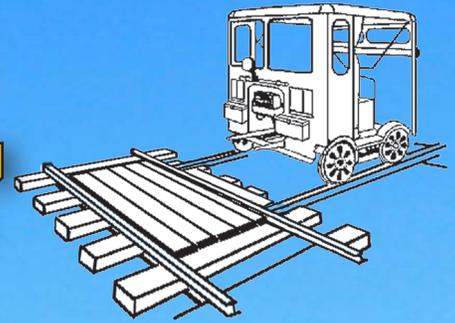


THE SETOFF



THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION
JAN / FEB 2017 VOLUME 31 - No. 1



NARCOA & TOYS FOR TOTS
NEW ZEALAND RAIL TOURING

THE SETOFF

VOLUME 31 No 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.

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Bob Hastings, Secretary
P.O. Box 9035 Cincinnati, OH 45209
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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

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*ON THE COVER: John Gonder and Ed Summers lead the Toys for Tots run in Georgetown, DE.
Gary Shrey took the photograph.*

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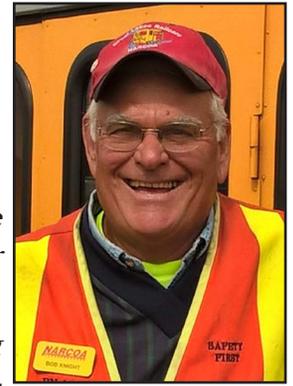
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PRESIDENT'S MESSAGE

BOB KNIGHT



Greeting to all of you in NARCOA land and wishing you a happy 2017! I am taking a different approach this issue and sharing a NARCOA presentation that was delivered in front of the recent ATRRM Conference in Savannah, Georgia. NARCOA was on stage and achieved great success sharing our story with many of our present and new host railroad partners. It is as follows:

“Greetings! As president of The North American Railcar Operators Association (better known as NARCOA) our members are very proud to be an active participant of this important Fall Conference. We take this new association very seriously as each one of you are a very important part of our outreach goals. We welcome you to help us search for new host railroads. NARCOA’s goal is to assist you, by helping each one of you, in promoting your tourist and railway museums. We want to share and tell our stories together.

NARCOA is an international association of members dedicated to the preservation, restoration, safe and legal operation of railroad equipment, historically used for the maintaining of railroad right-of-ways.

NARCOA’s key product and services are to promote a strong safety culture focused on safe railcar operations. We provide our members a solid well written operating insurance program that continues to be our key to gaining access to your tourist and museum railroads and also including the North American rail system.

NARCOA is very active in the areas of operator and excursion coordinator training, testing and monitoring. New operators must successfully complete a written test, purchase our insurance coverage and be completely mentored under the guidance of an experienced operator.

Yes, we take our organization very seriously and this

is why it is such a privilege to be part of this conference and your association.

NARCOA, is actively looking for your new and renewed partnership building together. Our goals are very similar as we look to a new growing and developing future together. We want to share and find ways to build this partnership so that we might help you promote your organization and jointly allow our members to safely operate their motorcar and/or equipment on your property.

Please stop by our table #2 so we might meet you and share our success stories together. Thanks, and we look forward to meeting all of you.”

Now, additionally what was special about this opportunity was the addition of projected photos being shown for the attendees to view thanks to Keith Mackey, Brian Davis, Dan Page and Greg Kightlinger.

They assembled the photo/slide presentation that presented a great visual representation of NARCOA.

Thanks and be safe in 2017

Bob Knight, President



FROM THE EDITOR

BRIAN DAVIS

Jane and I wish everyone a happy holiday season, and a wonderful 2017! We will see you on the rails!

Brian & Jane Davis

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AREA

ONE



ROSS BAXTER

Hello members of NARCOA Area One as well as the rest of NARCOA. By the time you are reading this, I hope that you have had a very enjoyable holiday season with family, friends and loved ones. Since most of our area is cold and snowy this time of year, it is not a good time to get out and do very much unless you're lucky enough to have a garage space. If so this is a good time to look over your motor car and make any necessary repairs while checking closely those parts which are prone to wear such as brakes, bearings, electrical and engine parts.

It is also an excellent time to review the NARCOA rulebook as well as the additional documents from the website. Of special importance is the NARCOA agreement that you sign and return with your insurance form every year. Many of you may not realize that this is a legal and binding document that you sign often without thinking of its importance. By signing you are assuming responsibility for knowledge of NARCOA's rules and practices for which you are held accountable. In the unfortunate event of an accident for which you are deemed responsible this could be a very important document legally. Therefore it is time well spent reviewing the documentation so that when you sign this year you are well

aware of the implications. I was taught many years ago that whatever you sign, think of how it would look blown up to poster size in front of a judge and jury. That puts a different spin on things every time you put a pen in your hand!

We are continuing to grow our membership and have had several new members join since my last report. Please join me in welcoming them and offering to be of assistance in any way that they need. I would also suggest that as our new members begin looking for a motorcar that they reach out and seek the advice of a seasoned veteran. Cars are not cheap and there can be a lot of hidden problems to those less experienced in what to look for. "NARCOA READY" may not mean what you think.

With those thoughts I will bid you well until our next edition. Check the website often as I know new and exciting as well as many popular runs will sell out fast and you will not want to miss any of the excitement of this new year. See you on the rails.

Ross Baxter

four separate motor car runs collecting cumulatively 1237 toys and books plus \$8519 in monetary donations for this worthy and laudatory program. My report in detail can be found in the story contained later in this issue.

NU-RAIL Group. In the last edition of the *SETOFF*, I mentioned the new working committee known as "NU-RAIL Group" instituted to focus on broadening our avocation's base and locating new shortlines and tourist RRs upon which operate to motor car excursions. This committee will research and identify potential RRs - then will work exclusively thru the Area Representatives to make a plan a reality. The leadership of the NU-RAIL Group met during the Thanksgiving holiday weekend to initiate operations and discuss the future. Our ultimate objective is to make new NARCOA sponsored rides happen. **We continue to seek interested committee members - if you are interested - contact your Area Representative and volunteer thru them to be part of this committee.**

See you on the rails! - Mark

AREA

TWO

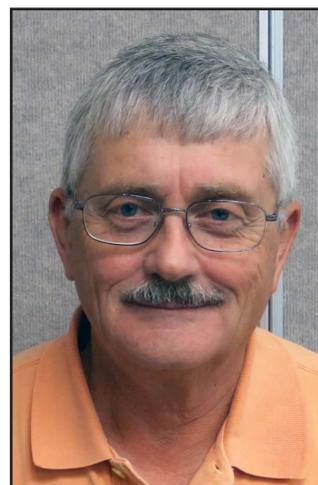


MARK NORTH

Holiday Success! Area Two experienced unqualified success in its support of the 2016 **USMCR's Toys For Tots** program. We conducted

AREA

THREE



JEFF LEVENGOOD

Greetings and a belated Merry Christmas and Happy New Year.

It is with sadness that I am reporting the loss of two wonderful ladies here in area 3:

Carol Kasper, wife of Tom Kasper



of Strongsville, Ohio passed away Tuesday November 8th, 2016. Married to husband Tom of 47 years, they had two children and seven grandchildren. One of her many joys in life was riding the rails with Ohio Valley Railcar and her husband Tom, since 1999. She was Tom's "#1 Flagger." She loved meeting people from all over the area. From North, to South, East and West, Carol always had a smile on her face and was very gracious to others. She was always willing to help or jump in to make railcar trips memorable for many. New faces on the rails were a chance for her to make new riders feel welcome as part of the OVR group. {and she made GREAT Key Lime cookies! - Editor}

Karen Wilber of Hartville, Ohio



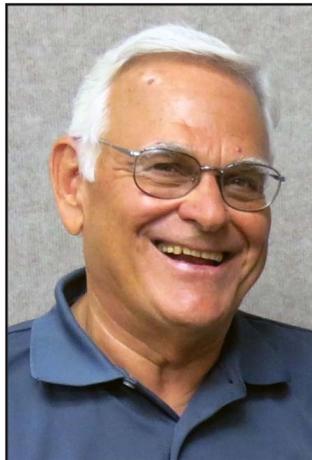
passed away on Friday November

11th. Married to Alan Wilber for 52 years, Karen enjoyed traveling and driving her railcars with Alan. Karen also loved all animals, especially her two cats Sam and Sammi. She was a generous supporter for the Akron Zoo and Cleveland Metroparks Zoo. She rode her BMW motorcycle over 80,000 miles across the United States. She also liked to ride her jet ski.

Both ladies will be deeply missed.

Jeff Levensgood

AREA SIX



BOB KNIGHT

Greetings and wishing all of the great members of Area 6 a Happy New Year for 2017! Several of our area 6 excursion coordinators have checked in with some new planned excursions for this coming motorcar season. Please continue to check the NARCOA website for new updates so you can do some excursion planning as your schedule allows. As we move into the new year we also have a newly named committee (NU-Rail Group) working behind the scenes searching for new host railroads in our area 6. The goal of this committee is to share this information with area directors and they in turn contact their area ECs with contact information. Their plans are to add new possibilities to the great list of current contacts our ECs work with presently.

On another subject, there are plans in the works of informing you about the history of our NARCOA publication, "THE SETOFF". This March, 2017 marks the 30th year anniversary. I also have received some area 6 interest for forming a possible Toys for Tots excursion events for later in 2017.

Also at the end of last year we did have the privilege of welcoming two new members to area 6. Per our NARCOA Secretary, Bob Hastings, they are Dan Loftus from Bourbonnais, Illinois and Lisa Hinrichs from Oregon, Illinois. We do welcome them and hope to see them riding the rails this motorcar season.

Let's all work to make this a safe year on the rails.

Bob Knight

AREA SEVEN



CARL SCHNEIDER

Welcome to 2017! I hope everyone had a very happy holiday season and are looking forward to a busy season of riding the rails. If you have a warm place to work on your motor cars during the winter months, this would be a great time to make any repairs because that first ride of the year will be here before you know it.

The First Iowa Division ECs will be getting together on a conference

Continued on Page 6

Area 7 message, cont'd.

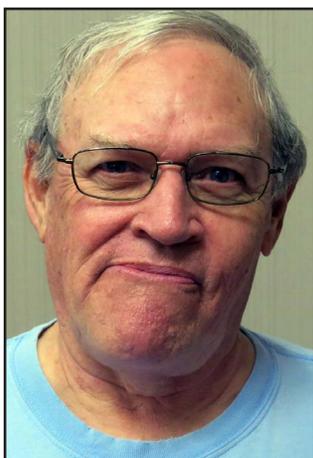
call soon to set up a schedule for rides. It's too early to tell if there will be any changes or new rides added this year but we're always looking for new opportunities. Watch the NARCOA and First Iowa Division websites for the new schedule as it becomes available.

By now, everyone should have their new rulebook certification cards in hand. The online testing worked well thanks to the work of Dan Page. It was much easier and faster than the old snail mail way of doing things. If you haven't done your test yet, I encourage you to do so right away because you'll need the new card before you can buy your insurance from Tom Norman.

I hope to see many of you on some excursions this year.

Carl

AREA
EIGHT



JOHN BROWN

Hello all my NARCOA members no matter where you live.

This year marks the elections for my area and naturally you the members that are in my area. I have been Director for 4 years and as I head for the my 75th year on this planet earth would not feel offended if another NARCOA member from Area 8 feels like they want to step up to

the plate and run for Area 8 director. Nominations close in March so hopefully a member will step forward. Would be nice to see a member from the growing numbers out in B.C. think about it.

Fell free to call me or out Pres. Bob Knight to gain some insight into being an Area Director.

Make sure you have paid for insurance for the coming year so you can be part of the NARCOA group of motorcars on the rails that are wonderful EC's have gotten us to travel on, instead of watching your fellow NARCOA members rumble by you trackside.

John Brown

AREA
ELEVEN



BILL PARDEE

By the time your reading this the holidays will be history and the beginning of a new year will be under way. Hope your holidays were a good one. I would like to announce that area 11 has a newly certified EC. Joe Schnyder was mentored by Dan Berg and came on line in October 2016. Joe brings with him 42 years of railroad experience as a signal foreman and I am sure he will be a great asset to the NARCOA organization. I have been told that multiple EC's out here in the west and

northwest are teaming up to have a series of excursions that will be back to back next summer. These excursions will be scheduled so that it will be a continuous flow from one excursion to the next. A very nice way to spend part of a summer riding on different railroads. So stay tuned and watch for the notices as we head into spring. I was able to attend the Grand Canyon RR excursion in October and it was a great trip. Good rail, great weather, and exceptional scenery make this a truly fantastic excursion.

During these off months it might be a good time to check out your speeder support equipment. One of my bigger concerns is the winch cable. If you see fraying or crush spots in the cable, further checking would be advised. I have been to many excursions where people are hanging around the trailer while a speeder is being pulled up. Lots of stress is in that cable and if it should break a serious injury could result. So be sure people are standing back and not standing behind equipment being winched.

Enough for now, have a good New Years. **THINK SAFETY!**

Bill Pardee

RADIO EQUIPPED

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



SHINY WHEEL AWARD NOVEMBER 2016

Presented to Dan Berg!

At the Safety meeting for the Grand Canyon RR excursion held in October, I was proud to represent the NARCOA Board in presenting a Shiny Wheel Award to Dan Berg. Dan is well known in his work as Judicial Committee Chairman for the last four years. For the past 8 years, Dan has been a very energetic EC. He has put on many well organized excursions on railroads around the western United States.

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 2017, 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.

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, 2017.

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

NARCOA Elections
6432 Mukai Court
Huntington Beach CA 92647

Positions to be elected in 2017:

Area 2 - DE, MD, NJ and PA

Incumbent: Mark North

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, WY

Incumbent: Bill Andrews

Dan Page

Nominations and Elections

OPERATOR RETESTING IS ROLLING ALONG!

The Membership Committee would like to thank the over 750 NARCOA members who completed their operator resting by November 30, 2016.

The goal of getting everyone tested by the end of November was announced in early May in the hopes that we could finish that task and get ready for the insurance and membership renewals that start in December. This great cooperation from our members will make the annual renewal task more manageable for the volunteers of the membership team.

The testing operation will remain in progress year-round for new members, members returning to the hobby, and folks who are just late in completing it.

If you have not yet completed the test, please set aside some time to take it. The operator certification test in-

structions for taking the test are at the bottom of the main web page of NARCOA.org. Most members average about 45 minutes for the test and the pass rate is over 99%.

All certification cards numbered 8000 – 9999 expire January 31, 2017 so passing this new test is needed to purchase 2017 operating insurance. Members who prefer a written test can send me a stamped, self-addressed envelope to get one.

Thanks for your help,

Dan Page
6432 Mukai CT
Huntington Beach, CA 9264

NARCOA MEMBERSHIP EXPANSION CAMPAIGN CONTINUING INTO 2017!

The NARCOA Membership Expansion Campaign (NEW AND EXPANDED) is designed to encourage active members to go ‘hunting’ for new members. The Membership Committee will pay a membership bonus to any current member who brings in either a new member or a past inactive member in 2017.

Our active members recruited a total of sixty nine (69) new members in 2016! We ‘paid out’ a total of 146 free months of membership to our active members.

You can participate in the Campaign in 2017. It’s easy.

New Member Expansion Campaign

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

Timing: January 1, 2017 – December 31, 2017

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: any active member who brings in THREE new or past inactive members within the campaign period will receive a total of TWELVE MONTHS of membership extension! 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 re-joining.

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

NARCOA Membership Team

EMAIL ISSUES FOR SOME MEMBERS

The membership team has become aware of an email issue for some members. Periodically, NARCOA sends bulk emails to our members to alert them of new issues of the Setoff or to pass along a NARCOA bulletin or a message from NARCOA leaders.

This problem affects members who use an email account from their internet provider. For example, members who have Time Warner (Spectrum) internet service (email address ends in rr.com) have this issue.

The problem we are experiencing is that bulk mail from the NARCOA membership system (several identical emails going to many persons) are identified as spam and is blocked.

Internet providers like Time Warner will not change this policy, so some members may not receive any of

the group emails we have sent from the membership system.

The best solution for those experiencing this issue is to open another email account. Many members have a separate email for NARCOA use. You can use a free service such as hotmail.com, yahoo.com or gmail.com. Create a new email address and send us the new address. You will then be able to receive email from NARCOA at that address. You do not need to change your internet provider to do this. This is an option for members who have this problem.

Dan Page

CSX easily outpaces the excursion on the Ann Arbor Railroad, June 2016. Photo by Stuart Edmondson



ONE MAN'S ROLE IN OPERATION LIFESAVER INC.

BY KEITH VAN ATTA

I have been involved with Operation Lifesaver since 2000. The national organization, Operation Lifesaver Inc., aka "OLI" is in Alexandria, VA. OLI provides the national umbrella for the state Operation Lifesaver organizations. Oregon Operation Lifesaver is almost entirely volunteers. I believe the volunteer cadre is about 45 strong with the most being in the Portland area. We have a part-time (40-hours per month) state coordinator who lives in Salem and is retired from ODOT Rail Division. Personally I am an Authorized Volunteer and also Area Coordinator for southern Oregon. My area is Douglas, Coos, Jackson, and Josephine counties. Beside myself there are three other volunteers in my area, two in Coos Bay/North Bend and one in Rogue River.

OLI and the state organizations are dedicated to reducing the tragedies that occur as a result of grade crossing collisions and trespasser incidents. The sad fact is a collision with a vehicle or trespasser happens about every three hours in the U.S. In almost one in four collisions a vehicle operator drives into the side of a train. We know almost all of these tragedies are the result of poor decision-making and therefore preventable. OLI volunteers provide presentations to the public in schools, workplaces, and civic groups. Presentations are tailored to the audience with videos and PowerPoint slides being the primary tools.

The trailer we had at the Rogue Valley Train Show is owned by Oregon Operation Lifesaver and is used at large events to promote crossing safety and trespassing awareness. It was purchased with grant funding from the FRA and OLI. Some other events where it is often seen are various safety fairs, model train shows, Great Oregon Steamup in

Brooks and others. We have been doing the Rogue Valley Show for at least ten years.

I concentrate my presentations on Commercial Drivers (truck driving school), Drivers Education students, School Bus drivers, and Emergency Services personnel.

I know there are other NARCOA members that are involved in OLI, and each of them joins for different reasons. One of my motivations for becoming an OLI volunteer was to educate drivers about the hazards associated with grade crossings as a self-preservation measure. I want people to Look and Listen at every grade crossing for our safety as motorcar operators. While it's no contest in a collision between a 4,000-pound auto and a 20-million pound train it's also no contest between a motorcar and an automobile, pickup, tractor-trailer, or farm combine. I want folks to understand that being on railroad property is not only very dangerous it's also illegal. Each state is different but in Oregon trespassing on railroad property is a Class A Misdemeanor. The maximum legal penalty is \$6,250 and/or a year in jail. In some states it can be as low as \$250. In all states the ultimate penalty is death. If you have the opportunity, please join Operation Lifesaver Inc.

Keith Van Atta



JOE SPEEDER LET'S CHECK THAT OUT!

Joe Speeder and his pal Marty Motorcar were the two tail end cars on the return leg of this excursion. The trip was going well, but Joe and Marty were getting a little bored at the tail end of the group as they often found themselves moving fairly slow from time to time as the “slack” in the group ahead moved in and out during the run. At one point they were going so slow that Joe just came to a complete stop. Just ahead of him was a switch with a track leading off into the trees. Joe hopped out of his motorcar and walked back to Marty’s car to see if Marty was interested in an idea he had.

“Hey Marty, this track going off into the trees must be some kind of industry track. I think I might have a key that fits this switch lock. Let’s run up that track for a ways and see where it goes. We can easily catch up with the group again, as slow as they’re running.”

Marty thought about that a few seconds and said “sure, why not?” Joe walked up and unlocked the switch lock and opened the switch. He hopped back in his car and he a Marty headed up the spur. The track went about a half mile up to a closed gate. They got there, then backed back out to the main track, lined the switch back, locked the lock, and took off to catch up with the rest of the group thinking no one would know that they had done a little exploring.

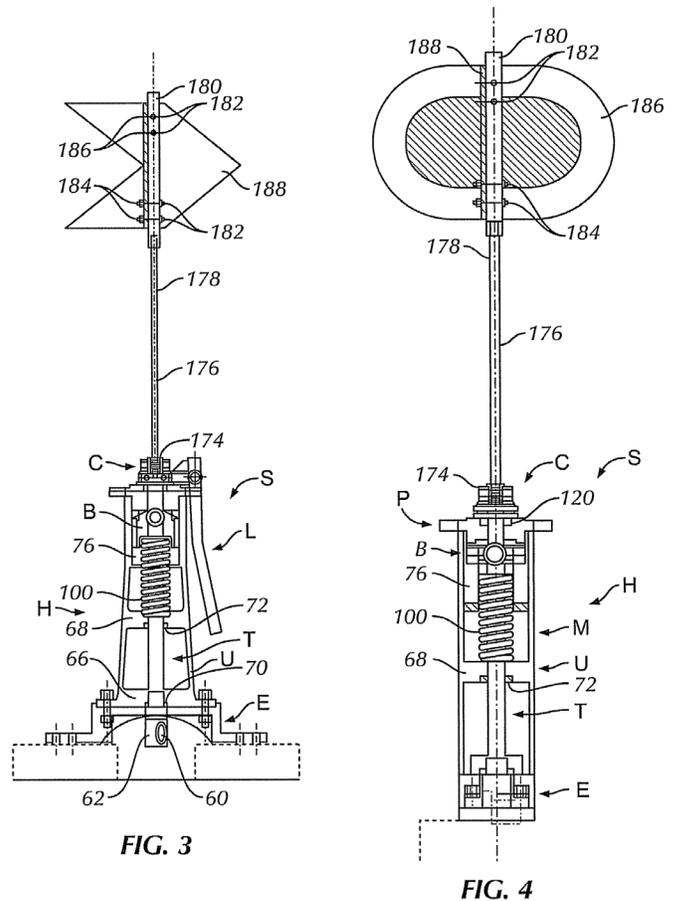
The group arrived back at their set-on location about an hour later. Joe and Marty pulled up behind everyone else as cars were being removed from the track. The EC and the railroad escort were standing there as they pulled up. The EC motioned for Joe and Marty to join them, which they did. At that point, the EC ask Joe and Marty what had taken place back at that industry switch at mile post 16. Joe’s mouth fell open and he felt his face turning red. He noticed the shocked look on Marty’s face, too.

Joe fessed up and explained what they had done. He said he didn’t think anyone would mind and they weren’t holding up anyone else in the excursion and it was just an industry spur. At that point the EC reminded both Joe and Marty about rule 4.09 Switches which states in part that (g)enerally switches must not be thrown unless authorized to do so by the railroad” and rule 4.16 Independent Operation which states in

part that “(o)peration outside of the organized group without the knowledge and permission of the Excursion Coordinator and the host railroad is prohibited.”

At that point the EC told Joe and Marty that he had no choice but to write up both of them for those two rule violations and send that to the Judicial Committee. The railroad official then advised both of them that they were no longer welcome on excursions on that railroad because of their transgressions and failing to remain with the group. That was a serious violation because they ran their motorcars on track without permission to be there.

Joe and Marty were stunned. As they let the words of the EC and the railroad official soak in, they did come to realize just how stupid they had been. Now they would suffer the consequences. They were both angry, but they were angry at themselves for being so stupid. They realized, however, that they had brought this on themselves. It was a long drive home.



A WIFE'S VIEW OF THE INDIANA EASTERN AND WHITEWATER VALLEY RAILROADS

BY THAREN LINNE

The rail car is Phil's hobby, not mine. I know little about the mechanics of a rail car, but I like riding along. I love taking photographs and enjoy seeing our great country from the inside of a speeder running the rails. From the eyes of a wife, I will describe my experiences over one weekend, Saturday and Sunday, October 15 and 16, on two different railroads, affiliated with two different organizations, arranged by two different event coordinators.

We arrived in Richmond on Friday, checked into our hotel, and drove to the Historic Depot District. Small



shops and restaurants lined the streets. Murals were painted on the outsides of many buildings. In one of the eateries, amidst a laid-back techie crowd, we had Ullery's Ice Cream sundaes and sipped Roscoe's coffee. The Pennsylvania Railroad Depot (below) was down the street across from a four-story building that housed an upper-floor Blues Club. An outdoor performance



stage was in the parking lot. Our visit relaxed us so we could go back to the room and get ready for the next day's ride.

On Saturday, we rode the Indiana Eastern, affiliated with Ohio Valley Railcars, from Richmond, IN, to Fernald, OH, and back. The event was coordinated by Dave Verzi, and twenty-five cars participated. We started down the track at precisely 9:02 a.m. because Dave likes to stay on schedule. Ahead of us was Rob Weller, some young blood in the organization, who Phil mentored. Behind us was Chris Allen, a female operator on her second excursion as operator. A steady ride took us to Cottage Grove, location of the CSX diamond, where we took a break (below, image by Richard Pruitt).



After the break, we crossed one of my favorite railroad bridges, a very high, very long bridge over the valley. Horses grazed in the pasture below. Along the way, farmers were combining their corn and beans. After turning our cars in Fernald, we headed back to Richmond. We stopped at Gary Skora's house beside the tracks to eat lunch and view the railroad memorabilia on Gary's property (Opposite page top). Lunch breaks are times to socialize. I wished my friend Rose Hines, whose love and humor make every trip worthwhile, could have been with us. After setoff and dinner, we returned to the hotel to watch Ohio State beat Wisconsin in overtime.



On Sunday, we rode the Whitewater Valley Railroad, affiliated with Great Lakes Railcars, from Connersville, IN, to Metamora, IN, and back. The event was coordinated by Stan Conyer. Nineteen cars participated. Much of the way, we were sandwiched between IN-121S and the Whitewater River (below) which gave us scenic



views of the river and the locks from the old canal (below). Cattle and goats grazed in a field. One calf stood by the tracks, watching us as we went by. We took a



break in Laurel near the Laurel Hotel, a good place for Jan Holm and me to pick up much needed coffee (below).

I think the coffee kicked in, because after the break, the scenery seemed more beautiful than before. We



crossed the Whitewater River, arrived in Metamora, and turned our cars. Since we had to wait for the tourist train to come in, we had a 2 ½ hour layover in Metamora, a quaint 18th century canal town. We scattered to take in as much as possible of what was available: the grist mill, the covered bridge, a canal boat, shops of all kinds, and eateries. I spent most of my time looking at old books in an antique store and found an old Pollyanna game board at another antique store. Phil made a new friend (below). We returned to the rails, stopped at the Laurel Hotel for a buffet meal, and then made our way back to Connersville.



Some women are homebodies who enjoy weekends when their husbands go away. That's not me. I would rather run the rails than stay home. Being married to a rail car operator makes life exciting and pleases my soul.

Tharen Linne

(Images by Tharen except as noted)

TOYS FOR TOTS* “ROCK” IN AREA TWO



BY MARK NORTH

On November 12, EC’s Boomer John Schmidt, Jamie Haislip, Al Tyson, Gary & Eileen Shrey from the Northern Central Railcar Assn (NCRA) affiliate worked in conjunction with the Delaware Coast Line RR (Mr. Dan Herholdt, President) and the Lewes Public Library (Ms. Maureen Miller, Assistant Director for Youth Services and Ms. Rebecca Lowe, Development Director) to host the DELMARVA first annual, Toys For Tots event in which over 200 children and their parents met the motorcar procession in which Dean Grote’s “Thomas the Tank Speeder” was featured. On this beautiful fall day, with foliage all in color, 21 motor cars ran the tracks between Georgetown and Lewes, Delaware collecting 98 unwrapped toy gifts and netting over \$1060 in donations. The Public Library’s Kids Resources staff pre-loaded the event by featuring the concept for several weeks in advance on their website and also during their Saturday story time hour - a standing event in which pre-school and grade school children discuss events. This day’s event just happened to focus on railroad trains. Also, Mr. Neil Corley, Sussex County Area Coordinator, and Mr. William Ertle, Delaware’s Toys For Tots State Chairman are to be recognized for their grand support of the day’s proceedings. Ron

MacArthur of *The Cape Gazette* (local newspaper) photographer rode



along and covered the event with a feature story “Railroad motorcars

provide glimpse of past.”

On November 13, NCRA EC’s (Jamie Haislip, Boomer John, Gary & Eileen Shrey) supported by the Wilmington & Western RR (Mr. Dave Ludlow, General Manager) hosted the second event that motorcar weekend. The day was clear, sunny, and crisp; plus the leaves were dazzling. The route followed northern Delaware’s Red Clay Valley, visiting Hockessin - Yorklyn - Greenbank - Marshalltown, all communities in the greater Wilmington area. A different mix of 21 speeders ran during the day gathering some 40 gifts and \$900 in donations. The entourage met the regularly scheduled weekend tourist train at Mount Cuba and the passengers mingled with the NARCOA crowd.



Top: Hockessin DE Toys run John Gonder and Toy Box; Middle: John Gonder and Santa on the SWP Nov 19; Bottom: Boomer John Schmidt and Mark North. photos by John Gonder and Larry Maynard

Then November 19, EC John Gonder, Appalachian Rail Excursions, LLC. affiliate, working with Carload Express’s Southwest Pennsylvania RR (Mr. Jim Streett, President) and Savage Intermodal’s (Mr. Tony Durco) created the initial Toys For Tots run in southwest Pennsylvania. The procession departed the Savage Intermodal Terminal in New Stanton, PA and headed to Mt Pleasant and Broadford, then turned to Scottdale, Everson, Tarrs, New Stanton, Youngwood, and ended in Greensburg, PA. The 19 motorcars and hyrails were judged for the best holi-





day festive decoration and Santa went along to greet everyone. The day started clear and sunny, but the southern Pennsylvania weather gods brought out very high winds and snow to complete the day. All-in-all, however, the day was an unqualified success netting 350 toys and \$3500 in money gifts. This was the first operation of its kind in southwest PA - but certainly not the last. Justin Engle, of *The Daily Item* (local newspaper) covered the event with a video story - "Railroad lovers collect toys in vintage speeders".



motorcars from their backyards to donate toys. The two leading hyrail pickup trucks and Fairmont A-4Es were soon filled to capacity. Also American Legion Post 541 was

Finally on December 3, Mr. Larry Maynard (EC of Central Pennsylvania Excursions affiliate) in conjunction with the North Shore RR's staff (Todd Hunter, Dianna Williams, Jeff Jeffries, Nikki Reedy, and Loni Briner) conducted the 13th annual motorcar run between Northumberland and Berwick, PA. It was a beautiful winter day - clear and cool, 26 motorcars and hyrails participated - gathering in route over 736 toys, 13 books, and \$3059 in gifts. This event has become a community event in central Pennsylvania; all along the route people pop out of nowhere, stop at crossings, or wave down



waiting in mass at Catawisa, PA to provide more donations. Jennifer Wakeman, news director of WKOK radio, provided pre-event preload info on their website to encourage public support - then rode along for the day to observe and report.

As a final note, I want to recognize Mr. Larry Maynard and his wife Carol for making the Toys For Tots a NARCOA institution. This worthy event provides toys for deserving children who otherwise would have a very scant Christmas morning. **Thank you Larry & Carol for a job well done!**

(*The USMCR's Toys For Tots program is proprietary trademark for a nationwide event that gathers holiday toys and gifts for disadvantaged children across the United States.)

Top: Southwest Pennsylvania RR Toys lineup at the Youngwood Railroad Museum Nov 19; Middle: one of many highly decorated cars. Bottom: Ed Summers car on the SWP Toys run NOV 19 at the Savage Intermodal yard. Mt Pleasant PA Photos by Larry Maynard



Clockwise from Left: The Grinch and Frosty came along to keep the kids happy; Logos of groups supporting Toys for Tots; pickup stop in Lewes; Toys fill the trailer; Dean Grote's Thomas brings the necessary to the party.





MOTORCARS DOWN UNDER

NEW ZEALAND

BY NIC DONCASTER

I have travelled to New Zealand a number of times over the past few years. The first time was to meet and greet a number of people, including those from the railway network owner, KiwiRail, to attend a few conferences run by the national heritage and tourist railway umbrella group, the Federation of Rail Organizations of New Zealand (FRONZ).

Each conference of FRONZ has included a ride on a local tourist railway, or three. This year the conference was held in Auckland, the major city of NZ, and included a ride on the Glenbrook Vintage Railway, the MOTAT tramway, and the Driving Creek Railway on the Coromandel Peninsula.

Whilst the bloody Kiwis (there is a friendly rivalry between us Aussies and New Zealanders) do many things well, not just lamb and dairy, they are particularly good at their heritage railways and their tourist activities. In previous years my

wife and I travelled on the Rail riders cars based at Rotorua, whilst this year my mate Don and I drove south from Auckland to experience the Forgotten World Adventures line between Whangamomona and Okahakura.

Don and I enjoyed the drive down from Auckland, which took us about 5 hours (we did not rush). This is heading into hilly country, where the roads are winding and narrow. They are stunning though, with lots of small towns to visit. We did part of the alternate route to get to Taumarunui, and recommend the detour to make the most of your visit.

These are two very different operations. Neil's operation at Rotorua uses automatically controlled custom built cars that require no input from the operator. His line is a down hill (or if you are going the other way) uphill trip between Mamuka and Ngongotaha (just out of Ro-



torua). His ingenuity in the design of the cars he runs, and their operating system is brilliant.

The cars operated by Ian at Forgotten World are golfing buggies, modified for use on rail. Originally they made use of a locally designed road-rail system, but following some modifications, now run on custom made wheels that have a plastic coating, mounted in keeping with the more traditional designs of speeder. This results in a quiet and fairly smooth ride. They operate in basically a “stop” or “go” mode, and have a maximum speed of around 20 kilometres (15 miles) per hour. Slow? Well yes, if you are used to running a speeder at 25 or 30mph, this is slow, but it is the right speed for this line.

Opened in the early 1930's, and closed in 2010, this line was a connector route between the North Island Main Trunk in the North and the line between New Plymouth and

Getting ready to set off from Whangamomona – lead car is our escort, we are in the car behind- lady to the right is our host. All Photos by Nic Doncaster.





Palmerston North in the South. It is a combination of 70 to 90lb rail, sitting on a mix of concrete and timber and generally in good condition. Factors contributing to its closure were cost of maintenance, as the line is in rugged terrain, and is prone to flooding and slips.

Its ruggedness and isolation is what makes this such a great experience, and why any more the 20km/h is perhaps “too fast”.

It is known as the “forgotten world railway” because of the areas isolation, and that it feels like the rest of the world has forgotten the region.

But that is its beauty. It runs through a number of small isolated towns that are beyond their heyday. They do have thriving communities, who, whenever we stopped, made us feel welcome. Where we kicked off – Whongomamona – promotes itself as a Republic. The Presidents of the Republic, but two, have been animals, Longest Serving President was Murt “Murtle the Turtle” Kenward (2005- to March 2016).

Our host for the trip, Maree, went beyond with her hospitality – nothing was too much trouble, she stopped and pointed out highlights of the line, including culverts, cut-

tings and tunnels. In the section we did, which took all day, there were 12 tunnels of two differing construction methods. Most being concrete lined, some being lined with locally sourced and made bricks. The longest tunnel is not far off a mile long.

And we were not pushed – the day was nicely paced, with plenty of time to stop and look and check out local features and animals. Lots of sheep, a few goats, a stoat, lots of cows, and an Australian invader, the possum! Sadly one hedgehog was not fast enough, and we not quick

tea to enjoy. They did a very good take on ANZAC biscuits (“cookies”) too. We did not finish the day feeling starved.

Don and I stayed at the Forgotten World Motel, this is owned by Ian. Its rooms have been refurbished, and include wonderfully comfortable beds, whilst Wi-Fi (how did we live without this in the past) is included. We dined at the local Returned and Services club restaurant one night (recommended) and the Golden Kiwi Takeaway the other (try the paua fritters). If you want something a little less exciting there is a McDonalds to help the indigestion. Generally Kiwi food is good, and good value for money.

If you are travelling to New Zealand, it is well worth the visit to Forgotten World, and a run on their railway. Whilst Don and I were out for the day, there are other shorter trips that you can do. Likewise, take the time if you are on the North Island to also visit Rail Riders at Rotorua.

Thanks to Ian, Maree and team for their hospitality.

If you wish to find out more visit: <https://forgottenworldadventures.co.nz> or <http://www.railcruising.com>

Nic Doncaster



*Above: Somewhere between Tangarakua and Tokirima. Land degradation (erosion) is a significant issue in New Zealand.
Bottom: The bloke is my mate Don Smith*

enough, and so became a victim. Sad, as the railway see that they have an active role in supporting and protecting the environment, and have been actively trapping stoats (ferrets) to reduce their number.

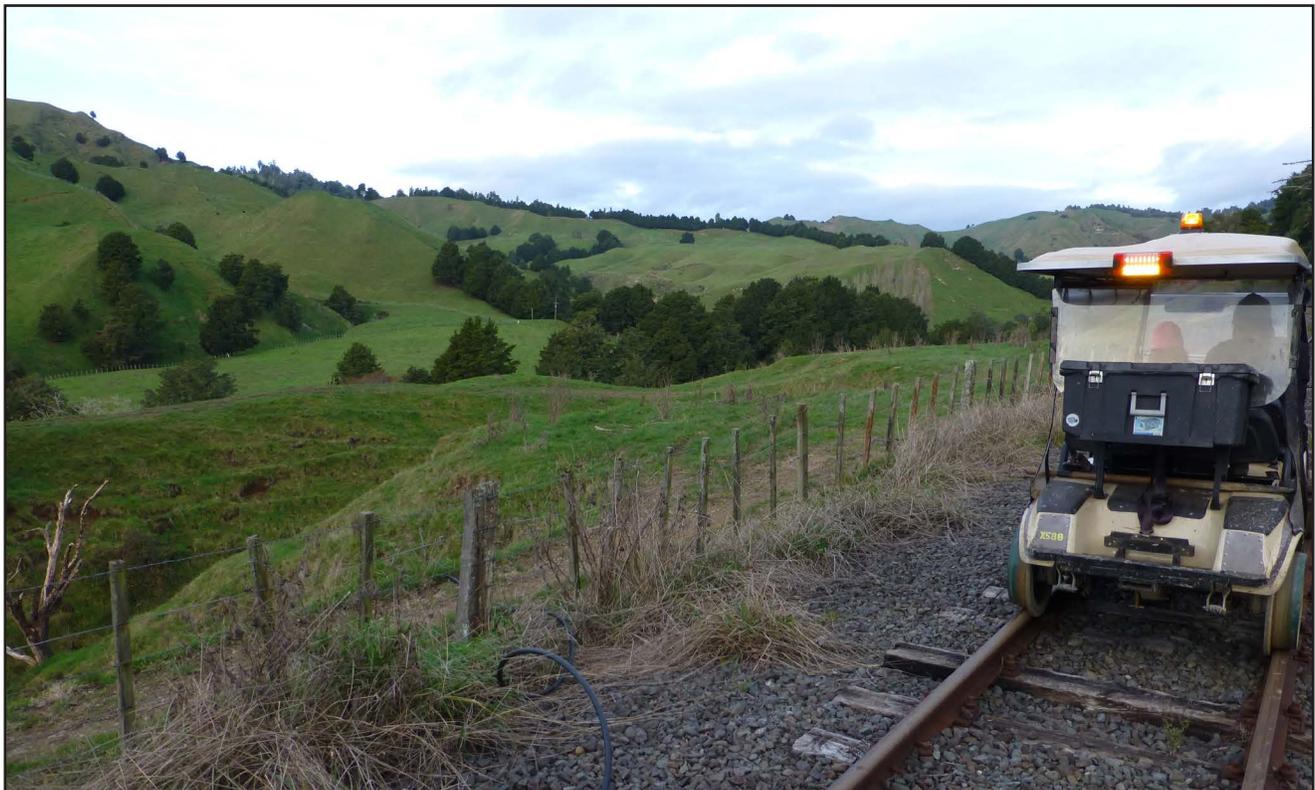
As well as our unplanned stop, there was morning tea, lunch and afternoon





Above left: This is one of the reasons that the railway was mothballed- the rock is a soft volcanic material that is prone to slipping - as can be seen here, photo taken near Tangarakua; Above right: Not a native to New Zealand, this is an Australian Possum – introduced onto New Zealand in the 1850s to provide meat, fibre and pelts; Below: Enjoying the New Zealand vistas

Opposite, Top: the afternoon tea stop at Toi Toi. Bottom: They drive on the left, down under, this is Ohura Road Level Crossing (Route 43). Photos by Nic Doncaster.





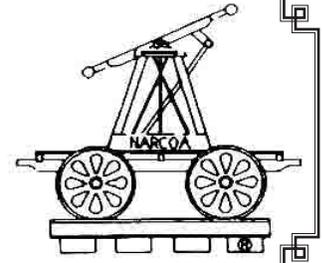
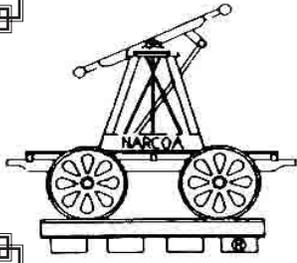
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Dec 31 - Jan 1 - GA posted 11/28

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New Years Eve Run - Pitts to Vidalia on Saturday approx.: 150 RT miles, Nashville to Valdosta on Sunday approx.: 90 RT miles \$170. 25 Car Limit. EC [Will Thompson](#) 229-723-8231 home 229-359-5701 cell.

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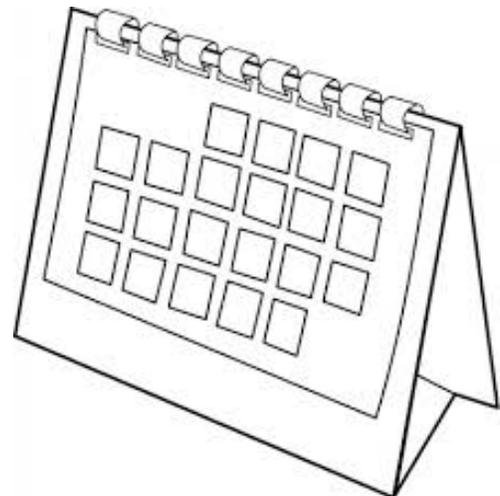
Mississippi Delta Railroad

SERO. Contact E.C. [Chris Thompson](#), phone (251) 463-3270.

Feb 1, 2016 through Dec 31, 2016 - CA

Amador Central Railroad

RRCHS. 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 hablo 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.

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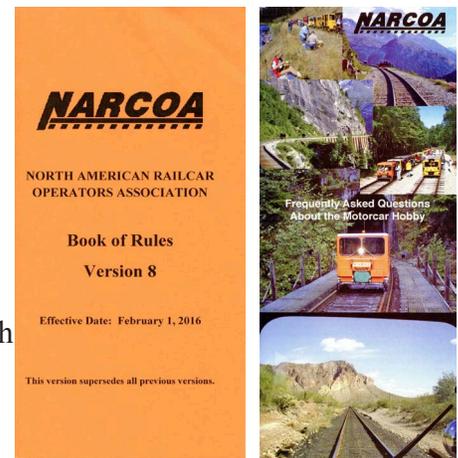
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Reproduction Fairmont Data Plates - These plates fit on the engine cover. They are correct for late 1930's to late 1960's cars. M9 M14 M19 S2 ST2 A3 A5 59C - maybe others. \$6.00 per plate except Membership plate which is \$3.00 + S/H.



Wheel Inspection Tools - Use the new aluminum 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 aluminum wheel profiles to determine track gauge. The stainless steel caliper is necessary to determine if you have the required 1/8" minimum wheel thickness. Calipers are \$30, calipers and one gauge \$40, calipers and two gauges are \$50, all plus + 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.

