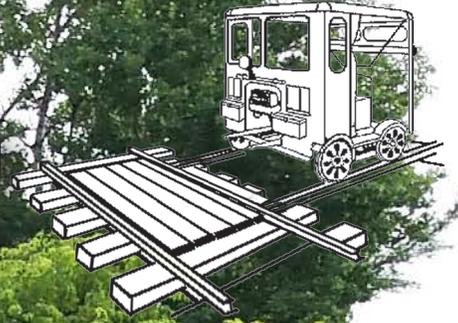


THE SETOFF



THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION
MAR / APR 2017 VOLUME 31 - No. 2



THE HISTORY OF THE SETOFF
TRAVESIA FERROVIARIA DEL BICENTANARIO

THE SETOFF

VOLUME 31 No 2

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

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The SETOFF is printed by
Greg Kightlinger, GEK Printing

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

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

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ON THE COVER: A passenger takes a break stop along the Adirondack Railroad; Photo by Gary Shrey

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PRESIDENT'S MESSAGE

BOB KNIGHT



Greetings to all of the great members of NARCOA all over the world. I can say that as several of our members from Australia have been seeking information and supplies from our company store. Now with that bit of news, I am happy to tell you about a milestone that has been reached in NARCOA. This publication and communications arm of

view their future. Check out his comments concerning issues facing their new rebranding efforts. I believe you will find a very similar parallel to our future as we move forward, namely leadership, members and finances.

NARCOA, "THE SETOFF" is 30 years old this March 2017! To help celebrate that milestone, I had asked, Richard (Dick) Ray to consider writing a history lesson for us to enjoy our rich history and he has done that with some help from other long time members of NARCOA. He has been working on this project for almost six months and collectively has divided into three chapters for a series for your enjoyment in this edition and the next several editions of THE SETOFF.

Please also note Mr. Mark Ray shares how we must share our story and we are going to do just that twice this coming April. NARCOA will again be showcased in the now HeritageRail Alliance spring convention in Bryson City, NC. A second opportunity will be in Dallas, TX at the American Short Line & Regional Railroad Association (ASLRRA) 2017 Connections Conference.

Please enjoy and thanks to many long time members that have been responsible for contributing to our 30 years of successful history.

It is great to see so many members stepping up to help NARCOA move forward. Please check out our NARCOA website for future excursions as you do your trip planning for this 2017 season. Also, please consider taking the time and effort to share an experience as a "trip/excursion/run" report that can be featured in a future edition of "THE SETOFF". Our editor, Mr. Brian Davis, will really appreciate your efforts.

Now speaking of changes taking place that we (NARCOA) are related to, I have to mention our membership with the Association of Tourist Railroads & Railway Museum (ATTRM) which has now rebranded their name to HeritageRail Alliance. Please take a moment to review the TRAINS magazine, March 2017, page 63, where Trains Editor, Jim Wrinn interviews their president, G. Mark Ray sharing their history and how they

Thanks and wishing all of you a very safe season on the rails!

Bob Knight, President



FROM THE EDITOR

BRIAN DAVIS

Well once again we come to that time of the year when there are few runs happening that your Editor could find a very bare cupboard. Fortunately this issue contains chapter one of Richard Ray's history of The SETOFF, the Travesia Ferroviaria Del Bicentenario run across Argentina, and a great How To article covering the rebuilding of a Fairmont Derrick. I do hope you enjoy them.

Here in Ohio we are just a few weeks away from our first excursion of the year, and we are ready!

We will see you on the rails!

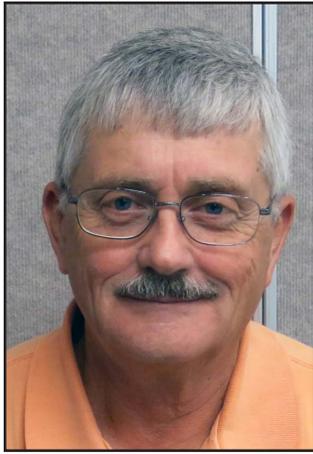
Brian & Jane Davis

IN THIS ISSUE

NARCOA Officials	2
President's Message	3
From The Editor	3
Directors' Messages	4
Spouses need Insurance?	6
Copies of The SETOFF?	7
Safety	8
Joe Speeder	9
Travesia Ferroviaria	10
Fairmont Derrick	14
History of The SETOFF	14
The SETOFF, Chapter 1	16
Upcoming Excursions	18
Suppliers	23
NARCOA Company Store	24

AREA

THREE



JEFF LEVENGOOD

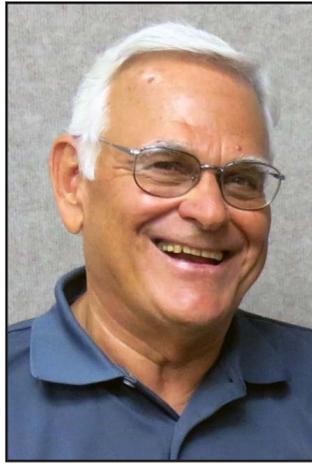
Hello to all members of Area 3 and the rest of NARCOA. Winter here in Area 3 has been very mild with little snow and ice. Too bad we don't have a crystal ball for weather as we could have had some nice winter riding. To those E.C.'s who responded to the request for information on your planning for this year I want to thank you. Your information will be forwarded to the NU-Rails committee. The excursion calendar is starting to fill up and some exciting runs are already posted and some already filled.

With a sad heart I am reporting the loss of another Area 3 member. Kenneth Levengood, my Dad, passed away Jan. 15th. One of the greatest gifts I ever gave him was introducing him to NARCOA. Dad spent most of his career working as a Section Forman on the same 74 miles of railroad under the ownership of four different railroads. He was probably one of the only members of NARCOA to operate his old assigned motorcar on the same 74 miles of track he worked on for many years. To all of you who sent emails, called, sent flowers, sent cards, attended calling hours, or attended the funeral, Chris and I want to give you a heartfelt Thank You!

Jeff Levengood

AREA

SIX



BOB KNIGHT

Greetings to all of you in Area 6. Well after a few warm days does cause one to do a little daydreaming about the upcoming motorcar season. It's always enjoyable to cruise through the NARCOA website and keep an eye on the new postings. Mike Ford has been busy doing his posting and Dave Otte has also indicated some possible excursions.

Don Schoeb also is in the planning stages. Please also check our neighbor area 7, First Iowa Division, as they will be posted soon.

Another great way to learn what is happening in our Area 6, is to plan on attending one or both of the upcoming annual membership meetings being held by two of our very active affiliates. You also will find great fellowship and a good time to share motorcar excursion tales!

Your first opportunity is the North Central Railcars Annual meeting being held in Windsor, WI (Just north of Madison), Sat, April 1st, starting at 11:30 AM at the Rodeside Grill. The address is 6317 Rostad Circle Drive, just off Interstate 39. There you will listen to the many excursions being planned by EC, Mike Ford, Dave Otte and Don Schoeb plus hearing other NARCOA reports of interest. President Dave Otte always plans an interesting meeting

and it is also a great time to fellowship and by the way, the food is very good.

The second opportunity is the annual Great Lakes Railcar meeting held this year on Sunday, April 2nd in North Judson, IN. The meeting will be held in the Hoosier Valley Railroad Museum Depot starting at 9:30 AM (Chicago zone time). President, Fred Lonnes plans to review all the area excursion opportunities and also EC, Mike Ford will share his excursion planning. So again, plan on some additional fellowship opportunities and also maybe get some motorcar questions answered. I do plan to attend both listed meetings to share many new and exciting national NARCOA updates.

Now I am pleased to announce and asking for several Area 6 members to help with telling the NARCOA story at the fall convention of the HeritageRail Alliance (ATTRM) being planned for Minneapolis, Minnesota this coming October 5th thro the 8th.

I will share more information as it becomes available.

I do look forward to meeting many of you at the coming meetings and also on the rails this 2017 motorcar season. Let's all plan on a very safe and incident free year!

Bob Knight

RADIO EQUIPPED

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

AREA SEVEN



CARL SCHNEIDER

The ECs of the First Iowa Division had a conference phone call in January to coordinate rides for the 2017 season. By the time you read this, the final calendar should be posted and available. I hope to see many of you on several of the excursions this year. One ride in particular that we have scheduled this year is the return to the Dakota Southern Railroad on rehabilitated rails both east and west of Chamberlain, South Dakota. This line has been upgraded to handle shuttle grain trains and the results will be a welcome change from the last time we rode this line three years ago when the tracks west of the Missouri River bridge were buried in the dirt and weeds. Another excursion change in name only is due to the sale of the Appanoose County Railroad at Centerville, Iowa to Progressive Rail. The new name is Iowa Southern Railroad but the rides will stay the same as in the past. There will still be a long ride between Centerville and Albia plus a second trip where we provide rides for the public all day long as a money making venture for the VFW.

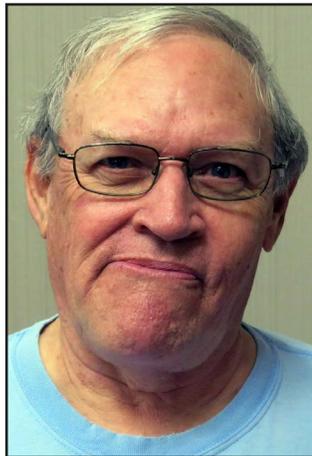
The excursion at Ft. Leonard Wood, Missouri on the army base that we've had the pleasure of riding for over 20 years will now be just a memory. Due to increasing security requirements, the demands to ac-

cess the base have become so stringent and hard to fulfill that it is no longer practical to plan a ride on this great railroad through the Missouri Ozarks. We'll miss this popular ride but those of us who have ridden it several times throughout the years can be glad we had the opportunity to see the beauty of Missouri from the rails.

The First Iowa Division ride schedule will be one of the main topics at the annual membership meeting on April 1st. Even though we've lost one ride, the schedule will still be full of opportunities to get out there and have fun while riding safely. Let's make 2017 the first year in NARCOA with no incidents so the JC committee can take a break from doing their duties.

Carl

AREA EIGHT



JOHN BROWN

Hello all my NARCOA members.

I am privileged to announce two new members to the NARCOA family.

Peter Simpson from Condor Australia and Kathy and Doug Davies from Terrace BC.

Doug emailed me stating he had joined NARCOA to get information on an A6 gang car they had recently bought from a scrapper. He admits the speeder will not fit into

their garage so I know now for sure that Doug and Kathy will fit into the NARCOA family. Mainly because I am sure we all had that situation at the beginning.

Also don't forget to get your insurance or as a little chinese laundry mad said when I was growing up "No ticky no laundry" or no insurance no running the rails

John Brown Area 8

AREA TEN



BILL ANDREWS

Even though the groundhog says six more weeks of Winter, I'm getting my railcar ready for excursions. Doing the usual maintenance, be on the lookout for potential troublemakers, like wheel filets wearing thin. Be sure to measure! Also, be sure you as an operator have been checked for maintenance and safety! No flapping, trailing clothing, sturdy boots, lots of rest before operating, careful observance of NARCOA policies and rules, respect for fellow operators, railroad, and the ECs. Everything we do or don't do determines whether we get return railroad invitations. Northwest rails will be shinier thanks to extra miles by motorcar excursions. In May MOW has a run in Eastern Idaho; PRO has plans posted or Montana, Coos Bay, Oregon (3 excursions),

Continued on Page 6

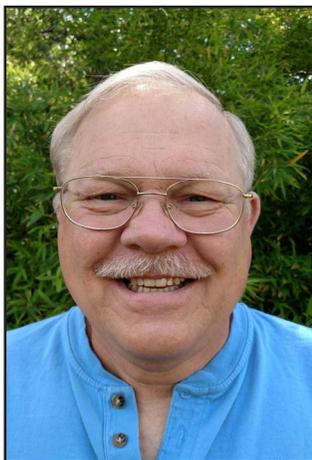
Area 7 message, cont'd.

WA and ID. Check PRO -and MOW websites for postings. These runs fill up fast, so don't be left out. Hope you all enjoyed *The SETOFF* feature on Area10's Keith Van Atta. I was proud to submit this article as Operation Lifesaver volunteers work diligently for rail safety awareness. Remember to download the current NARCOA Release document, printing both pages on one sheet of paper. Carefully check the Vehicle Inspection form against your Railcar's condition. Each item needs your attention, not just an automatic check mark. Although not required, I strongly recommend each operator have a radio. Occasionally an EC requires a permanently mounted radio in order to take part in an excursion. Contact with the EC is vital, particularly for unexpected occurrences such as a call for medical aid or assistance or unexpected track conditions. NARCOA is currently

focused on expanding host railroad numbers. Area Directors are investigating possible new host railroads. Boomer Schmidt is heading up this group, compiling research into track availability. ECs! A reminder that the Operations Manual has significant changes so be sure to download current version. Have a great season -- see you on the rail!

Bill Andrews

AREA
ELEVEN



BILL PARDEE

It's been fun watching the NARCOA excursion calendar start to fill in with excursions being planned for the spring and summer. Our EC's have been busy and we owe them a lot of gratitude for taking the time to organize these excursions. Since being elected to the board I am truly amazed by the behind scene issues that are discussed and acted upon to keep the NARCOA organization operating smoothly.

Well it's time to start changing oil, greasing trailer axle bearings, and general greasing of zerk points on the speeder in preparation for summer. Don't forget to check breaks and adjust where necessary.

Be Safe

Bill Pardee

MUST MY SPOUSE JOIN NARCOA TO OPERATE A MOTORCAR?

QUESTION: Does my spouse or family member need to pay for a separate NARCOA membership every year? I am a paid member. We own only one motorcar and take turns operating our car on excursions.

ANSWER: No, you do not have to buy two memberships UNLESS you want to operate two motorcars on the same excursion.

As an example: Bob and Helen are married. He is a paid NARCOA member. She has not paid a membership so she is a NARCOA Family member. They both have been mentored, have passed the on-line rule book test and are certified. Bob and Helen share the same NARCOA insurance. NARCOA insurance covers the member and immediate family. Bob and Helen take turns operating the same motorcar on an excursion so they are properly covered by NARCOA insurance.

Helen does not have a paid NARCOA membership.

She is considered a NARCOA Family member as part of Bob's paid NARCOA membership. However, she can operate the motorcar as long as Bob is present.

QUESTION: If this is the case, why would ANY spouse or family member spend another \$36 to become a full NARCOA Member?

ANSWER: The second NARCOA membership is unnecessary unless the family owns TWO cars that they want to operate ON THE SAME EXCURSION or if the spouse wants to attend an excursion by herself/himself.

Still Confused?? Send me an email and we'll talk.

See you on the rails,

Bob Hastings

NARCOA Membership

HOW CAN I GET BACK COPIES OF *THE SETOFF*?

Occasionally, folks ask for back copies of *The SETOFF* magazine. Fortunately, electronic copies of *The SETOFF* are kept in 'NED' (NARCOA Electronic Database) for member access only.

This is how to get to 'NED'.

1. Go to the NARCOA web site – www.narcoa.org
2. Click the “Members Only” box in the upper right corner of the Home page. This takes you to the Home page of 'NED' (NARCOA Electronic Database). This database is only accessible to active NARCOA members with a registered email address.
3. Click on the “Login” button on the 'NED' Home page and login with your email address and password.
 - If you do not have a password, click on “forgot password” and create a new password.
 - If you do not have an email on file with NARCOA, send a message to the membership team at membership@narcoa.org.
4. In the blue banner on the 'NED' Home page, click on the “Members” button.
5. Click on “*The SETOFF* On-Line Magazine” option.

POOF! – There is the library of Setoff magazines. PDF versions of the Setoff from 2013 to the present day are listed. Merely click on the date of the copy you want. The Setoff will open in Adobe Acrobat Reader. If you wish, you can print a hard copy from your home computer.

NOTE #1: You will need Adobe Acrobat Reader to print the pdf files of *The SETOFF*. To obtain a free copy of Adobe Reader, go to the bottom of *The SETOFF* page and click on the Adobe icon.

NOTE #2: Older copies of *The SETOFF* (2001 through 2012) are available directly from the NARCOA web site – www.narcoa.org. Click on the “Documents and Affiliates” button in the top center of the Home page. The pdf copies of the Setoff are listed under the “Setoff Archives” button on the dropdown menu.

NOTE #3: I have very few printed copies of back issues of *The SETOFF*. If you want a printed copy, send me an email with the issue date and I will check my supply. Each copy is \$6.00 (includes postage).

{The Editor also has back issues, so he is possible source to be consulted. - ED}

See you on the rails!

Bob Hastings

NARCOA Membership Team



“SAFETY” - WHAT’S YOUR DEFINITION?

BY JEFF FORD

As NARCOA seeks to develop deeper professional connections with our shortline and heritage railway hosts, I thought I’d take this opportunity to shed some light on our hobby from a “railroad professional” point-of-view. I’ve worked for a “Class One” in the western US for 18 years, 11 of which as a locomotive engineer. Three years ago, I took a step to get more directly involved in safety within my circle of influence in the operating department. I now am involved in several different safety initiatives on both a local and division level. Over the course of my career, I’ve benefitted greatly from a variety of experience and safety training which has shaped my safety outlook. I figure that if I’ve benefited from it, you could, too, so I’d like to share some insights.

I’d like to start with our working definition of “safety.” If you poll working railroaders about what it means to be “safe,” you’ll probably get something like, “We want people to go home the same way they came to work.” This “definition” is practically universal in the railroad industry. While it certainly is a wonderful sentiment and a worthy goal, unfortunately it’s an incomplete definition of safety. That evaluation may come as a surprise, but there’s a subtle difference between judging your safety by the outcome of the day and being *actively* safe.

Let’s take a closer look at this. If we simply evaluate our safety at the end of the day and say, “Well, we made it,” then we might be overlooking situations where we were simply lucky that something bad didn’t happen. Take for example changing a light bulb high up on the ceiling. There’s a good chance that when the need arises, you pull out that rickety old barstool and stand way up on your tiptoes to get to the expired bulb trying the whole time to avoid a fall. You can do that a hundred times and never get hurt, but does that make it *safe*? Of course not, you’re just playing the odds.

The safer alternative is taking the time to go to the shed for the step ladder – a tool built for that job. While you’re at it, you place the ladder in a stable location –

so it’s less likely to tip. You use three-point contact to ascend and descend the ladder – for a secure grip and footing. You might even enlist the aid of a helper to hand up the bulb - so you don’t have to manage it while you’re climbing. When you pause to evaluate the situation ahead of time, you can see that taking the time to make it safe will ensure both your body and your dignity remain intact when the project is over.

Let’s return to the task of a better working definition of safety. A better definition needs to take into account an active effort to *make* things safe. As cheesy as the old saw might sound, “Safety doesn’t happen by accident.” Precaution – caution before – is the best preventative. Over time, from experiences both in and out of the railroad, I’ve arrived at my own definition and it goes something like this: “Safety is asking yourself what can go wrong in a situation and working actively to prevent it.” When we take the time to make things safe by evaluating the situation and working methodically to stay safe, we can be assured at the end of the day that we were actually, *actively*, safe.

That’s all I have for you this time. We’ll continue this conversation in the next Setoff. Until then, look for ways to be actively safer. Cultivate the habit of analyzing ahead of time where things can go wrong and most importantly, work together to protect yourselves. After all, that’s the whole idea behind the group safety briefings we have at the beginning of our excursions. Take care, and *make* it a safe trip.



JOE SPEEDER

I NEED COFFEE

The weekend of the ride that Joe Speeder had been looking forward to for months was just days away! Joe had been prepping his motorcar the previous weekend to make sure it was ready for action. He had it loaded on the trailer and ready to go.

Early Saturday morning Joe got the trailer hitched up and he was ready to roll to the set-on location. He looked at his watch. It was now about the time that Joe had wanted to depart. Joe double checked the ride information that he had received: Safety Meeting at 7:30am, Departure at 8:00am, meet the Tourist Train at 8:30am. Joe got underway but he wanted a cup of coffee. He knew that he had padded his drive time by about 30 minutes so he pulled in to the local convenience store to grab a cup. With the hot cup of coffee now in hand Joe hit the road. He wasn't too worried about losing several minutes at the convenience store because of the extra time he had allowed for the drive.

Joe hit the interstate and was on his way. The drive was going okay - until he got to the scene of an accident and he found the road blocked with traffic backed up for over half a mile. It took a few minutes to clear debris from one of the lanes but the police were finally able to get one lane of traffic moving through the accident scene. Joe was getting nervous about the delay. Traffic started moving but it was moving very slowly as the lanes merged into one and everyone gawked at the accident as they drove by. Joe finally got through the mess and back up to speed. He looked at his watch and saw that he had lost another 30 minutes on the road now in addition to the time lost at the convenience store. Joe was now getting really nervous.

Joe finally arrived at the set-on location and noticed as he was driving up that everyone already had their motorcars on the rail and they were all walking toward their cars. Joe looked at his watch and saw that it was 7:52am! He was even more panicked now than he had

been while stopped in that traffic jam. Joe ran over to the EC and handed him his NARCOA General Release form and his NARCOA Rail Vehicle Inspection form and he told the EC it would only take him a couple of minutes to get his car on the rail and he would be ready to go. He apologized to the EC for running a little bit late due to the accident on the interstate. Then the bomb dropped.

The EC told Joe that he had arrived just as the safety meeting was concluding. He reminded Joe that it was mandatory for all participants to attend the safety meeting. The EC looked at his watch and pointed out that they were scheduled to be departing in just a couple of minutes and they had three miles to run and get in the clear in the siding at least ten minutes before the passenger train arrived there at 8:30am. The EC told

Joe that he was very sorry but he could not allow him to go on the excursion at this point because there was no way to get his car on the rail and ready to go and then go over the safety meeting information again. They needed to depart right then in order to maintain the schedule that he had worked out with the railroad and make the scheduled meet with the passenger train. Joe felt a big lump in his throat as he realized that he had fooled around and was now going to miss the ride he had looked forward to for months!

On the drive home Joe had plenty of time for coffee stops and, of course, there were no traffic issues causing delays now. As Joe thought back through what had happened this morning, he realized he had no one to blame but himself. Well, on second thought, he also blamed that idiot that had caused that wreck on the interstate that morning but he realized that had he just started his trip a little earlier he would have arrived in plenty of time. Joe knew the rules and he understood that the EC had little choice but to turn him away after his late arrival. He promised himself that he would not let that happen again.



A MOTORCAR TRIP LAST SUMMER (THEIR WINTER) IN ARGENTINA BY DOUG GENTLES



Above: a group of school children who came out to greet us in a small village. Opposite: The Route. All: photos by Doug Gentles

South America is home to a variety of railway gauges. Argentina alone has Indian Gauge (5' 6"), Standard Gauge (4' 8.5"), Metre Gauge (3' 3 3/8") and a short tourist line in Patagonia once used to transport prisoners (2' 5.5"). Some dual gauge yards can still be found, allowing for the transfer of goods from wagons of one gauge to wagons of another. While the yards are still there, I am unable to confirm that the transfers still take place. Facilities have also existed allowing for the lifting of wagons off trucks of one gauge and placing them on trucks of another.

The economy had led to the abandonment of many of the railway lines of South America. There has been a resurgence of activities over the past 5 – 10 years of lines that had fallen into disuse. The refreshing reality of railway abandonment in South America is that the lines generally appear to be left intact, with no prying scrapers after every tonne of steel.

The excursion I was invited to participate in was named "Travesia Ferroviaria Del Bicentenario" and was entirely on Indian Gauge. My participation has been five years in the making. The group, while not large, is enthusiastic to say the least. 800 kilometres in 8 days in the Argentinian winter! We traveled on a motorcar manufactured in Argentina and a pushcart. Twelve of us would fit on these every morning, and only had to push the consist up a moderate grade once.

My 11 excursion companions included running trades and maintenance-of-way personnel from Ferroexpreso Pampeano, a works foreman from a railway manufacturer, a veteran of the Malvinas (Falklands) conflict with Great Britain, a photographer, and a videographer.

I had seen photographs of an excursion they had done a number of years ago in southern Argentina and Chile. On that excursion, they appear to have had two open

TRAVESIA FERROVIARIA DEL BICENTENARIO

CONDUCTORES:

- IVAN JUAREZ
- MARIO MARTINEZ
- JORGE MARTÍN
- MAURICIO GUTIERREZ

CAPATAZ DE CUADRILLA:

- MARIO SARAVIA

JEFE DE PATIO N.C.A.

- HUMBERTO NOCELLI

COMISION FERROVIARIA

BAHIA BLANCA:

- ING. EDUARDO MATARAZZO

VETERANO DE GUERRA:

- SANTIAGO QUINTERO

Asoc. FERROVIARIA DE CANADA:

- DOUG ORKNEY

DOCUMENTALISTA :

- GABRIEL GONZALEZ CARREÑO

FERROCOPA BAHIA BLANCA:

- JOSÉ CANO

EXPO VIVERO CASON:

- GUSTAVO MASTROCOLA



*“No se puede amar lo que no se conoce,
ni defender lo que no se ama”*

GENERAL DON JOSÉ DE SAN MARTÍN



motorcars with 3 – 4 riders on each. They appear to have slept in their sleeping bags on station platforms.

I was surprised when I was invited on the excursion in June because they generally have their excursions during the summer, and June is during their winter. The

excursion was held in June to coincide with the bicentennial of Argentina. June, in the pampas can be cold and wet. You will see from the photos that the participants are dressed for both. We slept in schools, gymnasiums, dormitories and railway buildings. The route ran from Bahia Blanca to Tucuman, with many stops along



the way at stations in communities large and small. I believe the total mileage was over 700 miles.

At these stops it wasn't uncommon to be greeted by school children with flags and artwork depicting railway equipment, including pictures. Children in one small community had to travel to a nearby city for school, but we were greeted by a small group of children from a community daycare. During the stops, members of our group would speak to the children about the importance of the bicentennial, railway safety, and about veterans of the war with Britain.

Another project in the works over the 5 year period has been a possible motorcar excursion over the standard gauge railway lines of Uruguay utilizing motorcars shipped to Montevideo by NARCOA members. It is estimated that the journey would be about 1200 miles over 12 days and would be sponsored by a group of steam train enthusiasts

in Uruguay. Unlike my recent adventure, it will take place in the Uruguayan summer (likely January or February) and will involve sleeping in pleasant hotels rather than on railway platforms. Please email me at Orkney.hirail@yahoo.ca for further information.

Opposite top: The excursion is "in the hole" for a 32 car grain train. Above: One of the members of our group on the radio with a dispatcher to get track warrants. Below: Ivan is our leader and operator. Opposite below: The 12 of us arriving at a small station on a very wet day



FAIRMONT W64 A SERIES DERRICK RESTORATION

BY PHIL HOPPER



engine was bored and fitted with a new piston and rings. The crankshaft was resurfaced and installed in the crankcase with all new bearings. The valves and valve guides were replaced. A new carburetor, magneto, cylinder head, muffler, and gas tank were added to complete the overhaul. The engine came to life on the second pull of the starter rope.

Next, I removed the hydraulic components of the derrick so the boom, center mast pipe, strut supports, rail clamps, and derrick deck could be reconditioned. I had planned to take the Vickers vane pump and hoist motor apart for cleaning and inspection but the Vickers dealer said those items were declared “obsolete” and no longer available in 1975! Luckily, all the moving parts were loose and the gaskets didn’t leak. The hydraulic fluid runs through two large, solid copper coolers that hang under the engine. I spent 3-4 hours straightened the cooling vanes to maximize the cooling capacity of the coils.

In December 2015 I purchased the W64 Series A Fairmont Derrick from the Smithville Railroad Museum in Smithville, Texas. Prior to my purchase the derrick had been on display outdoors and unprotected from the weather and local vandals for many years. The derrick was in deplorable condition and would have to be totally restored.

The first problem was moving the derrick to my home over 100 miles away. With a heavy 13 ft. boom that rotates 360 degrees, driving the derrick down the road was an however, the derrick’s center of gravity couldn’t be centered on the trailer’s axles. As a result, if I exceeded 50 miles an hour, the trailer and derrick began to direct the movement of the truck. It was literally the “tail wagging the dog!”.

The derrick was stripped down to the bare steel structure. After all paint and rust was removed, everything was primed and painted. The old wood deck was removed and saved to serve as a pattern for the new deck. Pressure treated boards used for the deck were stained and covered with two coats of outdoor polyurethane for protection. The rail clamps of both ends of the deck were removed, disassembled, heated with a torch, straightened, primed, painted and reassembled. The

Once I got the derrick home, I decided to restore it while it was still on the trailer. This arrangement did slow down the restoration process, but it proved more beneficial in the long run. My first challenge was to remove the Wisconsin Model AENL 9-horsepower, single cylinder engine that ran the hydraulic hoist system. The engine was taken to a local shop where it was completely disassembled and overhauled. The





was wound around the boom drum, all boom and pedestal pulleys, and the lifting block.

If you are considering a rebuild I can't stress enough the importance of taking numerous pictures of every detail of anything being disassembled before you actually begin disassembly. What might look intuitively obvious at the time of disassembly may soon become a faint blur of your memory when it comes time to re-assemble. The order the cables went through the pulleys is a case in point. Without pictures, replacing the boom cable would be virtually impossible.

The restoration was complete after four long months of work. A special thanks to Steve Paluso of San Jose, CA for providing me with the original service instructions and parts list for the W64 A Series Derrick Car and Hydraulic System.

Phil Hopper
San Antonio, TX
210-845-4119



iron brake shoes were practically new but the wooden blocks were seriously deteriorated. New blocks were obtained, stained and coated with outdoor polyurethane. All the original steel hardware (nuts, bolts, washers, etc.) was discarded and replaced with stainless steel for weather resistance.

It was vital the boom and hoist cables be undamaged since the derrick was rated at a 3,000 lb. lifting capacity. Any corrosion, broken strands, or cable kinks would seriously compromise the cable's strength. The exposed portion of the long hoist cable was severely corroded. The cable was completely unwound and the corroded portion removed. The boom cable was beyond repair so 200 feet of 3/8" galvanized cable was procured. Replacing the cable turned out to be the hardest part of the restoration. The entire length of the cable had to be unrolled and pulled into a straight line on the ground. Then, starting at the boom drum, the entire length of the cable had to be pulled through each of eight successive pulleys one at a time until the cable



THE HISTORY OF THE SETOFF

BY RICHARD RAY

INTRODUCTION

In April of 2016, President Bob Knight approached me about writing a history of our organization and publication. With the 30th anniversary of the first issue coming up it seemed to be an excellent opportunity for this, and Bob realized that I had a full set of the publication and that I had been there from the beginning.

Spring 1987 marked the first issue of THE SETOFF Publication. The NARCOA organization had actually begun to exist as a small, loose list of members doing some railroad tours several years earlier, but it is impossible to establish a beginning date. The Organization deserves its own history.

Enjoy!

CHAPTER 1 The Formative Years

The first publication of railroad motorcar activity was found in publication of the Southern Michigan Railroad Society (SMRS) in some 1986 editions of THE CROSS TRACKS, which was their publication. That organization focused on preservation of railroading, particularly in southeastern Michigan. Some space was allocated to motorcars in this and a few earlier issues.

The driving force for a motorcar publication was as

a result of the first NARCOA convention in 1985 that was organized by Jeff Dobek, Doug Leffler, and other members of the SMRS. But since the SMRS had a different focus, of which motorcars were only a small part, the SMRS publication staff decided to start a separate publication, focused only on motorcars. Doug Leffler became the editor, and he also created our logo which was chosen to show a motorcar sitting on a setoff instead of speeding along the tracks. This was to stress safety rather than excitement. Naming the publication THE SETOFF was a clear choice.

The first issue was published in the spring of 1987. The masthead listed Doug Leffler as Editor, Dick Ray as Associate Editor, and Joel Williams as Roster Coordinator. It consisted of eight pages with four articles. The publication was to be four issues per year. Subscriptions were \$10 per year but there was no membership fee at the time. After one year THE SETOFF was up to 12 pages and Brett Tallman was on the masthead as Contributing Editor (West Coast). Ernie Jeschke was our printer.

The first year of publication had only three issues because it started in the spring. So the fourth issue was the Winter 1988 issue and then the second volume again started in Spring 1988.

The first year of publication, 1987, had only three issues in 1987 due to starting in the spring of 1987. Issue #4 was published in 1988.

Photo by Rose "Rusty" Hines



It was not until 2005 that new volumes started with the Jan/Feb issues.

By 1988 each issue had grown to a total of 44 pages and each issue had a continuing series entitled "Meet This Member" which consisted of a photo and a short biography including their motorcar history. The publication started publishing scheduled meets and meet reports in this year. NARCOA Member plates for motorcars were now offered as a NARCOA enterprise.

1989 marked the advent of a series called "A notable Quote from The Track Inspector" which was a lightly humorous saying. Later it was titled, "The Track Inspector Sez", with several members contributing to it. Another on-going series was "Organization News" written by Joel Williams. Also a few For Sale ads began to appear. This year marked the beginning of the "Why Won't It Run" series by Dick Ray. In those early days, without the experience of the old time railroad mechanics we had to learn for ourselves. The series eventually ran for six years ending with the Summer 1995 issue.

In addition, 1989 marked the first NARCOA trip on the South Branch Valley railroad in West Virginia. That is notable because it still runs every year and is the longest continuously occurring meet. (In 1992 there were 60 motorcars attending!) The meet articles such as this were becoming a large portion of the publication, and were the fundamental reason for creating the publication. Around this time the pre-Harsco reproduction ID plates for motorcars were offered by Dick Ray in NJ, who also did the NARCOA Member plates designed by Doug Leffler. Advertising was via handouts at meets because the advertisement sheet would have taken up an entire page in THE SETOFF.

Gene Tucker became Editor of THE SETOFF with his sister, Deanna Baird, as Co Editor in 1990. We remained at 44 pages total for the year.

1991/1992 marked the largest number of pages at an average of 68 per year. We had a lot of photographs from the early days of motorcars, and a new column titled "Editors Notes" was started. Doug Leffler returned as Contributing Editor. Meet notices took up more than one page as did the For Sale ads. The first calendar was issued in 1991. The use of the word, "Meet" was common up to the end of 1996, when it was replaced by the word, "Excursion". Trip Reports often used both terms interchangeably. It was never a policy.

The notice of the incorporation of NARCOA was announced in the summer of 1993, with David Rose as

Chairman and Stan Conyer as Vice Chairman. Six other members comprised the Board of Directors. The insurance premium was \$75 and the coverage was up to \$5 million. THE SETOFF had a total of 72 pages for the 1993 year and 76 pages in 1994. Each month there were two pages of meet notices and two more of For Sale ads.

At the time of incorporation in 1993, THE SETOFF was at 12 pages and had many meet notices and For Sale items. The publication was the primary mode of informing members of upcoming activities. The Masthead showed Doug Leffler as Editor, Associate Editors were Dick Ray and Brett Tallman. Joel Williams was NARCOA Roster coordinator.

A notable article in the Spring 1994 issue was a letter from the late Hank Brown, calling for more unity. He observed that there were six rulebooks and another on the way. Quoting from his letter, "Only when we end the petty jealousies, turf protection, and ambiguities of rules and regulations, and begin to work together toward common goals will we achieve the recognition of national status from the railroads".

The fee of \$10 per year continued and members had the option of paying \$19 for two years which was a break-even point. Postage for THE SETOFF at that time was \$0.52 for a 12 to 20 page issue. From the beginning there were four issues per year.

The Spring 1994 issue announced the results of a preliminary meeting in Chicago to explore a re-organization to make us truly a national organization. The Fall 1994 issue announced the results of the meeting that resulted in the re-organization of NARCOA with increased documentation and a more active Board of Directors. Although the reorganization took place over several years, we denote 1994 as the year of the event.

The Winter 1994 issue carried the first ad for Name Badges at \$2.00 each. The service was provided by Ed Bush in New Jersey. Letters to The Editor occupied a number of pages and typically were discussions about previous letters. THE SETOFF remained the principal method of communicating organization changes and policies.

The 1995 and 1996 page totals were 140 and 128 respectively. A major part of the increased page count was reports from various committees and other NARCOA business information. Meeting minutes and official forms such as the release form and agreement were published. Changes to forms and Rulebook changes were frequent.

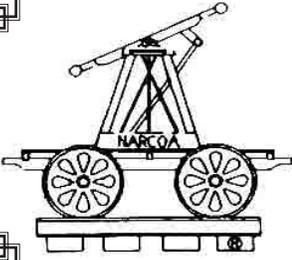
The number of issues of THE SETOFF expanded to six per year in 1996, instead of only four. A major reason for increase was to meet the increase of organization and future activities information going out to members. A few Incident Reports were published in 1995 with the expectation that it would increase safety. THE SETOFF was beginning to be the main source of information transmittal to the members.

A unique feature in the Nov/Dec 1996 issue was the Boomer King Contest, which was a list of 50 different things that could be accomplished, such as "operate above 9000 feet altitude", "Operate in Canada", and

"Operate in Mexico" as a few examples. A point system would determine the winner, who was later determined to be Bob Schuknecht in Michigan.

The feature never ran again possibly because it was a bit "tongue in cheek" and did not fit in with the increasing official tone of THE SETOFF.

Gene Tucker remained as Editor with assistance from Deanna Baird who took over as the sole Editor in mid 1996. The rest of the Masthead remained the same except Ron Zammit was added as NARCOA president after the reorganization in 1994.



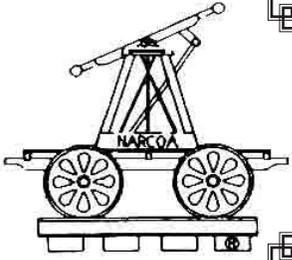
NARCOA EXCURSIONS

AS OF DEC 22, 2016

Please submit all excursions and ads directly to

webmaster@narcoa.org

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



Mar 4 - 5 - TX posted 02/03

Capitol Metro Transportation

Llano to Scobee Spur, - Approx. 54 miles RT each day or McDade to Giddings – approx. 42 miles RT each day. Contact EC prior to run. This will be a cleanup ride. Fee: \$30 membership to Railroad Partners, Inc. EC [Leland Stewart](#), [Frank Glatzl 512-918-2412](#)

Mar 11 - 12 - TX posted 02/03

Capitol Metro Transportation

Llano to Scobee Spur, - Approx. 54 miles RT each day or McDade to Giddings – approx. 42 miles RT each day. Contact EC prior to run. This will be a cleanup ride. Fee: \$30 membership to Railroad Partners, Inc. EC [Leland Stewart](#), [Frank Glatzl 512-918-2412](#)

Mar 18 - OK Posted 02/20

A-OK Railroad

Harrah, OK. Approx. mileage 65 plus, Oklahoma Railway Museum organized trip. Information posted on museum website. Set-on fee of \$20.00. Operations on former Rock Island line. EC Drake Rice, 405-478-3225.

Mar 18 - 19 - TX posted 02/03

Capitol Metro Transportation

Llano to Scobee Spur, - Approx. 54 miles RT each day

or McDade to Giddings – approx. 42 miles RT each day. . Contact EC prior to run. This will be a cleanup ride. Fee: \$30 membership to Railroad Partners, Inc. EC [Leland Stewart](#), [Frank Glatzl 512-918-2412](#)

Mar 24 - PA Posted 01/18

Colebrookdale RR (former Eastern Berks)

Travel from Boyertown to Pottstown, RT of about 17 miles. Multiple trips will be made. This is a very scenic country railroad. NARCOA rules will be observed. 25 car limit. \$30 per car. EC Gary Shrey.

Mar 25 - PA Posted 01/18

Allentown & Auburn RR

A day of motorcar running between Kutztown and Topton (approx 10 miles R/T). Number of repetitions to be determined on that day. Cost: \$37.00 this includes a ride on the "PRR Doodlebug" for everyone after the speeder ride. NARCOA event. EC John (Boomer) Schmidt.

Mar 26 - PA Posted 01/18

West Chester Railroad

Third NCRA excursion on this railroad. We will make multiple trips from West Chester to Glen Mills, a distance of 7.7 miles. Our route will follow Chester Creek and pass a number of historic railroad stations.

Cost for the day is \$30 per car. There will be a 25 car limit. EC Jamie Haislip.

Mar 25 - 26 - TX posted 02/03

Capitol Metro Transportation

Llano to Scobee Spur, - Approx. 54 miles RT each day or McDade to Giddings – approx. 42 miles RT each day. Contact EC prior to run. This will be a cleanup ride. Fee: \$30 membership to Railroad Partners, Inc. EC [Leland Stewart, Frank Glatzl 512-918-2412](#)

Apr 1 - 2 - PA posted 01/12 **FULL – Waiting List Started**

Reading Blue Mountain & Northern

We have a verbal agreement to hold a 2-day excursion starting in Jim Thorpe and returning each day. We will cross the Hometown Trestle twice each day. One day to Mt Carmel Jct. and Oneida Jct. on the other. Notification by e-mail. To be put on the list, contact: [Gary Shrey 717-227-9628](#)

Apr 1 - TX posted 02/03

Capitol Metro Transportation

Bluebonnet Run. Llano to Scobee Spur – Approx. 54 miles RT each day or McDade to Giddings – approx. 42 miles RT each day. Contact EC prior to run. Fee: \$40. No charge to RPI members. EC [Leland Stewart, Frank Glatzl 512-918-2412](#)

Apr 2 - TX posted 02/03

Fort Worth and Western RR

New Excursion for Railroad Partners, Inc. 44 miles RT between Dublin and Gorman. 2 RT's for 88 miles total for the day. Trip fee: \$80. EC [Leland Stewart](#)

Apr 2 - TN posted 02/17 **FULL – Waiting List Started**

Hiwassee River RR- TVRM (Hiwassee Loop)

Ride through the Hiwassee River Gorge and around the Hiwassee Loop on Tennessee Valley Railroad Museum's Hiwassee River RR (former L&N Old Line). Etowah, TN to Copperhill, TN. 86 miles Round Trip. No Mentoring. No passenger trailers. SERO affiliate. Cost \$95. Contact: [Bill Delmar EC 404-636-3450](#).

Apr 7 - 10 - FL posted 01/15

Florida Central, Florida Midland and Florida Northern Railroads

SERO excursion. Friday - Florida Midland between Lake Wales and Frostproof. Saturday - Florida Central between Winter Garden and Mt. Dora with new track

past Mt. Dora available, Sunday - Florida Northern from Ocala. 140 - 150 total miles depending on conditions. Cost \$175. EC [Keith Mackey 352-347-0770](#)

Apr 15 - 16 - TX posted 02/03

Capitol Metro Transportation

Llano to Scobee Spur, - Approx. 54 miles RT each day or McDade to Giddings – approx. 42 miles RT each day. Contact EC prior to run. This will be a cleanup ride. Fee: \$30 membership to Railroad Partners, Inc. EC [Leland Stewart, Frank Glatzl 512-918-2412](#)

Apr 22 - CA posted 02/09

Amador Central RR

Recreational Railroad Coalition Historical Society Photo Run. There will be two runs from Ione to Martel and back for a total of 40 miles. This is the most beautiful time of the year on the AMC so grab your camera and come on out. Run fee is \$45. Contact [Tom Correa, EC](#).

Apr 22 - 23 - OK posted 02/09

Farmrail RR

From Clinton, OK. Approx. mileage 200 plus, Oklahoma Railway Museum organized trip. Information posted on museum website. Set-on fee of \$70. Operations on former Rock Island and Frisco lines. EC [Drake Rice, 405-478-3225](#).

Apr 22 - 23 - TX posted 02/03

Capitol Metro Transportation

Llano to Scobee Spur, - Approx. 54 miles RT each day or McDade to Giddings – approx. 42 miles RT each day. . Contact EC prior to run. This will be a cleanup ride. Fee: \$30 membership to Railroad Partners, Inc. EC [Leland Stewart, Frank Glatzl 512-918-2412](#)

Apr 29 - IA posted 02/06

Boone & Scenic Valley Railroad

First Iowa Division ride in Boone. 22 miles round trip and we'll ride this three times during the day and once at night. Cost is \$30 per car plus current membership in the Iowa Railroad Historical Society (\$25). EC for this ride is [Carl Schneider \(515-967-5181 \(H\) or 515-494-4401 \(C\)](#).

Apr 29 - PA posted 01/20

Everett RR

Annual excursion. Set-on will be in Hollidaysburg 55-60 total miles. Roaring Spring station lunch stop. \$45. EC [Gary Shrey 717-227-9628](#)

Apr 29 - 30 - TX posted 02/03

Capitol Metro Transportation

Llano to Scobee Spur, - Approx. 54 miles RT each day or McDade to Giddings – approx. 42 miles RT each day. . Contact EC prior to run. This will be a cleanup ride. Fee: \$30 membership to Railroad Partners, Inc. EC [Leland Stewart](#), [Frank Glatzl 512-918-2412](#)

Apr 30 - OH posted 02/18

Greenfield Railroad

Greenfield (Ohio) Ohio Valley Railcars excursion, 60 mile round trip, lunch included. 30 car limit, OVR rules, Fee \$100. Contact [Dave Verzi by email](#).

Apr 30 - WV/MD posted 01/20

Western Maryland Scenic RR

the annual excursion. Set-on will be at the engine house in Ridgeley, WV. We will travel to Frostburg and turn on the turntable. 34 Total miles. Set-off by 3 PM. \$40. EC [Gary Shrey 717-227-9628](#)

May 6 - OH posted 02/18

Toledo Train Day

Motorcar operators are invited to display and operate their motorcars. Space for 10 cars. No fee event, NARCOA insurance required. Contact [Phil Linne](#).

May 6 - PA posted 02/06

Lycoming Valley Railroad

Northern Central Railcar Association will host a 50 mile RT ride from Williamsport, PA to Jersey Shore, PA and back and from Williamsport to Montgomery and back. Registration fee - \$60. EC [Gary Shrey 717-227-9628](#)

May 7 - PA posted 02/06

Nittany & Bald Eagle Railroad

Northern Central Railcar Association 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. EC [Gary Shrey 717-227-9628](#)

May 13 - IA posted 02/25

Midwest Electric Railway

The First Iowa Division is hosting a new ride on the Midwest Electric Railway on the Midwest Old Threshers grounds in Mt. Pleasant, IA. This will be riding the trolley track which is one mile plus per loop. Cost is \$20 per car. EC for this ride is [Frosty Farrell](#).

Contact [Frosty \(660-341-7842\)](#).

May 27 - 29 ID posted 01/23 **FULL – Waiting List Started**

Eastern Idaho Railroad

Motorcar Operators West May 27th Idaho Falls to Ashton, May 28th Idaho Falls to Newdale, May 29th Idaho Falls to Menan, total 226 miles, 25 motorcar limit \$310. [Joe Schnyder 623-332-0238](#)

May 29 - Jun 2 - QE Posted 11/24 **Cancelled**

Chemin de fer de la Gaspésie

Excursion from Gaspé to Matapédia & return (400 miles). Seton in Percé and New Richmond (Wednesday use for travelling). Cost: 800\$ CA, minimum 25 cars. [Louis-François Garceau 418-944-2466](#)

Jun 2 - 4 - MI posted 01/01 **FULL – Waiting List Started**

Great Lakes Central Railroad

Great Lakes Railcars, Inc. is hosting a 3-day motor car excursion covering approximately 236 miles. Set-on will be in Cadillac with overnights in Petoskey and Traverse City. Trip Fee is \$550, includes 2 night lodging. 30 car limit. EC is [Michael P. Ford. \(317\) 839-9320](#)

Jun 3 - 4 - CO posted 02/17

San Luis & Rio Grande Railroad

Rocky Mountain Division event out of Alamosa. June 3 is a mandatory round trip test run to Antonito, June 4 will be round trip over LaVeta Pass. Optional early set on Friday afternoon. Total mileage for both days 182. Cost \$185. EC [Richard Reiff, 4364 Blueflax Dr., Pueblo, CO 81001. 719-543-7023. 25 car limit.](#)

Jun 22 - 25 - OR posted 02/03

Coos Bay RailLink

Pacific Railcar Operators 234 RT miles from Vaughn to Coos Bay and return. Limit 30 cars. Fills fast. \$430 fee includes 2 tickets to Friday Welcome Dinner. EC [Bill Andrews 541-295-5631](#)

Jul 1 - 2 WV posted 01/27

West Virginia Central RR

Elkins to the Big Cut, Spruce and return on Saturday, Elkins to Tygart Junction and return on Sunday. Approx 175 RT miles. 35 car limit. Must have permanently installed fully functional radio. Safety vest or coat. Hard soled over the ankle work boots. \$175 per/car. Appalachian Rail Excursions LLC. [John Gonder. 724-244-7538](#)

Jul 5 - MN posted 01/01

North Shore Scenic Railroad

North Central Railcars, Ltd. is hosting an excursion between Two Harbors and Duluth. Trip includes 52 miles of rail travel, 1.75 hour Duluth Harbor Cruise, and lunch at the Duluth depot. Trip fee is \$140. 25 car limit. EC is [Michael P. Ford \(317\) 839-9320](#)

Jul 7 - MB posted 01/14

Prairie Dog Central Railway

North Central Railcars, Ltd. is hosting a 1 day motor car excursion on the PDC near Winnipeg, MB covering approximately 56 rail miles. Trip fee is \$70 USD or \$80 CDN. 25 car limit. EC is [Michael P. Ford \(317\) 839-9320](#)

Jul 7 - 8 - IA posted 02/18

Iowa Southern Railroad

The First Iowa Division is hosting a ride on the Iowa Southern railroad, previously the Appanoose County Railroad, in Centerville, IA. Mileage for this ride will be 65 miles. Cost is \$40 per car. EC for this ride is Frosty Farrell. Contact [Carl Schneider \(515-967-5181 \(H\) or 515-494-4401 \(C\)](#)

Jul 9 - MB posted 01/14

Central Manitoba Railway

North Central Railcars, Ltd. is hosting a 1-day motor car excursion on the CEMR between Carman & Winnipeg, MB covering approximately 72 miles. Excursion fee is \$85 USD or \$100 CDN. 25 car Limit. EC is [Michael P. Ford \(317\) 839-9320](#)

Jul 10 - MB posted 01/14

Boundary Trail Railway Company

North Central Railcars, Ltd. is hosting a 1-day motor car excursion between Manitou and Morden, MB, covering approximately 84 miles. Excursion fee is \$85 USD or \$100 CDN. 25 car Limit. EC is [Michael P. Ford \(317\) 839-9320](#)

Jul 12 - SK posted 01/14

Long Creek Railroad

North Central Railcars, Ltd. is hosting a 1-day motor car excursion between Estevan and Tribune, SK cover approximately 80 miles. Excursion fee is \$110 USD or \$125 CDN. 25 car limit. EC is [Michael P. Ford \(317\) 839-9320](#)

Jul 12 - 17 - AK Posted 11/24 **FULL - Wait List Started**

White Pass & Yukon RR - Narrow Gauge (3 foot

gauge)

Run Fee \$750, send deposit of \$375 with registration. Approx. 315+ miles over 4 days of operating. Fallen Flag Excursions, LLC, EC: Bernie Leadon.

Jul 14 - 16 - SK posted 01/14

Great Western Railway

North Central Railcars, Ltd. is hosting a 3 day motor car excursion between Climax and Ponteix, SK covering approximately 340 rail miles. Trip fee is \$530 USD or \$625 CDN which includes 2 nights lodging, breakfasts and lunches. 25 car limit. EC is [Michael P. Ford \(317\) 839-9320](#)

Jul 18 - ND

Northern Plains Railroad Company

North Central Railcars, Ltd. is hosting a 1-day motor car excursion between Norma and Kramer, ND (with set-on at Lansford, ND) covering approximately 120 miles. This is a new segment of track for NARCOA. Excursion fee is \$125. 25 car limit. EC is [Michael P. Ford \(317\) 839-9320](#)

Aug 4 - 5 - IA posted 02/18

Iowa Southern Railroad

the First Iowa Division ride in Centerville is a fund raising event for the local VFW by providing rides to the public. This is a non-NARCOA ride on the 5th with insurance provided by the VFW. EC Frosty Farrell. Contact [Carl Schneider \(515-967-5181 \(H\) or 515-494-4401 \(C\)](#).

Aug 17 - 20 - OR posted 02/10

Coos Bay RailLink

Pacific Railcar Operators 234 miles RT from Vaughn to Coquille and return. Limit 30 cars, \$430 fee includes 2 tickets to the Friday Welcome Dinner. Entries accepted starting April 2. EC [Guy Howard 541-998-5280](#)

Aug 25 - 27 - IN/MI posted 01/01

Indiana Northeastern Railroad

Great Lakes Railcars hosting a 2-day motor car excursion covering approximately 150 miles. Set-on in Ashley, IN; overnight in Coldwater, MI. Trip fee is \$280.00 and includes Saturday night lodging. 35 car limit. EC is [Michael P. Ford \(317\) 839-9320](#).

Aug 26 - 27 - NY posted 02/17

Lehigh Railway/Owego & Harford Railway

Saturday & Sunday, approx 155 RT miles. EC for this NEREX excursion is Itchy Mead. The fee for this weekend package is \$175, Sunday lunch included.

There will be a 25 car limit for this excursion. This is a non-mentoring excursion. contact [Tom Correa, EC](#).

Sep 23 - CA posted 02/09

Amador Central RR

Recreational Railroad Coalition Historical Society End of Summer Run. Two runs from Ione to Martel and back for a total of 40 miles. Run fee is \$45.00, contact [Tom Correa, EC](#).

Sep 29 - Oct 1 - OR posted 02/20

Joseph Branch

Motorcar Operators West presents a three day trip on the Idaho Northern and Pacific Railroad and the Wallowa Union Railroad Authority Joseph Branch with a one day layover in Joseph during Alpenfest for a little fun. Run fee \$245. Total Mileage 170. EC [Dave Balestreri](#) contact information: 916 531 7536.

Oct 13 - 16 - OR posted 02/03

Coos Bay RailLink

Fall Colors Run. 234 RT miles from Vaughn to Coos Bay and return. Will take place if June and August runs meet their 30 car limits. \$430 fee includes 2 Welcome Dinner tickets. Status posted in July. EC [Bill Andrews](#) 541-295-5631 191 Azalea Drive Grants Pass, OR 97526.

Oct 14 - MO posted 02/06

Columbia Terminal Railroad - COLT

The First Iowa Division ride in Columbia. 37 miles. We'll ride this twice for a daily total of at least 74 miles. Cost is \$50 per car. EC for this ride is Frosty Farrell. Contact [Carl Schneider](#) (515-967-5181 (H) or 515-494-4401 (C)).

Nov 4 - IA posted 02/06

Boone & Scenic Valley Railroad

First Iowa Division ride in Boone. 22 miles round trip and we'll ride this three times during the day and once at night. Cost is \$30 per car plus current membership in the Iowa Railroad Historical Society (\$25). EC for this ride is [Carl Schneider](#) (515-967-5181 (H) or 515-494-4401 (C)).

Dec 2 - CA posted 02/09

Amador Central RR

Recreational Railroad Coalition Historical Society Christmas Run. Bring an unwrapped new Toy for our Amador kids and run fee is only \$25.00. Please

Excursions Held On A Regular Basis

Feb 1, 2017 - Jan 31, 2018 - 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, 2017 - Jan 31, 2018 - 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, 2017 - Jan 31, 2018 - 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, 2016 through Feb 1, 2018 - 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 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.

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. They have a black, folding tubular frame with walnut Naugahyde vinyl and dual density foam. We also have a few upholstered in Black Rogue II Naugahyde. They are the most comfortable seat you will ever find. \$209.95 plus UPS or USPS shipping. Also available are seat backs, (@\$84.95) and seat cushions (@\$99.95) and seat frames (@\$117.00.) I also carry Fairmont Transmission clutch parts (Pressure plates, clutch disks, bearings, etc.) Call: Clinton Andrews (313) 822-2000 or e-mail me: ClintonAndrews@comcast.net.

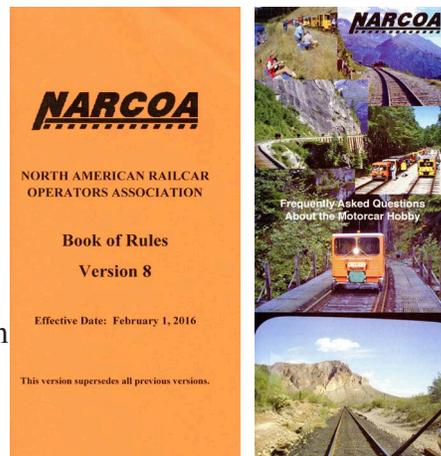
NARCOA does not guarantee, certify or warrant that any mechanical equipment, modification, solution or device described in articles or advertisements in *The SETOFF* are safe or suitable for any member's needs or purposes. Technical articles and product reviews are provided for member's consideration 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 *No Credit Cards please.*

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 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.

