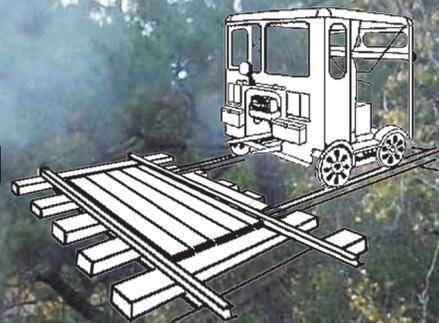


THE SETOFF



THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION
JULY / AUG 2016 VOLUME 30 - No. 4



ATRRM CONVENTION
DAKOTA NORTHERN
FILLMORE AND WESTERN

THE SETOFF

VOLUME 30 No 4

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

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ON THE COVER: Texas State Railroad Mewshaw Siding, Photo by Becky Whisenant

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PRESIDENT'S MESSAGE

BOB KNIGHT



Greetings to all of you in NARCOA land!

I am reminded of the words from “America the Beautiful”, which are “From sea to shining sea” as I compose this message as we have just celebrated Memorial Day and here I am writing a message for the July/Aug SETOFF and July 4th is right around the corner. It was great to hear from several of our Canadian NARCOA members complimenting us on Memorial Day at the same time frame receiving a message from member Nic Doncaster, from North Adelaide, SA, Australia seeking information about the Genessee

& Wyoming Railroad as he is looking for new rails, down under. It is quick to understand NARCOA reaches around the world in this day of being part of the electronic highway and it is from “sea to shining sea”.

Speaking of geography, you will find in this issue that NARCOA has now joined a partnership with Motorcar Operators West (MOW) to be an active part of the Association of Tourist Railroads & Railway Museums (ATRRM). Their Executive Director, Lynette Rickman, has written a background message that is part of this issue and MOW, President Dave Balestreri, has also shared information about the recent ATRRM conference held in Golden, Colorado. Your NARCOA VP, Chris Weaver was the local coordinator assisted by Jim McKeel (Rules Chairman) and MOW member, John Haverty. There were many MOW and NARCOA members that produced display items to make the presentation a success.

Now it is an additional privilege to inform you that NARCOA is in the process of officially joining the ATRRM and will carry the torch into the future. While all this was happening, we did receive our official notice from Kathleen Keeney, ASLRRRA VP, that effective, April 28, 2016, NARCOA was notified that we are an “Affiliated Organization” of The American Short Line and Regional Railroad Association (ASLRRRA).

NARCOA will now be listed on their website, have access to their annual convention, regional meetings, training opportunities, and receive their publications.

Now, what does all this mean to YOU as a NARCOA member? And the answer is.....You now can consider yourself as being associated with the railroad industry’s professional associations and at the same time being very supportive of the railroad industry that “shares/hosts” their property and rails so you can enjoy operating your motorcar (s). You also can enjoy the ownership of giving back a token of appreciation.

President's message continues page 4

RADIO EQUIPPED

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

FROM THE EDITOR

BRIAN DAVIS



Hello NARCOA!!

This issue is a little light on run articles, I am not sure how that came to pass. Maybe they are all in-the-mail. If you are considering sending in an article, run report, or photo quiz question, don't wait!

In the pages that follow we do have a great article from a new contributor, Dan DeWispelaere, who shares his trip on the Dakota Northern. We also have some great information from the ATRRM Conference held in Colorado last month, I hope you enjoy them.

We'll see you on the rails!

Brian Davis

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President's Message Continued:

I continue to receive e-mail messages that explain opening doors that are providing new rails to ride. These new host railroad owners and management are taking a good look at our excellent safety record, new testing programs, our quality insurance program, our safety/job briefing and our excellent excursions held on other railroads. The good message is spreading and please never forget our super host railroads are also well networked. And we thank them at every opportunity to host an excursion for NARCOA.

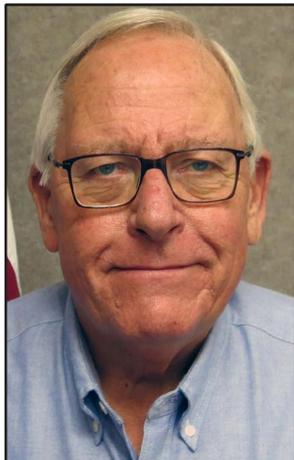
The real bottom line is all our efforts are creating a "Win-Win" situation for You....our members..... Remember, "Safety First" It's motorcar season.

President, Bob Knight

PS: Always great to give recognition to a NARCOA member for many years of excellent service to our membership....Thanks Al McCracken

AREA

ONE



KEITH L. KNOWLTON

At this writing in early June, the 2016 excursion season is well under way and apparently going well and safely as the board has had nothing referred to us by the Judicial Committee. We harp on being safe out there but importance of operating safely cannot be overstated, and one

of the biggest challenges we each face when operating our equipment is distraction. Being distracted causes two things to happen: First we take our eyes off the track, and car ahead, and second we lose what we call in aviation "Situational Awareness" which I'll define as not being fully cognizant of what's going on around you and/or exactly where you are. The electronic device rule that all railroads have, and is our rulebook as well, is there to reduce the chance of you and me getting distracted while operating our motorcar or hi-rail and causing damage or injury to someone else. However, even with all the rules, things can conspire and distract us unless we are constantly on guard. As an example, last year's Amtrak accident outside of Philadelphia has been determined to have been caused by the engineer losing situational awareness because he was distracted by the railroad radio in his cab. He was listening to communications from another train that had been hit by a rock and thought that he had already passed the 50 mph curve and accelerated toward 100 mph. So let's all make a renewed effort to, as our parents used to tell us, "Look where you are going!" That simple step will go a long way toward keeping the members of the JC sitting around like the Maytag Repairman, and that's very good thing.

In a couple of short months we'll be getting together in Chicago for the annual meeting where I will step down as Area Director and with any luck be appointed as Director at Large. I can't say it enough: Narcoa is blessed to have so many dedicated people giving their time and effort to make sure that things keep running, and ultimately that we have insurance and the opportu-

nity to continue enjoying our unique hobby.

Please take a moment and go to the Narcoa website, click on "Documents" then "Officers and Directors" and look at the list of responsibilities that it takes to keep us going. Now, add to that all the ECs who are on the front lines representing us and working with the railroads and you can see what a join effort it takes. Don't be afraid to join in!

AREA

TWO



MARK NORTH

Well, "spring has sprung" and "summer is upon us", and I am finally getting around to doing my *Setoff* report. In the intervening period since old *Punxsutawney Phil* (America's own ground-hog and also harbinger of spring) peeked out of its hole in Area 2's Punxsutawney, PA, we have been blessed with several excursions. I want to thank all of the Excursion Coordinators (EC) and their assistants, who made all these great events a success and also applaud those whose runs are still in the future; events such as these make Area 2 a hot spot for motorcar activity.

On April Fool's Day weekend, we broke into the 2016 season with a hat trick of warm up runs - called the "Test & Tune weekend" (Allentown & Auburn RR running Kutztown - Topton, PA; West Chester

RR linking West Chester - Glen Mills, PA; and the Colebrookdale RR running the hill from Boyertown - Pottstown, PA). The following weekend, we were the beneficiaries of a fantastic inaugural run on rare milage tracks of the Reading Blue Mountain & Northern RR - running thru the magnificent Lehigh Gorge on an overnight trip out of Jim Thorpe - Tunkhannock, PA. (This fabulous gorge with whitewater rapids, tunnels, snow and sunshine provide Area 2 with an epic run rivaling those of other mountainous areas).

The old saying that “April comes in like a lion and goes out as a lamb” was not true in Area 2. We had another great weekend hosted by our annual standbys - but ever interesting - Everett RR (PA) and Western Maryland Scenic RR (MD & WV). Inter-twined between these runs were short hops on old favorites the Northern Central and Stewartstown RRs (in the York - New Freedom - Stewartstown, PA area) where motorcars run in conjunction with a 1860s era steam locomotive on the historical route taken by Abraham Lincoln to give the Gettysburg address. Finally, at the end of May the Western New York & Pennsylvania RR hosted another great trip, which occurred in both Areas 1 and 2 territories.

All-in-all, the future also looks bright in June for Area 2 with several planned events occurring in Pennsylvania.

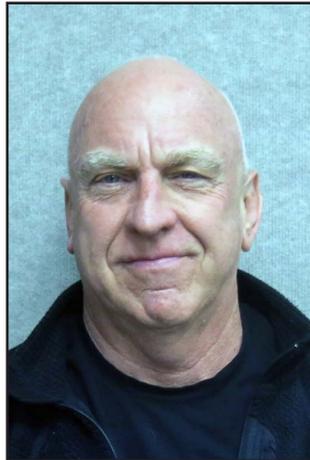
On another tact, I was fortunate to represent Area 2 and NARCOA at the American Shortline and Regional Railroad Association’s annual convention in Ft. Washington, MD (see May/June *Setoff* article “NARCOA and the Shortlines”, pp10 & 11). I am fully convinced that the future of NARCOA rests with de-

veloping closer relationships with the shortline and tourist railroad communities in North America. I will be reporting on more items as they develop in that arena. It has been great sharing with you.

See you on the rails!

Mark

AREA FOUR



BERNIE LEADON

Area Four Members-

Hope you all are getting out on some excursions this summer. I apologize for not having been able to organize any myself this year. I hope to have a couple to offer for next year, or sooner.

Tom Falicon is working on some improvements to the EC training program, to make it even better, and to make our excursions as safe as possible.

All NARCOA motorcar operators are being re-tested on the Rule Book at this time. Please contact Dan Page (dan.h.page@gmail.com) for access to the on-line test. You get instant feedback on your answers, and an immediate completion certificate. Dan will email you your new Operator Certification Card, with a new Cert number. You can then print it out yourself, instead of waiting to receive it in the mail.

Be aware that the numbering scheme is starting over from num-

ber “0001”. Current cards begin with “8000”, and these cards are good until the end of January 2017. The new cards are also valid from the date you get them, but will not expire until January 31, 2019.

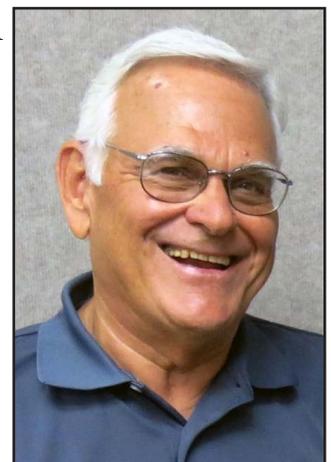
We would like everyone to have taken the test, and gotten their new Cert Cards, before Tom Norman sends out new insurance forms for 2017, which could happen as early as the 1st of December 2016, depending on when he gets the quote. So please be sure to take the test as soon as possible, to prevent any delays near the end of the year.

We will be administering a similar on-line test to all Excursion Coordinators during 2017. The intention is to to re-test both Operators, and ECs, alternatively, every two years.

Have fun, and stay safe.

B. Leadon

AREA SIX



BOB KNIGHT

Greetings to all Area 6 members. It is great to have the 2016 motorcar season well underway! Area 6 does have some upcoming scheduled excursions with Dave Otte’s St. Croix Valley RR scheduled for a two day run on July 2nd and 3rd. Followed by Dave’s is Mike Ford’s excursion on the North Shore Scenic Railway on July 5th.

Please check the website as there

are more scheduled for area 6 after these excursions that you might be interested in participating.

I am happy to report that I had the privilege to have my son, Terry join me on Andy Sargent's, Indiana Railway Museum excursion sever-



al weeks ago. It is always great to have so many members welcome him and enjoy his company on the excursion. I also must note that member, Stan Conyer was also riding with his grandson.

By the way, Andy coordinated an excellent excursion and was assisted by EC in training, member Jim Dragstrem.

Please continue to keep it safe on all excursions and watch your required following distance. Please just use good common sense and we will continue to have a good safe motorcar season. See you on the rails.....

Bob Knight

AREA SEVEN



CARL SCHNEIDER

By now you should all have been out on the rails enjoying all those excursions that our ECs organize for enjoyment of the membership. A lot of work and planning goes into setting up these rides so it's important that a good attendance is maintained in order to cover the associated costs and not have to increase the ride fees charged per car. These costs include such things as the railroad charges, gratuities, insurance, etc. When only a small number of people take advantage of the rides presented, it could come down to canceling rides and possibly not being able to ride that railroad again. With new rides sometimes being hard to come by, we need to keep the ones we have good working relationships with and let the railroads know we really appreciate the opportunity to ride their tracks. We don't want to lose any because any railroad we can operate on is a valuable asset to the future of the club.

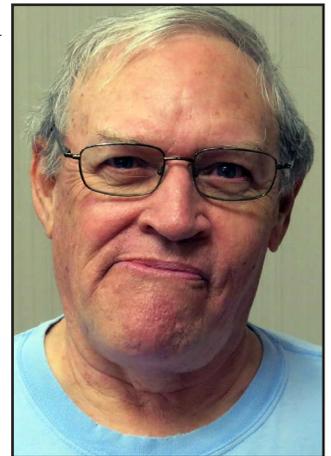
The First Iowa Division has lost yet another member as Bob Smith of Eldora, IA lost his battle with cancer. Bob always put on a very popular pork feed the night before our excursions on the Iowa River Railroad for all who arrived early and then a pancake breakfast the day of the excursions. Since the railroad ran just a few blocks from his home, Bob

would run his MT-14 down the city streets to the railhead instead of loading it up on a trailer. The tracks are now gone and these fun events will never be repeated in Eldora.

A ride on the Iowa Northern in August has been moved back one week to August 27th so we can participate in the Manly Railroad Ag Days Summer Celebration. The railroad museum will be open for viewing and it's my understanding that we'll be parking the motorcars very close so the public can enjoy our arrival and view the motorcars and visit with our members. I've received much help in planning this excursion from Mark Vaughn who is the Assistant General Manager of the Iowa Northern and also the owner of a Canadian MT-19 that he uses to escort our group. Trips on the Iowa Northern always draw a large number of cars and are some of our most popular. I hope to see you there or on some of the many other First Iowa Division trips..

Carl

AREA EIGHT



JOHN BROWN

As I write this report it is June 5th and here in Ontario we have had a taste of high humidity and high temperatures. As I write this the temperature and humidity has gone away and hopefully the summer

will not be hot and humid

Alan Thomas Jr. one of Area 8's newer members emailed me on a site that he found interesting and I agree. This site is for the film industry on railways and railway crossings for safety in Ontario Canada.

Alan stated the website is http://www.labour.gov.on.ca/english/hs/pubs/filmguide/gl_16.php

Thanks Alan.

Darcy Reid, who lives in Australia in New South Wales, sent me the following information. Darcy states he is 68 years young and enjoys being a school bus driver after 40 years of sales representative. Darcy owns a number of motor cars (*don't we all?*). Darcy states that he has been involved with the motorcars or section cars or TRIKES as they are affectionately known down under. It is a terminology which dates back to the days when a single per-way worker used a hand operated 3 wheeler.

I am also pleased to welcome Pierre Dominick to the NARCOA family. Pierre lives in Lancaster ON. and joined NARCOA after encountering a group of motor cars out on the Gaspé. I assume it was the LFG trip a couple of years ago. Pierre is looking to buying a motor car that needs work as he mentions he is handy at rebuilding or working on engines.

I was invited to the Bytown Railway Society back on April 3 to give a presentation to their members. While I was there I met Eric Young who mentioned he owned a motor car and we had an interesting conversation. The next day I was invited to the Bytown Railway Society's museum and was given a personal tour of the site and the equipment the had there. Like all railway mu-

seums I have been noticing lately the membership is getting older and thinner with to many projects needing work and not enough money or volunteers.

I have noticed that there has been no rear end collisions coming across for the Board members to look at. Hopefully I have not jinxed this situation now that I have mentioned it.

PLEASE stay alert and remember that the motor car in front of you is closer than you think or can stop in time NOT to hit 99% of the time.

John Brown

AREA TEN



BILL ANDREWS

It's great to report how active Area 10 has been with Northwest Excursions.

Spring excursions by EC Will Krasselt in Colfax, WA and Lewiston ID (formerly called Camus Prairie) continue to be popular and fill rapidly.

MOW EC Dan Berg opened new rail and organized a 3 day nearly 300 mile excursion in Eastern Idaho Railroad over Memorial Day weekend.

Albany & Eastern and Tillamook excursions in OR were scheduled by Bill Bain.

Another run in July, which I EC, is Coos Bay Rail link, 235 miles of scenic rail --sand dunes, lakes, and mountains. An OR favorite. Guy Howard leads an August excursion here also. Both are in demand.

Eastern OR, Island City to Joseph, filled immediately when posted. This spectacular excursion is directed capably by Guy Howard in September.

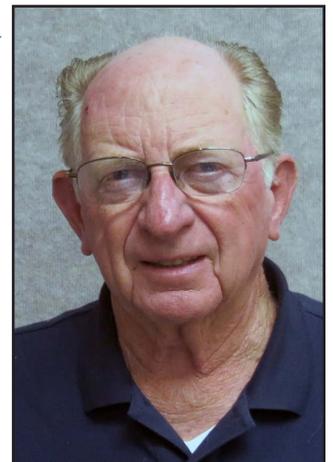
As always, Bill Taylor and Tom Norman run a highly anticipated MT run, great scenery, good rail, and comradery. As I make these comments for the Setoff, I am waiting to set on in Dixon, MT

I want to thank all operators in Area 10 as you come prepared with well-maintained and pre-inspected motorcars and a fresh review of the NARCOA Rule Book.

See you on the rails

Bill ANDREWS

AREA ELEVEN



BILL SCHERTLE

As I look at my log of motorcar excursions over the past 20 years I am frustrated by how many railroads in Area 11 are either no longer operating or are no longer motorcar friendly - Yreka Western, McCloud, San Diego & Arizona Eastern, Sierra, Skunk, Santa Maria Valley, Trona, Yolo Shortline, Modoc Northern, California Northern,

CORP, etc. What is left are several short lines, most of which are under 30 miles in length. Exceptions are the Grand Canyon RR and the Copper Basin, both in Arizona. This is why we are grateful for the Directors in Areas 8, 9, and 10 who have allowed us to sponsor excursions in the Northwest including British Columbia. Without their support, Area 11 would be very limited in the number of popular excursions it could offer. So our thanks go to Bill Andrews, Chris Weaver, and John Brown for their cooperation.

NARCOA's participation in the national gathering of the Association of Tourist Railroads & Railroad Museums in April was a success. Our exhibit was first class and many positive contacts were made, some of which may provide us with future excursions. The Fall conference will be held in Savannah, GA.

By the time you receive this the Board elections will probably be over. I was disappointed that none of the areas had contested elections. As you know, NARCOA has always encouraged more than one candidate to run in each area. In order to encourage more participation I have asked our President to place a discussion of term limits on the September Board Meeting agenda. Many public and private agencies across the country are doing this and it is a good way to involve more members and to listen to fresh ideas.

I hope you are having a good summer and have racked up lots of great motorcar miles.

Bill Schertle, Area 11 Director



SAFETY MESSAGE

FRED LONNES

Safety and Rules

In the past months NARCOA has rolled out two rules related items.

First one is the latest Book of Rules Version 8 has been issued. A careful reading of this version finds no new Rules, but rather some additional words to clarify the application of already extant rules. The new version is available on the NARCOA web site under documents that can be downloaded and printed. In addition a pocket sized Rules Book is available from the NARCOA Store.

Second Rules related item is the new *online* Rules Testing program. Most members have received an email inviting them to take the test online. This new innovation brings most of us into the 21st Century of computer based instruction. Taking the test is easy and can be done quickly at you own pace.

So, how are Rules and Safety connected? We can look back in railroad history and notice the most rules are the result of incidents that have occurred. Following most incidents rules were formulated to give guidance to prevent future reoccurrences. Safety standards for equipment were formalized in the industry to provide the margin to prevent breakdown during operation. In one of the Rulebook's that I had to pass the test on during my rail employment these was this statement:

Employees are required to look after their own safety and to exercise the utmost caution to avoid injury to fellow employees. Adherence to rules is mandatory in providing a safe working environment.

NARCOA Rules for mechanical standards as well as the operating rules are crafted to provide for the safe operation and enjoyment while on the host railroads. In reviewing the Operating Rules that the railroads employ (such as GCOR – General Code of Operating Rules) one will find that they are extensive and cover nearly all conditions encountered in railroad operation. Add to the operating Rules the equipment standards that apply to the railroad you will find that the rules occupy hundreds of pages. In retrospect the NARCOA Book of Rules are limited and focused directly the condition and operation of our motorcars and Hi-Rails in a safe manner.

Be Smart – Be Safe

SHINY WHEEL AWARD WINNER

AL McCracken

OPERATOR CERTIFICATION MANAGER

It is a great honor to thank Al for his many years of service to NARCOA and also thanks to Bill Schertle, Area Director, Area 11 for making the presentation. Al lives in Santa Clara, California we are happy to present this interesting background so you know more about Al.

Al reports that in 1992 he changed hobbies and constructed a garden railroad in his back yard. His wife, Ethelyn was the gardener and they both found the engines are a bit larger than the old Lionel trains and the solid brass track is weather proof and worked well for combining a garden and railroad. Around the time he was finding a larger scale to work with, he was given a motorcar ride on the McCloud Railroad and found it very enjoyable. When he retired in 1996, they purchased an MT-14 and he and Ethelyn's first ride was hot and dusty, but she did not complain. The first "real motorcar trip" was again on the McCloud railroad and things went much smoother.

Later that year, Dave Towle met Al at the Bay Area Garden Society board meeting and indicated that he had made reservations on Hank Brown's Mexico excursion, but with a broken leg and ankle he could not go and could he take his place? And by the way, you have to leave this coming Monday! Al and Ethelyn decided to take a chance and enjoyed the trip very much. Al reports, they enjoyed the trip so much he organized the next three trips through the Copper Canyon and beyond. The excursion has 85 tunnels and 35 bridges and they spent 6 days on the rails on each trip.

Shortly after Al's first Mexico excursion, he attended a NARCOA Board meeting in Chicago and found the person proctoring the Safety Rule Book Test requested someone to take his place. He returned home and gave the job a lot of thought and accepted the position to be the new test administrator. He soon received a box of completed tests and a yellow lined notepad with many names, addresses and certification numbers. He has a rudimentary knowledge of Microsoft Excel, so he entered the names, addresses and cert numbers on his computer. This allowed Al to send to Tom Norman the results as soon as a members test was corrected. Now 18 years later we take advantage of computer develop-

ment and are processing the test on line.

Al wishes to say, "Thank you very much for the SHINY WHEEL AWARD and it is a very nice gesture of thanks by the NARCOA organization". He also says, "I'll have to admit that I enjoyed helping people with meeting deadlines and getting them started in our great hobby".

Sincerely and Many thanks NARCOA, Al McCracken



MENTORING UPDATE

Last year at this time, June 2015, we had 23 members mentored. This year we have 21 newly mentored members.

John Becker -Mentoring Committee

SO YOU WANT TO THANK YOUR EC?

MARK NORTH

In my travels around Area 2 this spring (and we have been blessed with several outstanding events. See my area representative's report in this edition) many people have come to me and said, *"This has been a great run - a fantastic experience! I want to thank my Excursion Coordinator (EC) for their commitment. All the extra time and effort taken to make these motorcar runs a success is really worth a gesture of thanks."*

Well, in talking to my several EC's with whom I am blessed in Area 2, I find that their best gesture of THANKS is achieved by the operators coming to an event prepared and purporting themselves during the run as professionals. What you do to help is the biggest gesture of thanks an EC desires.

Prior to a run: Is your motorcar operating at its utmost? Have you completed pre-operations maintenance? Pre-operations maintenance is a term to denote taking the necessary and required time/effort to tune up the engine, adjust the brakes, profile the wheels, change the oil, grease the bearings, fill the gas tank, fill out the inspection form, etc. *BEFORE* arriving at the set-on location. Bottom line - is your car mechanically ready - or - are you just pulling it out of the garage after last fall's final run? EC's enjoy no (minimal) breakdown delays.

Prior to set-on: Have your paperwork filled out. Every NARCOA run requires a liability release form completed by all riders and a safety inspection completed on every motorcar. Often operators arrive and say: *"Paperwork? What paperwork?"* or *"I didn't know you wanted that filled out. Well I'll just fill it out now. It will only take 2-minutes. You got a pen?"* Think about it, "2-minutes" really mean "5-minutes" or more. But, let's say 2-minutes is correct, so if its a 30 car run and each operator taking 2-minutes, the result in 60-minutes of wasted time. That's right - one hour wasted. Think of that fact the next time you are remonstrating on: *"Why don't we get started?"* Also, some operators have a habit of leaving the inspection form on the seat of the motorcar - or with their rider - and disappearing. Please be cognizant to the fact that after being modified for 40 to 50-years, each and every motor car is operationally different, and only the owner/operator - not the inspector - knows how it actually works. Bottom line - please stay with your motorcar until the inspection

form has been collected. EC's enjoy rapid sign-in and inspection experiences.

Set-on: Follow the established set-on plan. The EC and assistants have thought out parking arrangements, vehicle flow patterns, safety issues, etc. long before a run actually happens. In addition, they are sensitive to the railroad's and the community's particular sensitivities. The *"plan"* is established to benefit all operators, even if it isn't the most efficient for your own personal desires. If you have special needs for set-on, contact the EC well before the day of the run and discuss issues; in most instances the EC can accommodate your needs. Frankly, I have attended several runs where a single individual's non-compliance to the established procedures has jeopardized the chances of running on that railroad in the future. Bottom line - EC's become upset when a well laid out plan goes array, primarily because individuals cannot or will not follow instructions.

On the run: Operate professionally. Keep up with the car in front of you and maintain track speed. YES - there is a fine line between operating safely - maintaining appropriate stopping distance - and doddering. If the run is too fast for you, then please have the courtesy to "bar-up". If every person in a 30 car run maintains a 2/10 mile (1040-feet) or greater interval between motorcars, this results in a convoy that is, at least, 5-miles in length. Extended and wavering distances between the head end and tail end impacts the EC's & RR's capability to compute and manage travel times and making sidings at the appropriate time to accomplish opposing meets. It also equates to inefficient and annoying sitting around. In a 5-mile convoy traveling at 20 miles/hour (i.e.: 1 mile every 3-minutes), the head end stops 15-minutes before the tail end does. Add in a 15 to 20-minute pottie-break, and that becomes a 30 to 35-minute minimum elapsed time period before the head end of the convoy can start again, and, at that, the tail end people get shortchanged on break time.

Breakdowns: Everyone in this hobby, over time, has been on both ends of "the bar", and that is as it will be. But when you breakdown and take action to fix the problem, give some thought and courtesy to those positioned behind you. It is no fun to them sitting around while someone (i.e.: you) in front of them fixes a car. Get your car running in 5-minutes (yes, really 5-min-

2016 NARCOA MEMBERSHIP EXPANSION CAMPAIGN

utes - not 15) or voluntarily “bar-up.” Also, please do not establish a reputation of being the operator whose motor car “always” breaks down. Bottom line - EC’s do not enjoy the pressure caused by unnecessary delays.

Safety: The only place you can go in this hobby is to follow the tracks. The law of physics called *impene-trability* states that only one thing can be in one place at one time. Bottom line - EC’s hate completing accident reports. EC’s also do not enjoy dealing with injuries to people and damage to equipment occurring way out in the boonies; not to mention the embarrassment of being responsible for an unsafe group of operators.

Bitching: The desire to complain and remonstrate to other operators, the EC’s, or the RR representative about individual personal opinions regarding inefficiencies of a run is unnecessary, impolite, and against the NARCOA rules. Bottom line - EC’s enjoy operators who are part of the solution and not the leader of the complaint team.

Set-off: The removal of heavy equipment from the rails is probably the most dangerous aspect of this hobby. Follow the set-off plan, be *SAFE!* Do not stand behind or act as brake for an 800 to 3000 pound object on wheels and on an incline when you only weigh 175 to 250 pounds. (Again, the laws of physics will win, and you will be injured or dead.) Bottom line - EC’s are particularly thankful when their motorcar run is over, all motorcars are loaded on their trailers, and everyone is off the RR’s property.

Final Thanks: An EC is absolutely thanked when a run goes as planned, everybody has had fun, the motorcars and people are off the RR’s property, and the host RR is happy and wants us back again in the future. Be sure to thank all the EC’s team before departing.

THAT IS WHAT IT TAKES TO THANK YOUR EC!

See you on the rails! - Mark

The NARCOA Membership Expansion Campaign (NEW AND EXPANDED) is designed to encourage active members to go ‘hunting’ for new members. The NARCOA Membership Committee will pay a bonus to any current member who brings in either a new member or a past inactive member.

Purpose: Expand NARCOA membership Communicate the unique experience of NARCOA to the greater Railroad community Also, to Involve the current NARCOA members in the growth of NARCOA

Timing: January 1, 2016 – December 31, 2016

Reward: A TWO MONTH Membership Bonus will be added to the renewal date of any active member who brings in a new member or a past inactive member.

EXTRA SUPER BONUS – all active members who bring in **THREE** new or past inactive members within the contest period will receive a **TWELVE MONTH** extension to their membership! **HOLY COW!!**

Rules: NARCOA will extend the membership of any active member who brings in either a new member or a past archived member. The new member or returning member must pay a full annual membership and **MUST** include the referring member’s name on the membership application. The membership bonus will only be applied to the identified referring member (no trading on the black market). A valid past member must have been inactive for a least two calendar years prior to rejoining. Please don’t scam the system. Anyone suspected of cheating will have their name misspelled in NARCOA forever!! ;-))

Bob Hastings, Dan Page and Bill Delmar

THE NARCOA Membership Team

"CONGRATULATIONS TO GARY SMITH.

Gary is the first NARCOA member to win the EXTRA SUPER BONUS in the New Member Expansion Campaign. Gary referred THREE new members in 2016. He received two free months of membership for the first referral and another two free months for the second referral. He received an additional EIGHT free months of membership for his third referral. For this incredible feat, Gary has earned a full year free extension to his NARCOA membership.

Come on folks - let's keep encouraging new members to join NARCOA."

FILLMORE AND WESTERN RAILFEST

APRIL 30 & MAY 1, 2016

ROBIN DOUGLAS

The Fillmore and Western Railway is one of several shortlines in California that welcome Motorcar Operators West and we enjoy excursions here each year. Located between Ventura and Santa Clarita along State Route 126, this former Southern Pacific track winds for 28 miles through citrus groves, vegetable farms and strawberry fields. Each spring the Santa Clara River Valley Railroad Historical Society holds their Railfest attracting railfans of all ages who come out for the day to enjoy the sights, sounds and smells of trains in action.

One of our members, Dan Phipps, is a director at the SCRVRHS and issued an invitation to MOW to participate including a static display of motorcars. Ron Mayer and Robin Douglas took him up on the offer and had a great weekend. Hundreds of visitors came to see and ride the #14 steam train, see the gunfighters and explore the museum. In addition, they were surprised to see a couple of motorcars parked under the trees next to restored tractors and hit-and-miss stationary engines. For some, it was the first time they had actually even heard of motorcars. For former railroad workers, it brought back memories of days working on the rails. For us, it

was a perfect opportunity to introduce our hobby, promote MOW and reinforce our commitment to safety.

“What the heck is that thing?” “Where did you get it?” “What was it used for?” “What sort of motor does it have?” “Can you run on the same tracks as real trains?” “What do you do if you meet a big train?” “Can you go anywhere you want?” We’ve all answered these questions countless times at gas stations or restaurants when we’re on the road to an excursion. The difference here was the time was available to explain the benefits and enjoyment we get from finding, restoring and operating our motorcars as part of a recognized club. We were able to talk about how we safely operate only with the permission of the host railroad and with the security of

NARCOA insurance. Folks accepted the need for licenses and a set of rules to be followed. With both open and enclosed cars on display, people were able to see a bit of variety. A looping slideshow on the table showed images of motorcars while copies of *The Lineup* and *The Setoff* gave visitors the chance to flip through on their own. Personal videos on an iPad helped to show the places we’ve been as well as how to turn a popper without a turntable at the end of the line. Printed copies of an overview of NARCOA as well as membership applications for MOW were available to take home.

Interested folks of all ages were invited to sit inside and get a feel for the uniqueness of driving without a steering wheel while braking and shifting with just one arm. The chil-



dren had a great time as junior engineers, according to Ron Mayer, “The highlight of our ‘Show and Tell’ by far was the young kids having fun with Robin and his motorcar’s bell, whistle and horn.”

At the end of the day, the railroad expressed their appreciation for our participation in the event. It was easy and fun, so next time you’re able to help out one of your local railroads, go for it. Your support of them will help to build the relationships that give us access to their track. Share your enthusiasm and personal stories. The time will be well spent, a new generation will be introduced to personal railroading and we might just find some new members.



Opposite: The public enjoying a motorcar ride; Above: Robin Douglas and Ron Mayer at the information and display table. Below: Craig Timmins of Santa Clarita tries out the driver’s seat and gets some safety tips from Robin Douglas



DAKOTA NORTHERN RAILROAD

DAN DEWISPELAERE

The morning of May 29th 2016 turned out to be a good day, with temperatures in the mid 60's and sunny at Grafton, ND as we set on and readied ourselves for the excursion on the Dakota Northern Railroad. After Dave Voeltz gave us the safety meeting, our escort Jody took the group NW to Walhalla, which is less than four miles from the Canada border.

I'm sure that even though most of you have heard ND is flat land and there is not much to see, but believe me, the wonderful scenery will not disappoint you.

The railroad keeps busy with grain shuttles and the seasonal potato harvest. The area's rich black ground makes for some nice conditions for growing wheat and

potatoes. We rode this line in 2015 and we were able to watch the planting of the potatoes. The planters have very large hoppers for the potato buds.

The first community we rode through was Nash. This line has many sidings and they all have cars stored on them. Hopple has numerous warehouses for the potatoes and they all have sidings leading into them. We saw lots of refers in town waiting for the spud harvest. This is also one of three areas we enjoyed riding on some ribbon rail. Crystal ND has some interesting buildings. All of the warehouses seem to be well insulated. The Dakota Northern brings in trains off the BNSF for grain loading. Hensel, ND is a small town with plenty of storage



Above: My grandson Alex holding a sign, "Grafton, ND to Walhalla, ND (4 miles from Canada) Round trip 90 miles." Opposite: Our view as we depart to head back to Grafton. All photos by the author.

on both sides of the main line. Cavalier, ND was a rest stop for the group, convenient to a nearby grocery store.

Our escort was able to do some work marking the right of way, they were to start a project on Tuesday. The railroad had some power sitting on the south side of town in order to switch a couple of industrial spurs.

As we departed Cavalier we crossed over one of the many bridges on this line. Turning to the northwest we travel through a very small town, blink and you miss it.

The surroundings really start to change as we get near Walhalla. We ride into a wetland where there are some beaver dams. The railroad takes them out because the beavers actually use the right of way, the repairs are accomplished almost overnight. I was surprised at how large the Canadian geese are, almost like a small plane takeoff. After leaving the wetlands we rode next to an ethanol plant, which has been shut down.

About a mile from Walhalla we cross over a stream and round a curve into town, ever seen motorcycles on top of a home anyone? As the trees cleared we went up a steep grade to the end of the line, the railroad did not go into Canada. We did our turn around and went to a track side cafe that opened just for our group. We had a great meal and the hospitality was very pleasant. Our forty eight miles back to Grafton was over before we knew it.

I would like to say Thank You to the Dakota Northern Railroad for allowing the First Iowa Division the opportunity to ride their line. I also want to thank Jody, our railroad escort, and our EC's Carl Schneider and Dave Voeltz.

Dan DeWispelaere



ASSOCIATION OF TOURIST RAILROAD AND RAILROAD MUSEUMS CONVENTION GOLDEN, COLORADO APRIL 16, 2016 DAVE BALESTRERI



MOW/NARCOA Delegates in front of our table at the ATRRM Convention in Golden, Colorado: (LtoR) Jim McKeel (NARCOA Rules Chairman), John Haverty (MOW Board Member), Chris Weaver (NARCOA Area 9 Director)

In the Motorcar world we are always looking for new tracks to ride. And we are frequently learning that certain track is no longer available to us. Sometimes we think our motorcars might become yard ornaments. But, as the old saying goes: “when one door closes, another one opens”. I guess the trick to that is to be there when the other door opens. Over the last year Motorcar Operators West has been discussing where our next excursions will be. There are only a few short lines in California that are not controlled by the major railroads by leases or other means and that limits our options in this state. So, that situation left us with the question of how do we make successful contact with those railroads that are available. Time passed and there were several discussions about joining the railroad industry associations like the California Shortline Association and the Association of Tourist Railroads and Railroad Museums and American Shortline Railroad Association. In November 2015 at the M O W Annual General meeting the idea of joining the railroad associations received more

discussion and was supported by the Board. At the M O W Board of Directors’ meeting the next January the final decision was made and we joined the ATRRM. At the same time we realized that the ATRRM Spring Convention was being held on April 16-17 in Golden, Colorado. A budget for attending the convention was proposed to the Board of Directors and it was enthusiastically approved.

The main theory for the interest in and approval of this idea by the M O W Board was that we felt we needed to meet the railroads in a professional setting. It would be a place where we could be perceived more as peers rather than as a group of “foamers”. There we could present our activities in a professional manner and we could educate railroads about our dedication to safety, about how we operate, and our safety and insurance programs. We could also make people aware of our activities and our organization, because surprisingly enough, there are people who are not aware we exist and that we are active across the country. Another benefit to joining

is getting to know key people from various railroads. Creating networks of people that support us and that will give us good references is essential to finding new railroads that will allow us to visit their rails.

So off we went and registered for the ATRRM convention in Golden, Colorado. We signed up as a vendor and obtained a table and display area in the main hallway leading to the various seminars. With the help of several people from NARCOA and M O W we designed a table layout. The cooperation and enthusiasm of these people was amazing. In two weeks we had it all together. There were large photos of motorcars on various scenic railroads, two laptops with video presentations, brochures and magazines and a bright yellow table cover. We looked good, better than most, our reps said! Our table layout was especially productive in bringing people over to talk to our representatives.

Financing the effort was an important factor for this project. M O W was dedicated to this project and the Board of Directors provided a \$2000 budget. That paid for airfare, hotel rooms and items for the table. Because we have never ventured this far into the railroad industry world we had to plan the presentation and find volunteers who would represent us at the convention. M O W soon realized that we needed more than one person at the convention so we contacted NARCOA President, Bob Knight and he provided volunteers who assisted in the preparation and representation at the convention. We feel the money spent for the convention was an investment in our future rail activities and that our successful effort will work as a prototype for whomever is representing us at the next convention.

The convention was a success, but the process of joining the ATRRM and preparing for the convention caused M O W to realize we would need help in attending conventions that take place across the country. Our think-

ing evolved to the conclusion that this project could be best handled by our national organization because it is a nationwide activity. We have proposed to NARCOA that NARCOA assume our membership in the ATRRM and lead a national program coordinating attendance at railroad association conventions. By its status as our national organization NARCOA is best suited to lead this program. NARCOA would select a person, perhaps the area director in the area where the convention is held, to attend the convention in his jurisdiction. The railroad representatives at the conventions come from many areas across the country and NARCOA has representatives in the convention host cities. NARCOA's attendance at the conventions gives us the opportunity to network on a national level and increase our contacts throughout the railroad industry. Having contacts that criss-cross the country will be a benefit to all the NARCOA areas. Finally, remembering that our main goal at the conventions is to educate the railroads that we are a well-organized, safety oriented and professional it is likely that at a convention we may receive offers for use of a company's rails. This is a welcome benefit beyond our goals but only the result of the efforts put forward to strengthen our image.

As a footnote: NARCOA joined the American Short-line Railroad Association in late April of this year. It is a great step forward by the leadership and one that I am sure will bring great results for all of us.



Leading in the
Advancement of
Railway Heritage

ATRRM SPRING CONVENTION A SUCCESSFUL COOPERATIVE EFFORT BETWEEN MOW AND NARCOA CHRIS WEAVER

In early March I received an unusual email from NARCOA President Bob Knight, telling me that Motorcar Operators West had joined the Association of Tourist Railroads and Railroad Museums, and was planning to attend their Spring Conference. It turns out this spring's conference was hosted by the Colorado Railroad Museum, which is exactly 11 minutes from my house! Needless to say, I jumped at the opportunity to attend. As a NARCOA board, we have been actively discussing new ways to promote and further our organization. We want new partnerships and members to help our hobby grow, and of course new track miles. So this convention fit right in.

Motorcar Operators West was a ways along in their planning process and I was very impressed by their enthusiasm and organization! In short order they put together a display booth just as good as the "full time" vendors at the show. Dan Page, Bob Courtemanche and Dave Balestreri were particularly helpful. We approached the conference with a great spirit of cooperation to further the motorcar hobby. In the end, affiliates and NARCOA should all work together for our mutual benefit and this convention was a great example. NARCOA provides a national presence, while each affiliate has a regional stripe and local faces to talk with host railroads. We agreed on a philosophy to be friendly and professional, and to answer questions without a specific "sales pitch". Our main goal was to increase name recognition and have our host railroads be more familiar with NARCOA.

As the week of the convention arrived, the packages began piling up on my doorstep. I had everything shipped to work and our office manager kept giving me funny looks as boxes of various shapes and sizes arrived. My inventory had 20 NARCOA Calendars, 100 Tri-fold brochures, NARCOA busi-

ness cards with a QR Code linking to our website, 2015 Setoffs, 2 display Easels, 5 Photo Display Stands, 5 MOW Fall-Winter 2015 Magazines, 5 foam mounted photos, 1 foam mounted MOW logo, 1 NARCOA table cloth, 2 motorcar videos, a copy of 'Weekend Railroads' (used with permission), 1 NARCOA Powerpoint Presentation, and 1 Monitor/DVD player combo! The resulting display was fantastic and you should be able to find a photo elsewhere in the Setoff.

The convention was very interesting and I attended several seminars that gave me some new ideas to help NARCOA, including social media marketing and some ideas around non profit leadership. We also got some fun photos of D&RGW 346 in the snow. But perhaps the best outcome was an unsolicited offer for a new excursion. This was from a leader at a railroad where we had no success previously. So it looks likely we will get some new track miles as a return on our investment. In addition we will continue to raise our visibility with the ATRRM members.

Finally I would like to say a huge "Thank You!" to John and Connie Haverty who attended on behalf of MOW, and also Jim McKeel who represented NARCOA. They put forward a big effort to further motorcars and were excellent representatives.

The next conference is in October and NARCOA is planning to send representation. Hopefully this is one of many steps to increasing our partnership with our hosts and building a strong future for our hobby.



ASSOCIATION of
TOURIST RAILROADS
& RAILWAY MUSEUMS

Leading in the Advancement
of Railway Heritage

About the Association of Tourist Railroads and Railway Museums (“ATRRM”)

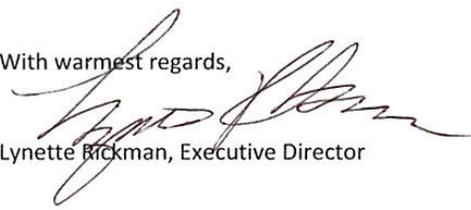
The Association of Tourist Railroads and Railway Museums (“ATRRM”) was created in 2013 out of the merger between ARM and TRAIN. Our current President, G. Mark Ray, was on the Board of both organizations and now leads ATRRM with a perspective and understanding of goals from both groups and what the collective Board of ATRRM aims to achieve. In addition, he also sits on the Board of Directors of the Tennessee Valley Railroad Museum and is able to give leadership perspective on operations. Our remaining Board members represent various electric and tourist railways, in addition to railway museums, from across the country.

Although ATRRM’s mission is to foster the development and operation of railway preservation efforts through education, research, and the free exchange of information among members, the Association also advocates for good regulation and legislation that ensures safety and the future of railway preservation through its regulatory and advocacy committees and partnerships with organizations that include the American Short Line and Regional Railroad Association and the American Alliance of Museums.

Closer to home, ATRRM members enjoy the benefit of reduced conference registration fees and advertising on our digital blog, TRRM Online, and have access to the members-only section of the ATRRM website that includes PDF versions of TRRM Magazine, list serve exchanges, and resources such as regulatory information and updates, our subject matter experts list, and our Recommended Practices for Railway Museums. To help offset the costs of attending our conferences and to encourage youth participation, ATRRM members are also eligible for grants and scholarships. In addition to our public Facebook page, ATRRM members are also encouraged to use our members-only Facebook page to exchange information and ideas pertaining solely to railway tourism and preservation within a small forum. Our “Find a Railway Museum or Tourist Railroad” search feature on our website gives our members additional world-wide exposure to visitors looking for a railway experience.

Over the past 10 years a great deal has changed in the way tourist railway and railroad museums operate and engage the public. ATRRM hopes its members benefit from learning what works, what doesn’t, and how to navigate the regulatory waters that can be overreaching and cost-prohibitive to the operation of smaller organizations. We learn from our shared experiences and look forward to welcoming more members, such as your organization, to our association and celebrating our shared successes!

With warmest regards,


Lynette Bickman, Executive Director

www.ATRRM.org | Contact@ATRRM.org
P.O. Box 1189, Covington, GA 30015 | 770.278.0088

**2016 NARCOA
ANNUAL MEETING
FRIDAY, SEPT 30TH AND
SATURDAY, OCT 1ST
SHERATON -CHICAGO O'HARE
AIRPORT HOTEL
6501 MANNHEIM ROAD,
ROSEMONT, ILLINOIS 60018**

This meeting is open to all NARCOA Members. Any member wishing to address the Board or add items to the Agenda, must contact President, Bob Knight at (815) 786-3096 or e-mail Railbuff@indianvalley.com

To secure a room at the NARCOA Rate, contact Bob Knight at (815) 786-3096 or email at Railbuff@indianvalley.com.

Please note, the cut-off date for room reservation is Friday, August 1st 2016, for this years' rate of \$141.00 per night, plus taxes.

The correct answer to the May June SETOFF Photo Contest question is: *"These are new telegraph poles with newly installed insulators"*
We had many correct answers but the winner is "**Dennis Stanley**". For having his name was drawn at random from the many correct answers we recieved Dennis will receive a \$25 gift certificate from the NARCOA company store.

Congratulations Dennis!!

JOE SPEEDER

THE OCCASIONAL LOOSE NUT BEHIND THE WHEEL.

Joe Speeder was on the rail again. He was blessed with perfect weather, a great railroad to run on, and a perfect sized group; about 15 cars. And they were off.

Joe was running comfortably in the middle of group. Everything was going very well. There was a bunch of country road crossings protected by crossbucks on this line. There also were a few paved road crossings. Interspersed among those was an occasional farm crossing where farmers crossed the tracks from one field to another. Everyone was proceeding very safely and the operators were slowing down for all of the crossings being prepared to stop, then proceeding across the road when it was clear and safe to do so. The two highway crossings on the run were busy roads. The EC had planned ahead and had flaggers lined up to help the motorcars cross these two highways. The group approached the first of these busy crossings and bunched up at the crossing. The flaggers went out and signaled the traffic to stop. The group crossed the road and when the last car was in the clear they stopped to pick up the flaggers. With that done, they were off once again.

The excursion approached the second of these busy roads and the process began again. The group bunched up at the crossing. The flaggers went out and the motorcars started to cross. As Joe approached the crossing the cars ahead of him were moving safely across the road and he saw the flaggers in place on both sides of the crossing with the traffic stopped. Joe still kept his hand on the brake

lever as he rolled slowly into the intersection with his eyes moving quickly from the flaggers to the traffic that was stopped and a quick look down the road as well. Just then a sports car stopped at the crossing accelerated quickly and swerved around the flagger roaring across the tracks in front of Joe. Joe slammed on his brake as the car sped away. Joe checked the flaggers and the traffic again and then proceeded across the crossing. The group stopped on the other side of the road and picked up the flaggers and the group proceeded to their lunch stop.

At lunch, one of the topics of conversation was the impatient driver that had roared across the tracks in front of Joe. Everyone in the group commented on how well Joe had been prepared for what had happened and that he had done a good job following our crossing procedures. Joe had approached the crossing prepared to stop and watching closely for cross traffic on the highway. He had seen the hazard and had been able to stop in plenty of time to avoid any conflict with the impatient driver who had failed to obey the flagger. The EC also commented to the group about the incident and the manner in which Joe had handled it. He thanked Joe for being alert and for following proper road crossing procedures. After finishing lunch everyone returned to their cars for the return trip. Needless to say, everyone was now a little more alert at those road crossings with this incident fresh in their mind. Everyone enjoyed a safe return trip, always slowing down and being prepared to stop at every road crossing, even those where flaggers were present.

2017 CALENDAR SUBMISSIONS WANTED!!

IF YOU HAVE JPG IMAGES OF MOTORCAR RELATED SCENERY THAT WOULD LOOK GOOD ON OUR CALENDAR, SEND THEM IN TO ME! I NEED TO PLACE, THE DATE AND THE PHOTOGRAPHER INFORMATION FOR ALL IMAGES. THANKS.

SEND TO SETOFF@NEO.RR.COM

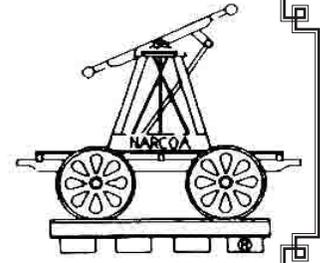
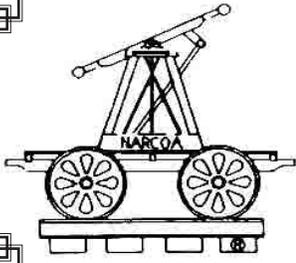
NARCOA EXCURSIONS

AS OF JUNE 26, 2016

Please submit all excursions and ads directly to

webmaster@narcoa.org

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



Jun 30 - Jul 3 OR posted 02/22

Coos Bay Rail Link

PRO Excursion, Coos Bay. 235 RT miles. Vaughn to Coos Bay. Coos Bay to Coquille. Two overnights in Coos Bay. Return to Vaughn. 30 car limit. \$430 per car includes Friday night dinners. No Hy rails. No smoking/electronic cigarettes. EC [Bill Andrews](#) 191 Azalea Drive Grants Pass OR 97526. 541-295-5631.

Jul 2 - 3 MN posted 01/26

St Croix Valley Railroad

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

Jul 5 - MN posted 01/01

North Shore Scenic Railway

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

Jul 7 - ND posted 01/01

Northern Plains Railroad

North Central Railcars, Ltd. excursion between Fordville and Munich. Participants will travel approximately 120 miles. Excursion fee is \$150 and includes lunch for 2 in Munich. 25 car limit. EC is [Michael P. Ford](#) (317) 839-9320

Jul 8 - 10 - NE posted 04/29

Nebraska Northwestern Railroad

The First Iowa Division non-NARCOA insured ride in Chadron in conjunction with the annual Fur Trader's Day celebration. Mileage is 10 miles round trip and we'll run this twice plus the public rides. EC [Dave Voeltz](#). (605-224-2964 (H) or 605-280-5551 (C))

Jul 9 - ID posted 05/27

Washington, Idaho & Montana Railway

Public rides to help raise funds for the ongoing restoration of the Potlatch Depot. There will be no fees for the operators. Total miles for the day will be about 100. Contact is EC [Will Krasselt](#). 208-310-1335. ECIT is Mike Phelps.

Jul 9 - CA posted 04/29

Niles Canyon Railway

PRO ride for the public.

Jul 9 - 11 - NY posted 04/11 **Full. Waiting List Started**

Adirondack Scenic Railroad

Saturday - Monday, overnight Sunday, approx 244 RT miles. 30 car limit. NEREX EC Keith Knowlton. Three day package fee \$428. Sunday night accomodation included. 30 car limit.

Jul 10 - MB posted 01/01

Keewatin Railway

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

Jul 12 - SK posted 01/01

Torch River Rail

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

Jul 13 - SK posted 01/01

Northern Lights Rail

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

Jul 14 - 15 - SK posted 01/01

Big Sky Rail

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

Jul 18 - 19 - SK posted 01/01

Great Sandhills Railway

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

Jul 20 - QC posted 03/01

Québec Central Railway

Excursion from Charny to Valley-Junction and return. A run of 60 miles together, 30\$ CA [Louis-François Garceau](#) 418-832-1502 Mobile 955-2466

Jul 22 - 24 - IA posted 02/22

Appanoose County Railroad

The First Iowa Division ride in Centerville. Cost \$40 per car. Mileage 65 miles and we will have abbreviated rides on Friday night and Sunday morning. EC Frosty Farrell. Contact [Carl Schneider](#) (515-967-5181 (H) or 515-494-4401 (C).

Jul 23 - 24 - PA posted 03/05

North Shore and Shamokin Valley Railroads – Annual Central PA Weekend

Central PA Excursions will host a an 86 mile ride over the North Shore Railroad on Saturday, and 50 miles on the Shamokin Valley Railroad on Sunday. The Central PA Chapter of the NRHS will be our hosts at a picnic at the White Deer Station Saturday night. Registration fee - \$95.. [Larry Maynard](#) (570) 337-3979

Jul 30 - 31 - PA posted 03/27 **Full. Waiting List Started**

Western New York & Pennsylvania Railroad

Ohio Valley Railcars presents “Meadville Summer”. Set on Friday night. Saturday: Meadville to Corry, then return, about 90 miles. Motorcars remain on the track overnight. Sunday: Meadville to Oil City and return; 70 miles. \$145 per car. 30 car limit. EC Brian Davis.

Aug 5 - 7 - IA posted 02/22

Appanoose County Railroad

First Iowa Division rides to make money for the

VFW in Centerville. Free for those giving rides to the public. Rides on Friday night and Sunday morning. VFW insurance Saturday, NARCOA insurance Friday and Sunday. EC Frosty Farrell. Contact [Carl Schneider](#) (515-967-5181 (H) or 515-494-4401 (C).

Aug 5 - 7 - NY posted 06/23

Delaware & Ulster RR

Night run and day run this line in Arkville with camping allowed onsite. Friday evening run to Roxbury for dinner at a good restaurant, and night run back afterward. BBQ may be possible as well. ECs Craig W. Hartman. Cost \$75..

Aug 6 - 7 - MA posted 06/23

Providence & Worcester Railroad

Saturday & Sunday, approx 180 RT miles. EC for this NEREX excursion is Keith Knowlton. The fee for this weekend package is \$200. There will be a 40 car limit for this excursion. This is a non-mentoring excursion.

Aug 6 - 7 WV posted 03/10

South Branch Valley Railroad

30th Anniversary running of the SBV. 102 RT miles. Saturday, Romney to Petersburg and return, Dinner on the train Sat. Eve. Sunday, Romney to Greenspring and return. \$95per/car. EC [John Gonder](#), Appalachian Rail Excursions LLC or 724-244-7538

Aug 13 - PA posted 03/05

Nittany & Bald Eagle Railroad

Central PA Excursions will host a ride from Bellefonte to either Tyrone or Mill Hall and return if the main line is available. If not, we will ride the Bellefonte Secondary. The exact itinerary will be set by the railroad that day due to train traffic. Lots of welded rail. Registration fee - \$60. [Larry Maynard](#) (570) 337-3979

Aug 14 - PA posted 03/05

Lycoming Valley Railroad

Central PA Excursions will host a ride on the 50 miles RT of the Lycoming Valley Railroad from Williamsport, PA to Jersey Shore, PA and back and from Williamsport to Montgomery, PA and back. Registration fee - \$60.00. [Larry Maynard](#) (570) 337-3979

Aug 18 - 21 - OR posted 03/14

Coos Bay Railink

PRO Excursion, 3 day 235 miles round trip Vaughn to Coquille and back. 30 car limit. \$430 per car includes Friday night welcome dinner. No hy-rails. No smoking/electronic cigarettes. EC Guy Howard, 94991 Toft-

dahl Lane, Junction City, OR 541-998-5280

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

Indiana Northeastern Railroad

Great Lakes Railcars, Inc. is hosting excursion between Ashley, IN and Coldwater, MI. The trip will cover approximately 150 miles. Excursion fee is \$275 and includes overnight lodging in Coldwater, MI.

There is a 35 car limit. EC is [Michael P. Ford](#) (317) 839-9320

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

Huron Central Railway

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

Aug 27 - IA posted 06/09

Iowa Northern Railroad

The First Iowa Division ride from Clarksville to Manly. Mileage about 100 miles for the day. Cost \$60 per car. EC [Carl Schneider](#), 1302 6th Ave SE, Altoona, IA 50009-2002 515-967-5181 (H) or 515-494-4401 (C)

Aug 28 - Sep 2 - ON posted 01/01 **Full... Waiting List Started**

Ontario Northland Railway

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

Aug 30 - Sep 1 - CO posted 03/04

Durango & Silverton Narrow Gauge Railroad-3 foot Narrow Gauge

Rocky Mountain Division of NARCOA is hosting a 3 day trip between Silverton and the Animas Valley north of Durango in the spectacular San Juan Mountains. 160 miles round trip. Excursion fee is \$315. No mentoring. 20 car limit. EC [Philip Walters](#) (970) 946-3806.

Sep 2 - 5 - CO/NM posted 03/17

Cumbres & Toltec Scenic Railroad-3 foot Narrow Gauge

Rocky Mountain Division of NARCOA is hosting a 3

day trip between Chama, NM and Antonito, CO over Cumbres Pass and along the scenic Toltec Gorge. 180 miles round trip. Excursion fee is \$360. No Mentoring. 20 car limit. EC [Philip Walters](#) (970) 946-3806.

Sep 3 - 4 - SD posted 02/17

DMV&W Railroad

The First Iowa Division ride out of Britton. Total mileage about 200 miles. Cost \$80. EC [Dave Voeltz](#) 605-224-2964 (H) or 605-280-5551 (C)

Sep 5 - SD posted 02/17

Sisseton & Milbank Railroad

The First Iowa Division ride out of Milbank, SD. Mileage for this ride is 70 miles. Cost is \$40 per car. EC [Dave Voeltz](#) 605-224-2964 (H) or 605-280-5551 (C).

Sep 10 - CA posted 02/26

Amador Central Railroad

“End of Summer” NARCOA Run. 40 miles total. \$45.00 run fee. EC [Tom Correa](#)

Sep 16 - 19 - CO posted 03/07

Leadville, Colorado and Southern Railroad

Fall Color Special, Leadville, Rocky Mountain Division, 80 miles over three days. Cost \$100. three days/\$55 one day. EC [Jerry Geiger](#),

Sep 17-18 - OR posted 05/22

IN&P and WURR

PRO excursion 160 miles round trip Island City to Joseph and back. Limit 25 cars run fee \$215. or contact EC Guy Howard 541-998-5280

Oct 1 - 2 - AL posted 03/15

Autauga Northern Railroad

Saturday set on and run Prattville to Maplesville (75 RTM) Sunday Prattville to Billingsley (50 RTM) Cost \$150 per car - 22-car limit. Mentoring by permission. SERO affiliate. EC [Chris Thompson](#) 251-463-3270, EC's in training, Jonathan Blair & Chris Ashworth

Oct 1 - 2 - TX posted 04/14

Blacklands Railroad

Up to 120 miles round trip between Greenville and Winfield. In conjunction with the Cotton Belt Regional Railroad Symposium at Texas A&M University - Commerce, TX. Mentoring by permission only. Hyrails welcome. Trip fee \$80 covers one or both days. Advance registration required. EC [Myron Malone](#) 214-882-8756 cell, evenings, EC [Greg Michelin](#) 817-

247-1651.

Oct 7 - 9 - SD posted 02/17

Black Hills Central RR

The First Iowa Division ride at Hill City, SD. Cost \$80 per car. Mileage is 18 miles per round trip and we'll ride the line several times. EC Dave Voeltz 605-224-2964 (H) or 605-280-5551 (C)

Oct 8 - PA posted 03/05

The Stourbridge Line

Central PA Excursions will host a 48 mile RT ride from Honesdale to Lackawaxen and back. Registration fee - \$60.00. [Larry Maynard](#) (570) 337-3979

Oct 15 - OK posted 06/19

A-OK Railroad

The Oklahoma Railway Museum trip McAlester to Red Oak. 92 miles round trip. Fee is 40.00per unit. EC Drake Rice 405-478-3225. 3121 Talon Road, Edmond, OK 73013.

Oct 15 - CA posted 02/26

Amador Central Railroad

"History Run". This is a non NARCOA run. We need volunteers to give rides. EC [Tom Correa](#)

Oct 15 - 16 WV posted 02/05

West Virginia Central Railroad

Fall Festival of Leaves, Elkins to Spruce and the Big Cut on Saturday, cars remain on track overnight then Elkins to Tygart Junction on Sunday. Approx. 170 RT miles. \$170 p/car 35 car limit. Vests and hard soled over the ankle shoes. Permanently attached radio required. No portables. EC [John Gonder](#)

Oct 15 - MO posted 02/22

Columbia Terminal (COLT) Railroad

The First Iowa Division ride in Columbia Mileage for this ride 37 and we'll ride this twice. Cost \$50 per car. Frosty Farrell. Contact [Carl Schneider](#) (515-967-5181 (H) or 515-494-4401 (C).

Oct 16 - MO posted 02/22

Ft. Leonard Wood Army Base Railroad

The First Iowa Division ride in St. Robert. Mileage for this ride 40 and we'll ride this twice. Cost \$40 per car. Frosty Farrell. Contact [Carl Schneider](#) (515-967-5181 (H) or 515-494-4401 (C).

Oct 16 - 19 - AZ posted 04/01 **Closed No Waiting List**
Grand Canyon Railway

Motorcar Operators West 126-mile round trip tour explores the railway, the Grand Canyon National Park's South Rim and its attractions. Excursion Fee \$770 includes railroad, two nights Kachina Lodge, National Park fees.. Questions, please email or call EC [Dan Berg](#) 702-341-8617

Oct 21- AZ posted 06/18

Copper Basin Railway

MOW and PRO are co-sponsoring the CBRY Excursion. Hayden, Arizona to Florence and return 100 round trip miles. \$100 per motorcar. Mail check made out to MOW and requested MOW forms to EC [Dan Berg](#), 2017 Mule Creek Street, Las Vegas, NV 89134. 702-341-8617.

Nov 5 - IA posted 02/12

Boone & Scenic Valley Railroad

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

Nov 5 - 6 - OK posted 06/19

Farmrail Railroad

The Oklahoma Railway Museum event on Farmrail out of Clinton, OK. Total mileage approx. 200. \$70.00 per unit. EC Drake Rice 405-478-3225. 3121 Talon Rd. Edmond, OK 73013

Nov 5 - 6 - GA posted 01/25

The Hartwell Railroad

220 RT Miles RT each day out of Bowersville, Ga. Our 3 year on the HRT. \$155. All attendees must wear a reflectorized safety vest/shirt. EC and affiliate [Bobby Moreman](#).

Nov 19 - PA posted 03/27

Southwest Pennsylvania Railroad

New Stanton PA. Toys For Tots Run. Appalachian Rail Excursions LLC. Come ride and bring joy to needy children. 58 mile ride collecting toys along the way. Decorate your car for Christmas! Freshly redone RR. Great track. Part of fee is a new unwrapped toy. [John Gonder](#)

Dec 3 - CA posted 02/26

Amador Central Railroad

"Christmas Toy Run" and Annual Meeting. 40 miles

total. \$25 run fee if you bring a toy/toys for the kids in Amador County, \$45 if you don't. Annual membership meeting during lunch break. EC [Tom Correa](#)

Dec 3 - PA posted 03/05

North Shore Railroad – Annual Toys for Tots Ride
Central PA Excursions will host an 86 mile ride 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. There will be prizes for the best Christmas theme decorated motorcars. [Larry Maynard](#) (570) 337-3979

Dec 4 - PA posted 03/05

Union County Industrial Railroad
Central PA Excursions will host a 30 miles RT ride from New Columbia to Winfield and back. Registration fee - \$35. [Larry Maynard](#) (570) 337-3979

Dec 31 - Jan 1 - TX posted 04/14

Blacklands Railroad
Up to 120 miles round trip between Greenville and Winfield. Mentoring by permission only. Hyrails welcome. Trip fee \$80 covers one or both days. Advance registration required. In case of inclement weather, run may be canceled. Advance registration required. EC [Myron Malone](#) 214-882-8756 cell, evenings, EC [Greg Michelin](#) 817-247-1651.

Excursions Held On A Regular Basis

Feb 1, 2016 - Jan 31, 2017 - PA

Northern Central Railroad
Excursions on the Northern Central Railroad from New Freedom, Pa to York, Pa on various dates. E.C. [Dean L. Grote](#) call 717-637-7647 or e-mail for details.

Feb 1, 2016 - Jan 31, 2017 - PA

Stewartstown Railroad
Excursions on the Stewartstown Railroad from New Freedom, Pa to Stewartstown, Pa on various dates. Northern Central Railcar Association E.C. [Dean L. Grote](#) call 717-637-7647 or e-mail for details.

Feb 1, 2016 - Jan 31, 2017 - GA

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

Feb 1, 2016 - Jan 31, 2017 - GA

Cater Parrott Railnet
SERO will be having motorcar car runs on the Cater Parrott Rail net from Valdosta to Willacoochee and from Madison to Newborn and from Barnesville to Thomaston on various dates contact EC's [Will Thompson](#) EC Home 229-723-8231 or Cell 229-359-5701 or Frank Ahouse 229-886-4707

Jan 1, 2015 through Feb 1, 2016 - 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. (EC)[Leland Stewart](#) 210-863-5397

Feb 1, 2015 through Feb 1, 2016 - MS

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

Feb 1, 2016 through Dec 31, 2016 - CA

Amador Central Railroad
RRCHS will be having NARCOA Motor Car Runs open to all licensed motorcar operators and Work Parties from Ione to Martell on various dates throughout the year for members. Please contact EC [Tom Correa](#) for information and times/dates on the work parties and runs.

SUPPLIERS

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

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

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

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

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

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

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

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

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

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

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

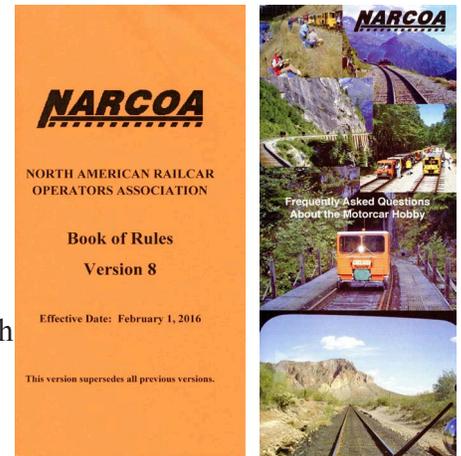
Fairmont OEM seats. These are the original seats manufactured for Fairmont U.S. cars Black, folding tubular frame with walnut Naugahyde and dual density foam. The most comfortable seat you will ever find. \$199.95 plus USPS shipping. Also available are seat backs, (\$84.95) and seat cushions (@\$99.95)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

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

NARCOA COMPANY STORE

NARCOA has combined everything into a one stop shopping location for all your NARCOA gear. To place an order please contact **Dan Page** 6432 Mukai Ct. Huntington Beach CA 92647-6160 (714) 847-5906 dan.h.page@gmail.com Credit Card use is available.

NARCOA Publications available (price includes postage):
 -Printed NARCOA Rule Book Version 8: \$5 each
 -New NARCOA FAQ color brochure: 12 for \$5



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 - Use the clear plastic wheel profile 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 are \$30 each including+ S/H.

One plastic profile and one stainless steel wheel caliper go for \$35+ S/H.

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

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.

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

