring was a good example. It had been a long time since we'd ran on the CKS RR (Carthage, Knightstown & Shirley); that weekend meet included the Indiana Eastern RR meet too. That's where we happened upon Stan Conyer. We don't see him often but Stan came with his son, Jeremy (35) who had HIS train-loving 5 year old son, Nathaniel, along with his (Jeremy's) stepdaughter, Chrissy. We hadn't seen Jeremy since he was 5 years old; he was riding with his dad back then! Imagine that. NARCOA is now working on having a THIRD generation in the Notebook!

I hope this highlight article was informative and interesting. It would be wonderful if other 'old NARCOA timers' were reading this and decided to add their own memories and experiences to the pages of THE SETOFF. I do know that



Group photo at Fleischmanns on the Delaware & Ulster Meet. Arkville, NY. photo by Rose Hines.

there are many fascinating tales out there, needing to be retold! We'd all like to read your stories and surely our Editor, Brian Davis, would like to see them.

Sometimes things tend to be taken for granted. With this thought in mind, keep yourselves aware of the benefits and privilege of literally 'riding the rails' in your own per-

sonal rail car with some mighty fine individuals of like-minds to enjoy it with! Your name is in the Notebook. You have arrived. Be it in the NARCOA organization or in whatever your choices may be, make SAFETY first and foremost!

We'll watch for you along the rails.



Beautiful "popcorn for the eyes" Autumn scenery at D&U, Arkville, NY, photo by Rose Hines.

“GO BY TRAIN” EVENT ST. LOUIS, MO

BY MICHAEL P. FORD, E.C.

On Saturday, September 27, 2014, a handful of NARCOA members were pleased to represent our organization at the “Go By Train” event, sponsored by the St. Louis Chapter of the National Railway Historical Society (NRHS) in conjunction with the Museum of Transportation – St. Louis. The museum houses some very nice railroad memorabilia (locomotives, rolling stock, etc.) including the original FT demonstrator A unit (number 103) which recently returned from being painted and can be seen on page 66 of the November edition of *Trains Magazine*. It has a matching B unit, but it is not the original demonstrator unit.

For this weekend, there were also a few special units on the property including a UP Heritage Unit (the Missouri Pacific 1982 and the NS 3435, an SD40-2 that had brought the FT unit up from Nashville, TN). The museum also has some automobiles, airplanes and other forms of transportation represented. Another bonus is that the property sits on the UP mainline and the museum has installed a platform for watching trains (including 4 AMTRAK trains each day).

The local chapter of the NRHS reached out to NARCOA’s President, Bill Schertle, last March and asked if NARCOA would be willing to have a handful of motor cars give rides to the public on the museum track during the event. Bill put the word out to all the excursion coordinators (via Dan Page) and I decid-

ed to take the lead and see what we could do to further our hobby in the eyes of the community.

An initial meeting was scheduled in St. Louis during mid-June with the representatives of the Museum (which is run by the St. Louis County Parks), and also Mr. David Huelsing, V.P. of the St. Louis chapter of the NRHS. Everyone was excited about our presence and after reviewing the track layout, set-up,



Left to Right are Fred Lonnes, Paul Maplethorpe, Kellie Maplethorpe, Hal Johnson, Rick Randall. Photo by Robin Whipple

set-on possibilities, and other options, we determined that it was feasible and we would work together to make it happen. During the initial visit, we were able to see the three Fairmont motor cars owned by the museum (in various states of disrepair) and, with the help of Tom Hatfield of Fairmont, MN, I was able to provide the birth certificates to the museum as an added courtesy.

NARCOA members who volunteered to bring their motor cars to the event were Hal Johnson (Minneapolis, MN); Rick Randall (Minneapolis, MN); Paul Maplethorpe (Antioch, IL), and Fred Lonnes (Western Springs, IL). The event

was coordinated by Mike Ford (Plainfield, IN). It’s also important to note that Paul’s wife, Kelly, came down for the event and assisted in getting the NARCOA Liability releases signed and keeping the paperwork organized.

Set-on went smoothly on Friday afternoon with all four cars being loaded on the tracks by 4:30 p.m. The track is a portion of the original Missouri Pacific line and runs approximately 1/3 of a mile west of Barrett Street, stopping at the west end of the museum where the line enters the oldest tunnel west of the Mississippi (currently out of service). The track is also used by the museum’s three trolleys, complete with the overhead catenary. After set-on and putting the trailers away for the night, we headed off for a group meal with the local NRHS representatives.

Saturday was an absolutely great day for the event, sunny and 80 degrees. Since we were sharing the same track (and it’s not a loop) as the trolley (today, it was CTA car #44), the group of motor cars would make about 2 or 3 trips to the end of the line and back, then the trolley would make a similar trip. While Hal, Rick, Paul & Fred kept the motor cars moving and welcoming their guests, Mike kept the logistics flowing (welcoming guests, assigning guests to cars, answering questions, etc.) and Kelly handled the paperwork. There was a constant flow of visitors wanting motor



Above: The team poses with UP 4006; Right: UP 1982 (MP Heritage Unit) and NS 3435 (SD40-2); Below: EMD FT Demonstrator 103; Photos by Robin Whipple

car rides, so the only down time we had between 9:00 a.m. and 3:30 p.m. was about 15 minutes or so during each trolley run. Toward the end of the day, the trolley actually broke down (at least it was toward the far end of the line), so we continued to give motor car rides, but just shortened the trip a bit.

The last motor car ride concluded about 3:30 p.m. and then it was time load up the cars, collect our paperwork and belongings, and take a much needed break. Hal & Rick continued on to Fort Leonard Wood, MO for a Sunday motor car excursion. Paul



and his wife headed to Charleston, IL to visit their daughter. Fred & Mike stayed in the St. Louis area to unwind and rest for the ride home on Sunday.

The group gave rides to a total of 176 children and 228 adults over the span of 6 hours and approximately 30 runs. A total of 404 guests got to experience a motor car ride, many of them for the first time. The best news of all is that the day was 100% injury and accident free, which speaks volumes to the quality of the operators and the coordination efforts for the trips.

NARCOA was represented well by Hal, Rick, Paul, Kelly, Fred & Mike and they were all glad to be a part of the first "Go By Train Event".

NEW YORK SUSQUEHANNA & WESTERN ONE LAST RUN, AKA: THE TURKEY TROT

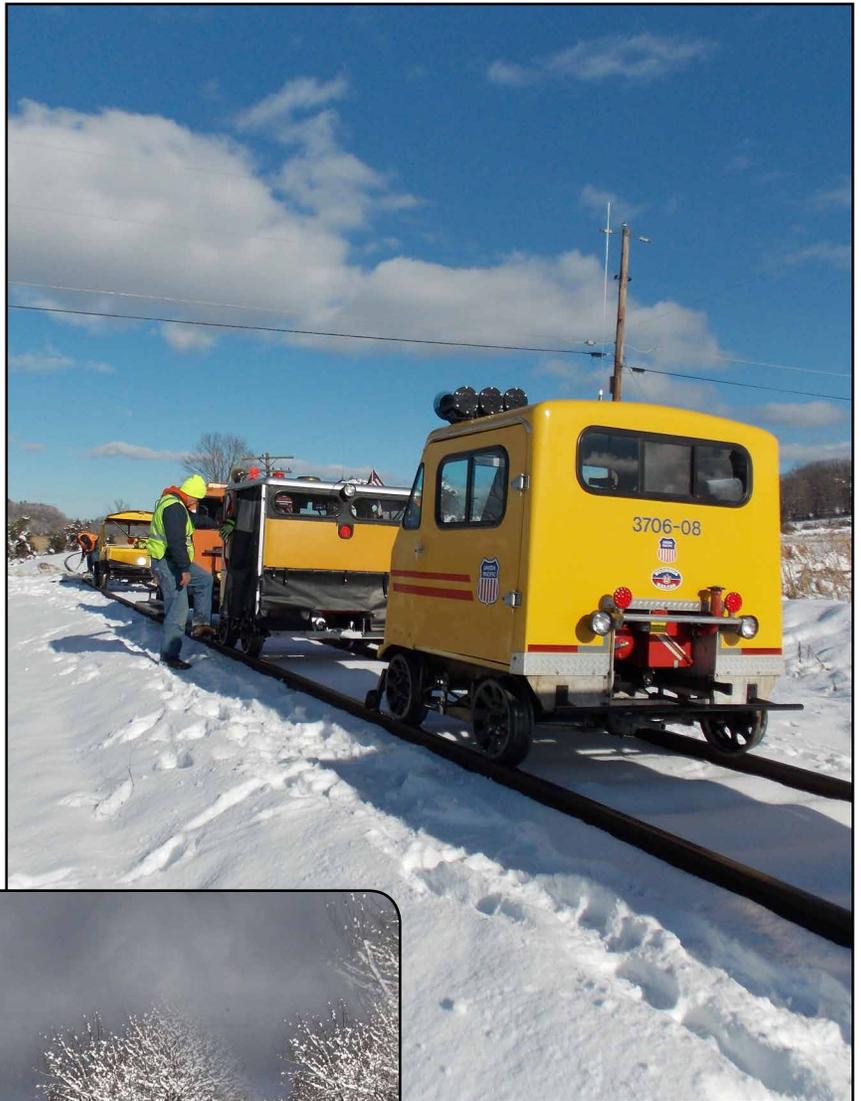
BY CRAIG W. HARTMAN, E.C.

As I sit here and ponder what has transpired in the past couple of years, I am amazed at what our group (Mid Atlantic Motorcar Association, MAMA) has been able to accomplish as a team - a team that has coalesced into what I consider one of the most cohesive groups in NARCOA, accomplishing together what one individual very likely could not do on their own (but more on that later).

A couple of days ago, the day after Thanksgiving to be exact, 11 hearty operators with passengers embarked on our infamous NYSW Southern Division Run, in the cold (18 degrees F) and freshly fallen snow (10" +) for a scenic wonderland that doubtfully will be replicated again.

The planning for the trip started with a call from Steve Weiss, our Pilot and RR Representative, asking if we would like to do a run on Thanksgiving weekend.

The response from me was tepid at best, as our group had a busy season on the rails,



*ABOVE: Photo by Pien Sigafoose;
LEFT: West bound at MP 36, a winter wonderland. Photo by Shirley Hartman*

and mentally I wasn't really interested. I responded that if the RR would give permission, I would set it up, and permission was quickly received. Now what have I gotten myself into was my thought, as well as my wife's when told about the excursion. Shirley said we could hit some bad weather at that time of year, to which I countered



*Above: Stopping at Newfoundland Station; Photo by Shirley Hartmann;
Below: Chris Vitz crossing the diamond in reverse at Riverdale. Photo by Pien Sigafoose*

that we also could see 65 degrees plus, and proceeded with planning, posting, etc.

A week before the run, we had eleven sign ups, and the excursion was on, with me watching the weather channel closely a couple times a day, as the temperatures around here were in the mid-winter range. A week out and the weather forecast was for SNOW, possibly heavy right over our route, up to twelve inches possible the day before Turkey Day. Tuesday came, and the forecast became solid for snow on Wednesday into Thursday morning, and the run was now questionable at best. Wednesday morning dawned, and I looked out to see light snow falling, with the major brunt coming noontime and later according to forecasts. Nuts.

Thursday dawned to ten inches on my deck and driveway, but with clearing skies. "I guess I'm going to annul the run," I said to my wife, and she was happy to agree as it was

very cold, but then said I'm going to run the line to Sparta in my truck to assess the rail and crossing conditions to give it my best shot for an honest appraisal. About three hours later after observing conditions, we changed the set on location, noti-



fied attendees, and the run was a go. Went home, dug my MT-19 out of the snow, took it off the rails in the backyard, loaded it on the trailer, serviced it, and got her ready to go.

Friday at 5:00 am, the alarm rings, the wind is moaning, it is cold, and I don't want to get out of a warm bed. "Why?" I ask myself, as I lift myself out of bed, shower, shave, and get ready to go. Set on starts at 7:00, and our guests, Ken and Nadine, my wife and I have some snacks and hot drinks before leaving for set on.

We arrive at set on at 7:04, and nobody is there. Nobody. "I thought I said seven, I thought I said Riverdale" goes through my mind as I unlock the gates to go into the yard. The wind is blowing, it's cold, and I am thinking of the warm bed I left. Then the group starts to arrive, and set on begins, and as it is a large double tracked yard, goes quickly. Safety briefing is held, cars examined, and we prepare to depart. We line the consist, dig out the "chicken heads" from the snow to cable the gates down, and off we go, with my



Above: Stopped at the Overlook, highest rail point in NJ; Photo by Shirley Hartman;

through several other crossings, and start up the grade toward Smoke Rise, and the vista keeps improving as we go. We went up the steep incline, past the Charlottesville Reservoir with snow covered land and trees, up to Greenpond Crossing, Oak Ridge Road and beyond. The Newfoundland Station (used in the film “The Station Agent” with S. Weiss as Engineer for some scenes) is a winter wonderland treat to behold as we pull up for a break and photo op. That being done, we once again head west.

wife picking up the cables as we go, heat on in the car, brrrr.

“This better be worth it,” I think to myself as we cross over the diamond leading to the main track (the only one in N.J.), reverse and get lined for the main, heading west, Form D in hand. It gets beautiful real quick as we head out, the fresh snow adding a pristine beauty to the landscape. First crossing, Ken and Nadine get out of their car behind Pilot Steve Weiss, dig out the connections, apply cables, the gates drop, and we proceed cautiously, the crossing snow having been mainly cleared by a train the previous night.

Before we hit the next crossings at Hamburg Turnpike, I am informed we have a breakdown, broken chain or chain off reported. When I

arrive, the owner is standing there with an idler in his hand, apparently the nut came off. We try to locate one at the nearby hardware and auto stores to no avail. We “bar up”, cable the crossing, and away we go. We proceed in like manner

I am informed via radio that a nut has been located at an auto supply for the disabled car, and we plan a stop at Beaver Lake Crossing to get one, which we do.

The sky in front of us looks ominous as we go, and looks like it may

Below: Clearing downed trees at MP 38; Opposite: Eastbound at Smoke Rise as the trip nears its end. Photos by Pien Sigafosse



snow again at any moment. We run into one quick snow squall, and it is over before you know it. Whew, dodged that. We proceed to Sparta Mountain, the highest point of rail in New Jersey, and stop again for a break. The broken down car is repaired here, and is off the bar. Looking down off the mountain, the view is incredible. Off we go again, towards our next stop, Vernon, for some lunch. God spreads his handiwork before us as we proceed, and what we are seeing is quite simply, incredible. We have to dig out the shovels and clear some plowed in crossings as we go, as well as clearing several trees down on the line. This slows us down considerably.

The tree and heavy brush clearing is reported to the trainmaster by Steve, and he assures us it was ap-

preciated by the NYSW. We make Vernon Deli, and it is CLOSED! My other EC Chris Vitz and I confer with the Pilot, and decide that we better head back, some are hungry, and quite a few more crossings to breach to get to Pelton. The sun is getting lower in the sky as we turn the cars and head for home, this time with me in the lead. We see deer crossing the tracks, bear and many, many flocks of turkeys that must have been refugees from the day previous.

The night turns black as we go, and the snow in the aircraft landing lights on my car is like diamonds sparkling in front of us. The temperature plummets. I turn up the heat in my car and feel sorry for those in open cars riding with us.

We arrive back at set off with-

out incident, unload and depart for warmer locations, some as close as the nearest truck with heat.

It certainly goes down in my book as one of the most beautiful and picturesque runs ever, one that I don't think I could duplicate if I wanted to. Was it worth it? You betcha!

Thanks to the MAMA team (Chris Vitz, Dave and Pien Sigafosse, Ken and Nadine Ciparis, Steve Weiss) for making this a reality for all of us -- I couldn't do it without you, as well as my wife Shirley who "puts up with me" for these trips!

Kudos to all who help and support us by riding and standing with and for us!

See you on the rails in 2015!!



MINNESOTA PRAIRIE LINES

BY STEVE HIER

The weekend of October 11-12, 2014 found 40+ cars on the old Minneapolis St Louis RR. The trip was sponsored by First Iowa Division and Dave Voeltz was the EC.

The M&StL RR was founded in 1870 and was bought by the Chicago North Western in 1960. Today only a few segments of the line remain in use. The Minnesota Valley Regional Railroad Authority owns the line and it is run by the Twin Cities and Western RR, they chaperoned the trip. The RR at one time went to the Missouri River in South Dakota, crossed multiple lines in Iowa, and ended in Peoria, Il. It never made it to St Louis. The road was primarily a farm products line and went in and out of bankruptcy many times.

My grandfather was born in the area and took the M&StL to South Dakota in the early 1900's to homestead West River. My great-great grandfather settled in the Redwood Falls area in 1868.

We set on Friday PM at North Redwood. Saturday was cold but the day was sunny and got close to 60 degrees, beautiful speeder weather.

We traveled east to Fairfax and toured a restored M&StL depot. We then turned and headed to North Redwood for lunch. In the PM we traveled east again to Winthrop, turned and headed back to Redwood where we tied up for the night.

Sunday morning found us heading west to Hanley Falls. This part of the line sees much less traffic and there were lots of tumble weeds between the rails. In some spots there were lots of spinning wheels from squished weeds on the rail. In Bel-

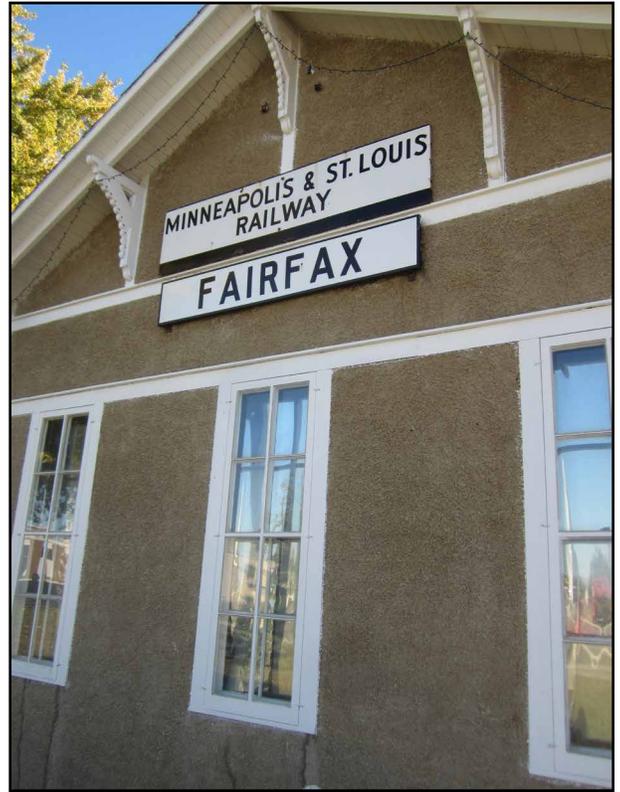
view we stopped for coffee and cookies at a restored depot full of much local history. It was interesting to experience how these depots were the life blood of the small farming communities the RR served.

We stopped for lunch at Hanley Falls and had time to tour a wonderful set of farm equipment museums.

Returning to Redwood we were pushing into a 30 mph wind and with the greasy rail, tough going on uphill grades. I had to stop and clean the brake shoes twice.

Thanks to Dave Voeltz and First Iowa Division for a great trip. I'm

Above: Fairfax Station; Below: Minnesota River bridge; Photos by Steve Hier



grateful to be able to visit a piece of the past before it goes away forever.



ANSWERING THE CALL

BY BRUCE A. FERGUSON

I received a phone call in November from Ernest Wilson, a MOW supervisor for Eastside Rail. All of his “power” was out-of-service and he needed to inspect the line because of regulations and because a wind storm had come through the day before. He needed a speeder ASAP and asked if I could be available to run a car. Well, I didn’t play hard to get! Who would?

The set on was at 0900 hours the next morning. We would be running on a branch line of the former Northern Pacific, here in the Seattle, Washington area. Known as the Sumas Branch, it ran north to Canada.

The car I used is an MT-19 built for the Union Pacific in 1986. After all these

years, the car was back on duty. A piece of railroad history came alive that day. My speeder was answering the bell. My car felt good. I felt

good. All was good.

We ran for only four miles before we found our first tree on top of the rails. Four more would follow. Of



course the last tree was the biggest. The fir took us almost two hours to cut up and remove. We ran to the end of the line, turned, and headed for home.

All of my NARCOA members and my PRO brothers were with me that day so our rules, our E. C’s, and our hobby rode with me that day.

When is the next wind storm??

CONWAY SCENIC EXCURSION

BY ROBIN WHIPPLE

Sunday, September 7, 2014, NEREX put on the Conway Scenic railroad excursion. Set on was at Redstone, North Conway, NH. I have always wanted to do the Conway Scenic excursion because of the story of the Evans family.

It was a beautiful sunny day with temps in the mid 70's when about 20 cars set on. Our trip started at Redstone MP55 and went to Hazen's MP101. The trip up the mountain was beautiful. Starting at 500ft, we climbed through the mountains to over 1,900ft in elevation. You are surrounded by glorious views everywhere you looked.

We passed the spot where the Ev-



Above: Typical set on; Below: Uh oh; Opposite top: The Team give it a one, two, three; Middle: the cavalry arrives; Opposite bottom: Success! Photos by Robin Whipple

ans house used to stand. Our EC Gordy said we would stop at the monument to Hattie Evans and her family on the way back if time al-

lowed. Lunch was about 2pm in Fabyan then off we go at 2:30pm to continue our trip back. We headed south for our first photo-op of Mt

Washington Inn and a look at the trackage on the mountain of the Cog RR in a distance. Next photo-op was Evans monument! We stopped at the North end of the Willy Brook trestle for our photo-op. Out we all go for pictures, then POW! one of our EC's said we were not going anywhere!

Just on the other side of the Willy Brook trestle we see a huge boulder right in the middle of the track! Our EC went over to investigate, took a picture and



sent it to the Conway Scenic RR for advice and for help. At the railroad's request we made an attempt to clear the track. With the guidance from our EC's some of our men were going to see how or if they could move it. Using a piece of rail found off to the side of the tracks as a lever we worked it under the boulder slowly and move it a hair, then put rocks under the boulder to support it, while trying to insert the rail further. This went on for awhile with limited success.

Our EC kept in contact with the railroad until they called it off, advising us that the railroad would be sending a crew out with a locomotive to see what they could do. Our attempt to move the boulder was well coordinated and even though we couldn't get it done I thank all who helped.

We retreated to the other side of the trestle and waited for the Conway Scenic RR to arrive. The railroad came with a locomotive and crew. After many tries and hard work by the railroad crew they got the boulder moved to a point where they again asked for our assistance. Without hesitation many volunteers assisted the railroad crew in finally moving of the boulder off the track. After our wait on top of a beautiful mountain and with the rails finally clear, our day trip now turned into a day and night trip, which was also awesome. It was one beautiful trip.

Thank you again Conway Scenic Railroad staff for your help. Thank you all our EC's for the great trip, the exceptional coordination and calmness during the delay on the mountain and everyone involved.

So how many men does it take to move a boulder? A lot (and a locomotive is helpful, too)!



MY FIRST PUTT PUTT

BY PAUL SYVERSON

I have too many hobbies, my wife thinks I'm crazy. That being said, I think I probably resemble many of you.

I first saw speeders during another hobby, ultralighting. I flew my own single seat ultralight, a Quick-silver airplane, for about 8 years. During that time I flew over the beautiful Illinois Valley, an area of rolling terrain, rivers, small bodies of water and train tracks. While flying one day I noticed a bunch of small railroad cars going down the tracks. Some were quite simple and others had flowers painted on them and different paint schemes. I asked the question I'm sure none of you have ever heard: "What the heck is that thing?" I proceeded to dive down and buzz these strange mechanical creatures as though I might get the answer in my head. A few months later I saw one on the back of a trailer in the same area. I pulled up to the guy. "What the heck is that thing?" "Pull over," he told me. We did. He was nice enough to give me the "NARCOA" explanation and we went our separate ways. The hook was sunk. One problem. I was already knee deep in one hobby. I continued flying for a time but then I sold my plane last year and ran across an-

other speeder on the road. It jogged my memory and that's all it took for me.

I started looking online for advertisements and the NARCOA site was all I needed. I found a few that I liked. I settled on one in New York. The seller was Ernie Williams from Savona, New York, a relative newbie to the speeder world himself. It was a drive (650 miles from Chicago), but it was relatively close to Niagara Falls, and that was on Patti's and my bucket list. We got the time off and off we went. Going through the Allegheny Mountains was beautiful during the fall color change, and the miles just ticked by. We got to Ernie's house and he gave me the low-down on my new speeder. We load-

ed it up and it was on to the Falls. He showed us his new railcar before we left. Nice.

We left around noon the next day and covered 1000 miles in less than 48 hours. I know there are guys out there that can do that many miles in far less time and God bless ya brother, I'm not one of those guys. We were on to Detroit for the bigger mission in my wife's mind: an eight month old grandbaby named Atlas. This little tough guy is our first and if I told my wife I was going to quit my job to visit him, she would say "Okay". We stayed two days with my son Peter and his pretty wife Cassidy (super-mommy, Atlas was born 3 months premature). It was great fun.

Below: Taking delivery in New York. Opposite: visiting a piece of railroad history. Photos by the author.



Prior to the trip I was Internet surfing and saw one of those picture series of “strange abandoned places”. One of the pictures was of the Michigan Central Station. “Wow, that’s cool” I thought. When I discovered that it was in Detroit, I was determined to go there. Built in 1912 after the original station burned to the ground, they built this Beaux-Arts Classical Style building, 18 stories high. At the time, it was the tallest rail station in the world. It served at the peak of the railroad era during WWI and saw 200 trains leaving a day, many of them carrying our soldiers. It continued during WWII as another peak in transportation then declined slowly thereafter. It wasn’t until the end of Amtrak operations in 1988 that the station was closed altogether. It now sits as one of the most photographed abandoned places in the United States.

Our first day was spent visiting with Atlas. I told the kids and my wife I was going to the Station. At 8 a.m I got up knowing that Atlas had kept the kids and my wife up all night and went to the station alone with my new speeder. I got there determined to take the speeder off the trailer and take some pictures. I was there early enough with no one around. I dropped it without seeing a soul except for a passing policeman and set up for my photo-shoot. No problems. I have to admit, it was a bit eerie. A few people came by later and asked me “What the heck is that thing?” I told them. One guy came by and asked about my putt-putt and told me affectionate stories about his Dad bringing him here when he was a kid and going on short train rides. He looked back at the abandoned station and the abandoned industrial buildings

and homes around it, and I thought he was going to cry. Detroit is truly in sad shape but I think it will have its Renaissance; they tear down 400 homes a week as part of a federal program to rebuild.

On our fifth day we headed home after some repairs to the trailer at my son’s house. We made it home without issues, except for some road fatigue, a total of 1600 miles. All that for a little speeder. Crazy what these little things will make you do. And I haven’t spent 5 seconds on the rails yet. Looking forward to seeing you guys and gals on the rails in the spring, it’s a little late for an excursion this fall. I hope you enjoy the pictures.



LOOKING FOR NEW NARCOA MEMBERS

BY: STUART A. EDMONDSON

We all know our membership is declining and nobody wants this great activity to slowly fade away. So where are the new members and why isn't NARCOA having its doors knocked down with people wanting to join? Many NARCOA members are reaching the age when they can't participate in this activity anymore, I am 60 and know my day is coming too. Then we have a younger population that didn't grow up around railroads like we did and have family members employed by a railroad. Most children today don't get a train set for Christmas like in the past. The bright spot is the kids who are watching and grew up watching Thomas the Tank Engine. But it seems as though today's younger adults don't want to join and or belong to anything.

So are there people out there who would join us if they knew what family oriented fun we have? If they knew what a great organization NARCOA is, I think they would join! Many men, boys and girls, still like machines and especially ones with wheels!

The first thing I did was contact the membership committee director in my area and discuss my ideas with him. I didn't want to do anything that our NARCOA President and board wouldn't like.

So where are the new NARCOA members and how can I reach out to them?

The first thing I thought about was WING magazine, published by my

employer, Honda of America Manufacturing. I contacted them about an associate spot-light story. They had no room at the time (maybe in the future they said), but they were very interested in a story for the associate web page, so sure, let's do it. My story of my love of trains and my

could have a story about *your* interest in trains and *your* NARCOA story?

Then I booked a table at the local Buckeye Model Train and Railroad Show at the Ohio State Fairgrounds Building. Phil Linne, an excursion coordinator of Ohio Valley Railcar (OVR), agreed to accompany me.

I made a NARCOA display poster, books with past runs photos, edited my wife's excursion videos to play at the shows, and finally printed out many of our very nice NARCOA brochures to hand out. I trailered my motorcar to the show's location and placed it inside the show's building for all to see.

Kids love sitting in it. The videos from past excursions did get many to stop and watch, then I would approach and say "does this look like fun to you?" I was shocked at all the model railroad people that



membership with NARCOA was viewed and read by 1340 Honda associates. NARCOA.ORG was at the end of the story for all to see. Does *your* employer have a web page that

Above: Phil Linne talks about NARCOA events with train show guests; Below: Cathie Edmondson mans a table covered with excursion photo albums. Opposite: A strategically placed display. Photos by the author.



came up to me and said “don’t you wish you could operate your motorcar on real tracks someday?” The crowd was very light, but I did learn of many new tracks we may get to use in the future. Jeff Levengood of OVR is working on those railroads.

In the spring I participate in Toledo Train Day with Phil Linne of OVR and other NARCOA members in giving the public rides out and back on 200 yards of track at the Toledo Train Station, after a full release is signed. At the Toledo Train Day I met Ellen Gatrell of the Fostoria Rail Preservation Society (FRPS) who asked, “Stuart, will you consider displaying your motorcar at my fall rail show in Fostoria at the Fostoria Rail Festival?” I said “I will see if it is possible.” Fostoria’s Ohio ‘Iron Triangle’ is now one of the top 10 train viewing sites in America and Ellen was a big part of that new modern park being funded and built there.

Then Chuck White stopped and asked if I would show my NARCOA display at his Van Wert, Ohio model train show with him and his motorcar. I said yes. The same display was set up but with 2 motorcars on display during the 2 day event. We did have a bigger crowd and did get serious people talking about joining NARCOA. One of those did purchase a motorcar listed on the NARCOA web page and will join soon. But again model railroad people kept coming up to me and asking wow, nice motorcar, then saying gee too bad you can’t run that on real railroad tracks. I then say I do, then it’s the blank look, I explain NARCOA and offer a free color brochure.

I was contacted by Bob Hastings telling me another member, John Becker, also wanted to help. Bob suggested we work together and I said “Sure”. John was going to be

at the Railroad Days at Monticello, IL giving rides. We mostly gave rides, but we had some people come up and ask where they could buy a motorcar, and do you guys belong to some kind of club? We answered questions, and passed out the color brochures.

The next weekend I was displaying at the Fostoria Rail Festival with Chuck White and Harry Brumbaugh. We had four motorcars set up inside, without any fuel in the tank of course, for display. Prior to this show Ellen helped me make contact with a local paper in Tiffin, Ohio, where I grew up. I met with them and they did a story about my interest in trains, NARCOA, and the up coming Fostoria Rail Festival. The day of the show we talked to many people and handed out the most NARCOA color brochures to date. Again a man came up to me and said nice motorcars I’ll bet you guys would love to run those down real rails someday? Yes, that’s what we do, then again the blank look, let me give you a color brochure and answer all your questions.

I can’t afford the time or money to travel North America promoting

NARCOA. I am reflecting on where I had success and where I didn’t. In 2015 I plan on changing to more local efforts to stay within my time and money limits and focus on what worked. If every NARCOA member has motorcar cards and carried them at all times along with several color brochures ready to hand out to anyone who has serious questions, we will succeed.

My card has my motorcar picture, my city and state, my email address, and most importantly it says I am a member of www.NARCOA.org.

You can limit your information if you are worried about having a stranger knocking on your door uninvited on Sunday evening, wanting to see your motorcar.

If we all do a little work to get the word out about motorcars and NARCOA we can enjoy this wonderful family rated activity for a long time.

Please talk to your area director and give him your membership ideas and see what you can do.

Stuart A. Edmondson



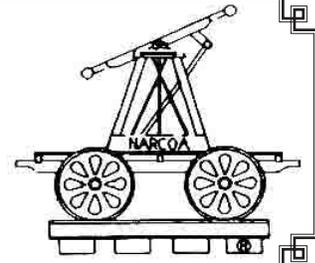
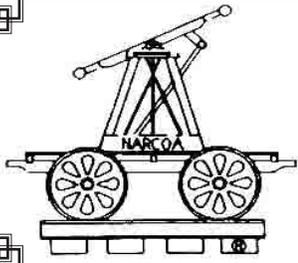
NARCOA EXCURSIONS

AS OF DECEMBER 19, 2014

Please submit all excursions and ads directly to

narcoa@comcast.net

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



Dec 31 - Jan 1 - NC posted 10/16

Great Smoky Mountains RR

Our New Years run is back! Run the entire line (52 miles) over a two day period regardless of what the weather is! The Sign-up fee of \$165 includes a gala New Years Eve dinner party. There is a limit of 30 cars, sorry no mentoring on this run. Tom Falicon, EC 828-488-8063 after 6pm.

Jan 3 - GA posted 10/18 Cater Parrott Railnet

Shady Dale to Madison - Twice. One Day Run and One Night Run. This is run follows the GSMR New Years Run. 96 RT Miles. SERO Affiliate Event. \$65. Will Thompson 229-723-8231

Jan 3 - 4 - CA posted 12/08

Fillmore and Western Railway

Fillmore - Santa Paula - Piru. Two days of running. EC's are Lonnie Hughes and Bill Schertle for Motorcar Operators West.

Jan 17-18 - OK posted 12/08

Farmrail Railroad

Oklahoma Railway Museum trip out of Clinton, OK. Two days of operations from Clinton to Snyder and return and then Clinton to Sayre and return for a total of approximately 200 miles. Cost is \$70.00. EC Drake Rice, 3121 Talon Rd., Edmond, OK 73013-7478, 405-478-3225.

Feb 14 - 15 - TX posted 12/08

Border Pacific Railroad (former Missouri Pacific)

Railroad Partners, Inc. 60 RT miles between Penitas, TX and Rio Grande City, TX each day. Track parallels the Mexican border along the Rio Grande River. Mentoring by permission only. Hyrails welcome. Trip fee of \$50.00 includes railroad fees. EC Leland Stewart 210-863-5397 (cell).

Apr 11 - 12 - PA posted 11/24

Reading Blue Mountain & Northern

For planning purposes only--No applications yet. Two days out of Port Clinton, PA-150-160 miles. \$255 Notification of applications will be by email and NARCOA site. To be put on the email list contact Gary Shrey

Apr 12- TN posted 11/12

Hiwassee River RR - TVRM

Hiwassee River Gorge and around the Hiwassee Loop on Tennessee Valley Railroad Museum's Hiwassee River RR. Etowah to Copperhill. 86 miles Round Trip. No Mentoring. No passenger trailers. 30 car limit. SERO affiliate. Cost

\$95. Bill Delmar EC 404-636-3450, Kenneth Huffines Asst EC.

Excursions Held On A Regular Basis

Feb 1, 2014 - Jan 31, 2015 - 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, 2014 - Jan 31, 2015 - 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, 2014 - Jan 31, 2015 - 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, 2014 - Jan 31, 2015 - GA

Cater Parrott Railnet

SERO will be having motorcar car runs on the Cater Parrott Rail net from Valdosta to Willacoochee and from from Madison to Newborn 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

Capitol Metro Transportation

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

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

Capitol Metro Transportation

Railroad Partners, Inc. will host NARCOA motorcar runs from Llano, TX to Scobee Spur, TX - Approx. 54 miles RT. or McDade, TX to near Giddings, TX - approx 23 miles RT on various dates. (EC) Leland Stewart 210-863-5397

SUPPLIERS

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

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

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

Railroad Motor Car Resource Library / Doug Cummins, rrstuff@hawaiihost.us 1146 W. 27th St. Independence, MO 64052-3222. Library of rail motorcar manuals, performance sheets, parts lists, maintenance instructions.

H & H Mfg. CO. hhimaparts@aol.com (707) 887-7181 Full service machine shop and manufacturer of after-market Fairmont parts. Large supply of new and used Fairmont and Onan parts including transmissions, engines, brake and drive sprockets. Frame and aluminum door and side panels. Assorted rail motorcar project cars for sale.

Tom Falicon Raildawg@gte.net 1227 Sawmill Creek Rd, Bryson City, NC 28713 ph: 828-488-8063 after six. Fairmont Billet Shift Knobs.

Fredericksburg Shops, fredshops@earthlink.net or www.fredericksburgshops.com or 209 Creamery Rd., Fredericksburg, Ohio 44627, phone: 330-465-0713 2PM-6PM Eastern time. Newly manufactured motor car parts and accessories. Many original producers identified, and their parts are again for sale. Shop also does car repair. Formerly Les King & Company.

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

L&S Speeder Repair and Restoration heatmor@itctel.com 17504 438th Ave., Henry, SD 57243 phone (605)532-3470. Custom motorcar trailers - will build to your specifications.

Dave Myers at: dave@redspeeder.com or 928-380-7056 MT-19 Temporary Axle splint. Fairmont transmission sprockets, and special sprockets of interest when re-powering a car with non Onan engines.

Tom Phair tom@phairs.net phone (925) 820-4159 Complete line of the David Clark Company Intercom systems and railroad type Motorola Radios; new double chain sprocket kits, large inventory of NOS Fairmont parts. Some motorcars for sale.

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

NARCOA COMPANY STORE

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

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

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



Reproduction Fairmont Data Plates - These plates fit on the engine cover. They are correct for late 1930's to late 1960's cars. M9 M14 M19 S2 ST2 A3 A5 59C - maybe others. \$6.00 per plate except Membership plate which is \$3.00 + S/H.



Wheel Inspection Tools - The clear plastic wheel profile is necessary to determine if the wheel is flat, thin in the flange area, or has wear between the flange and the flat section of the tread. Use the wheel profile as your first step in diagnosing "hunting" on the rails. Use two of the clear plastic wheel profiles to determine track gauge. The stainless steel caliper is necessary to determine if you have the required 1/8" minimum wheel thickness.

One plastic wheel profile is \$11 + S/H.

Two plastic profiles are \$17 + S/H.

Stainless steel wheel calipers with laser printing (they'll outlast your grandson!) are \$30 each including+ S/H. One plastic profile and one stainless steel wheel caliper go for \$35+ S/H. The new calipers have a bold mark at the 1/8" minimum. The new stainless steel calipers are shown below.



NARCOA Lanterns Trainman's lanterns produced by Star Headlight and Lantern. They are the model 292, which features a bright halogen lamp along with a conventional bulb. A standard 6 volt lantern battery is required (not included). The body is orange plastic with the NARCOA name, motorcar logo, and "Safety First" imprinted. The lamps are an effective tool for night signaling and make great presentation items for our railroad hosts. Cost is \$29.00 each + S/H

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



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

