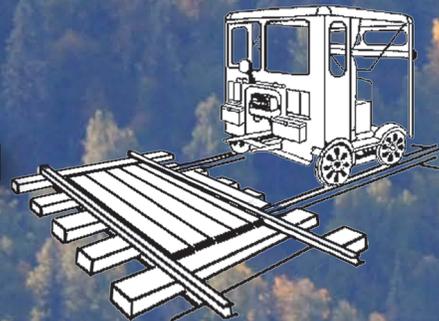


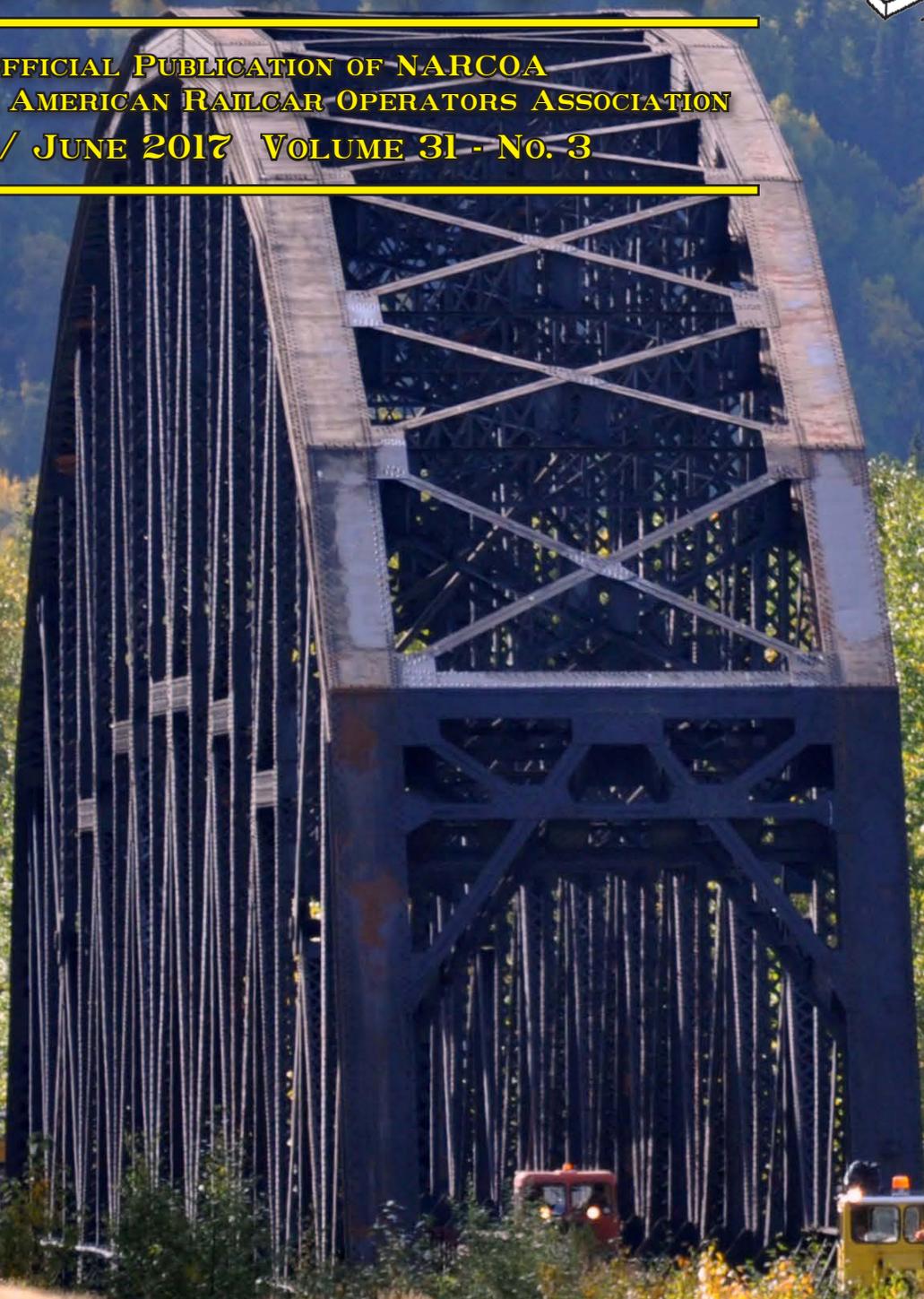
# THE SETOFF



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THE OFFICIAL PUBLICATION OF NARCOA  
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION  
MAY / JUNE 2017 VOLUME 31 - No. 3

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THE HISTORY OF THE SETOFF PART II

# THE SETOFF

VOLUME 31 No 3

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 Membership team at the address below. Please send your check made out to NARCOA to:

NARCOA  
P.O. Box 9035 Cincinnati, OH 45209  
membership@narcoa.org

All subscriptions and address changes must be sent to NARCOA at that address.

All materials for publication must be sent to the SETOFF Editor (master of time, space and ink).

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](http://www.narcoa.org)

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*ON THE COVER: On the Alaskan Railroad, photo by Jamie Haislip*

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# PRESIDENT'S MESSAGE

## BOB KNIGHT



Greetings to all of you in NARCOA land and a *big birthday wish* for 30 happy years of enjoying this publication, **THE SETOFF** and our 30 plus years of enjoying a rich history by reaping the true dividends of our motorcar organization. I do hope you have enjoyed reading member, Richard Ray's Chapter #1 and now Chapter #2 in this May/June issue.

As you enjoy the history chapters, please note the many members who have volunteered countless hours to grow, develop and make this hobby successful. The list of members who have taken the many leadership positions is almost endless. Please note the group of excursion coordinators (EC's), who really make it happen, for you as a member to enjoy a safe and quality time on the rails.

There is another facet to this rich history that has always been an important element to this hobby. That facet is the "*almost family like setting*" when excursion participants meet at the excursion hotels, hotel parking lots, local restaurants, seton/setoff, safety/job briefing gatherings, excursion breaks and the list keeps going. I observe and hear members talking and sharing about family, their children, grand-children and how about all those photos that get passed around!

Yes, it is the unexplained camaraderie and commitment that is the glue forming the key elements to the rich history of the success of this organization. When you view other organizations, it is hard to find other organizations that have lasted 15 to 20 years, let alone the 30 years for NARCOA and we're still going strong and growing.

Speaking for all of you, I wish to thank all of you that are so committed to this organization, continue to promote safe operation and a big thanks to so many of you that have served in so many important leadership positions, jobs, enjoy writing excursion, technical and informational articles, promoting this hobby to serve our very important host railroad industry and just plain love this avocation/hobby/vintage railway machine preservation group. So I challenge you to enjoy some type of 30th birthday celebration somewhere, some place on a 2017 NARCOA excursion or event and have some additional fun on break or lunch and "*Be Happy and Proud*"!

*Please operate safely and enjoy,*

**Bob Knight, President**



## FROM THE EDITOR

### BRIAN DAVIS

Hello NARCOA! This issue contains chapter two of Richard Ray's history of The SETOFF, as well as a number of important Safety messages and NARCOA announcements I do hope you enjoy them.

The excursions are taking place all around the country now and I hope that the excursion reports begin to come in soon. **THANK YOU** for taking the time to put pen to paper and to snap some pictures of your trips!

We will see you on the rails!

Brian & Jane Davis

**RADIO EQUIPPED**

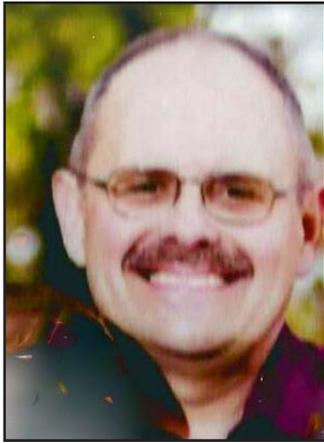
NARCOA Radio Call Sign WPHT745  
 Channel 1 - 151.625 MHz  
 Channel 2 - 151.505 MHz  
 Channel 3 - 158.400 MHz

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AREA

ONE



**ROSS BAXTER**

Well it has been a long winter here in the northeast and I am sure you are all very excited to see spring arriving. With it comes a new motor car season which is already getting underway. The affiliates in Area One and some of the neighboring areas have some favorite runs scheduled and promise to share others with you soon. Please sign up early since some are sure to fill up fast.

If you look back at the cover of the last Setoff, you will see my son Robert. I was surprised to open the magazine and see him there. He was equally impressed and told several people about his appearance on the cover of a "real" magazine. And even better to him, he was featured on a magazine about his dad's favorite hobby and one he loves and wants to do when he grows up! This is the type of enthusiasm and enjoyment that we as a group must instill in our younger generations. We continue to be an aging membership and we need people like Robert and my other son, Jim, to keep NARCOA alive. All of us should promote our enthusiasm for riding the rails to our children and grandchildren. Offer to bring them along and watch their amazement.

During the winter months, your Board of Directors has been working diligently to ensure our safety

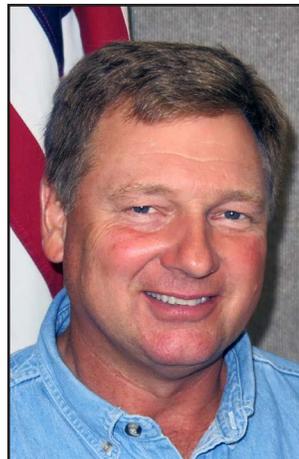
and continued success. While we are all in NARCOA for enjoyment, we must continue to remember we are at the mercy of our host railroads and insurance coverage. Without both there is no more NARCOA. We must therefore maintain safety as our primary goal. We attempt to align ourselves with the railroads way of thinking by adapting and modifying our rules and policies to reflect those of the host railroads. We are unique to have a hobby that operates in a very strict industrial setting. One person's careless mistake or unwillingness to follow our rules and policies could very well ruin everything for us all. We truly walk a fine line and I hope everyone realizes that and has a very enjoyable and safe motorcar season this year.

My sons and my daughter Katie, who will be joining us after she turns five in July, all hope to see you on the rails soon.

F. Ross Baxter Area One Director

AREA

TWO



**MARK NORTH**

2017 has officially started in Area Two. Excursions began on the last weekend in March with a "hat-trick" of excursions focusing on 1) getting the cars out of storage and

running them before a major trip and 2) mentoring new candidates. Friday, March 24 we ran two round trips on the Colebrookdale RR between Boyertown to Pottstown, PA; Saturday, March involved 5 round trips with motorcars and a special treat - a round trip ride on PRR 3666 (doodlebug) between Kutztown and Topton, PA; and on Sunday, March 26 - PA three round trips over the West Chester Railroad between its namesake city and Glen Mills, PA. The following weekend - April 1-2 contained a very rare mileage excursion on the Reading, Blue Mountain & Northern RR. The two day trip originated in Jim Thorp, PA at the RBM&N (ex-CNJ) station and proceeded over the 170' high Hometown Trestle to Tamaqua, PA and then westward covering some never before ridden motorcar mileage thru the lengthy Mahoney tunnel to Nora (Mt Carmel Jctn), PA. Sunday the convoy departed Jim Thorp, again crossed the trestle, and then turned north to McAdoo and Delano, PA. A real coal country experience.

Upcoming spring events. Area 2 will be hosting several reoccurring weekend doublets in May - trips over the Everett RR/Western Maryland Scenic and the Lycoming Valley/Nittany & Bald Eagle RR. Then in June is the ever popular transit of portions of the Western New York and Pennsylvania RR. I invite all NARCOA members to plan on visiting our area and experiencing first class motorcar operations in 2017.

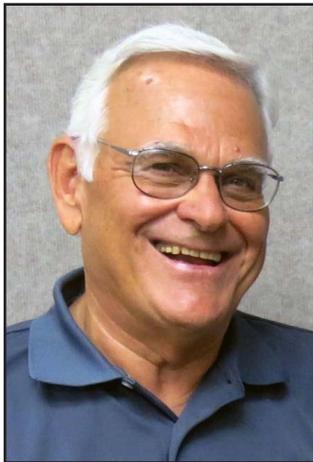
Affiliates - Get an "Atta-boy". I appreciate the very active affiliates that we are blessed with in Area 2, and I personally want to thank all of the Excursion Coordinators (EC's), Assistant EC's, Spouses and Friends who work so very hard. They undertake the unnoticed tasks of planning

and coordinating a run; taking care of the registration, insurance validation, and fee collection necessities; and coordinating with the host railroad people, food service establishments, local police, and the regional press to pre-load an excursion. Then they actually conduct an event and deal with challenges presented by the weather, our own operators, and the general public. We all owe them a BIG vote of thanks for all the extra work that they do, and frustrations they overcome to give us - NARCOA members - a great chance to ride an excursion. Ne Mahoney xt EC you meet - give them a pat on the back and a hardy THANK YOU!

See you on the rails!

Mark

# AREA SIX



**BOB KNIGHT**

Happy motorcar season to all the great members of Area 6. The two Area 6 related Affiliates, North Central Railcars and the Great Lakes Railcars have both completed their respective annual meetings. Please find enclosed a group photo of the North Central Railcar members who attended the meeting several Saturdays ago, on April 1st in the Madison, Wisconsin area. The members who attended are listed below the group photo:

EC, Mike Ford shared his planned



*Front row L to R - Mike Ford, John Becker, Roger Hugg, Sharon Sharratt, Bob Knight  
Back row L to R: Dave Otte, Norm Fischer, Fred Lonnes, Tom Sharratt*

excursions for this season at both meetings. There were other excursions shared and all members can find these listings with details on the NARCOA website. Both groups also heard the proposed board clarification of the Weapons rule, 4.04 which is found recorded for all NARCOA members to review in this SETOFF. All were also updated on the current rules testing taking place with over 1,100 members being tested to date. As an interesting side note, both affiliates have voted to support NARCOA's vendor expense at both the ASLRRR and HeritageRail Alliance (ATRRM) conferences by making a donation to these efforts.

Of interest to many of our members might be EC Dave Otte's, St Croix Valley RR excursion on July 1st & 2nd. Dave has suggested this would be a good excursion to get mentored on for our new members and also a good "tune-up" if needed for the season. Again, please check the NARCOA website for details.

Also, please consider to take a supply of the NARCOA color three ply brochures that can answer many of the questions excursion "onlookers" ask while we travel the rails. Also remember to carry a current copy of the "Book of Rules", version #8, eff: 2/1/2016 or copy thereof and any applicable additional rules of the af-

filiate that might apply.

If you have any questions, concerns or just need help, please call (815-786-3096) or e-mail me at [raibuff@indiaqvalley.com](mailto:raibuff@indiaqvalley.com) for assistance.

Let's keep it safe on the rails this motorcar season.....

Bob Knight

# AREA TEN



**BILL ANDREWS**

Thanks to all the operators and passengers who come well prepared to Area 10 excursions.

We appreciate you for being courteous and safe!

Have a great summer.

See you on the rails

Bill Andrews

# AREA SEVEN



**CARL SCHNEIDER**

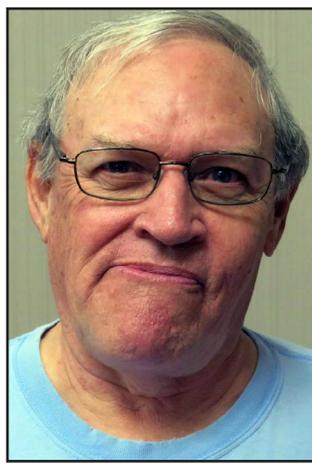
The First Iowa Division annual membership meeting was held on April 1st at Bonanza Steakhouse in Des Moines with 43 in attendance. The main topic was upcoming rides for this year with all ECs presenting information on excursions they're hosting. At this time there are currently 13 confirmed rides and one tentative ride on the schedule so it's going to be a busy summer. I hope many of you can come join us for the fun.

I would like to welcome Tim Houser from Ottumwa, IA as a new member of the First Iowa Division.

We are well into our ride season and everyone should have their motor cars in tip-top shape. Operator inspections of the motor cars is very important so don't just take the inspection form and check everything off without actually checking your car. For example, random inspections have found brakes not adjusted properly so it's apparent that complete inspections aren't always being done. Take the inspections seriously or you might find yourself not being able to participate because of a safety item that could have been corrected before leaving home.

Let's make this the safest incident-free season in NARCOA history.

# AREA EIGHT



**JOHN BROWN**

Hello all my NARCOA members.

I am privileged to announce another new member from Australia to the NARCOA family.

Olin Tigwell from Kapunda SA Australia. I am not sure but it seems Area 8 has recently had a influx on Australian members. Hopefully one of the many members down under will let me know who is campaigning for NARCOA in their country.

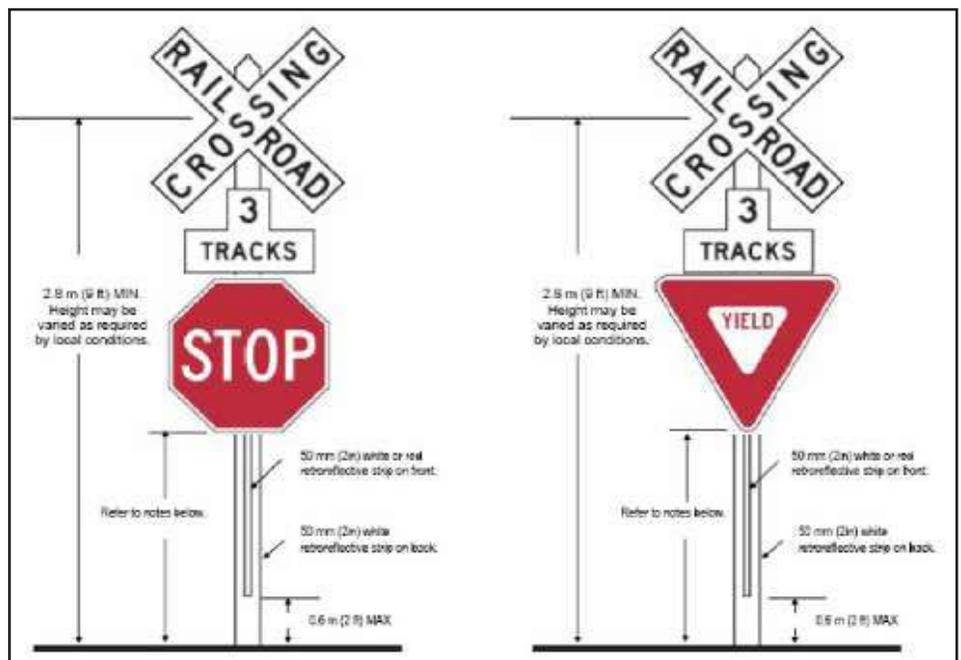
I now have my insurance for 2017 and of course I managed to pass my NARCOA test so I am now busy looking for excursion to participate this year. Figure on doing a couple of NEREX trips and if you have not

been on one of their excursions why haven't you, They are well planned and well executed from good mileage to great scenery and of course great companions or fellow speeders.

Also have promised a friend of mine for the past two years to take him on John Gonder's fall excursion but John's excursion has for the past couple of years been on Canada's Thanksgiving weekend and a bad time to head south when family is wanting to eat turkey together. BUT this year with Sept having 5 weekends John's trip is the weekend after Canada's Thanksgiving so will try to secure a spot this year. Like NEREX trips John's trips are well worth the time and effort to get to his part of the country and ride the rails for great W. Va. scenery especially the ones out of Elkins.

I hope all those that are reading my report have passed their test and have secured their insurance for 2017 so maybe I will see you on the rails this year.

John Brown Area 8



# BALLOTS COMING SOON!

## ELECTION OF EVEN NUMBERED AREAS OF THE NARCOA BOARD OF DIRECTORS

Active full members who resided in even numbered Areas as of April 1, 2017 will receive their 2017 ballots shortly to elect their area directors for a term of two years.

**Why should I vote?** The NARCOA Area Directors are the guardians of the motorcar hobby. They must ensure that we continue to have opportunities to operate our rail cars at excursions. Everything they do works to that end, including safety, insurance, member and EC training, rules, member discipline, and so on. If you care about our hobby, you need to take the time to vote for the best person on the ballot to represent your area.

**What does the Area Director do for me?** Your Area Director is your conduit to the national organization. You can call or write them if you have questions or issues. They are listed on the NARCOA website.

**What does an Area Director do?** The board meets telephonically and via email during the year (more than monthly) to deal with NARCOA issues. Annually, they meet face to face. The overall good of NARCOA must rise above any personal agenda. Each Director must be willing to give and take as the board makes decisions. An Area Director is normally assigned to a committee, possibly as a committee chairman. Serving as an Area Director is a great way to give back to the hobby that provides us so much enjoyment.

### Who is running?

Positions to be elected in 2017 are:

Area 2 - DE, MD, NJ and PA

Incumbent: **Mark North**

Unopposed

Area 4 - AR, KY, NC, SC, TN, VA and WV

Incumbent: Bernie Leadon (not running)

Nominee: Tom Stallings

Area 6 - IL, MN and WI

Incumbent: Bob Knight

Unopposed

Area 8 – Canada and International

Incumbent: John Brown

Unopposed

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

Incumbent: Bill Andrews

Unopposed

*Dan Page, NARCOA Elections Chairman, can be reached at [dan.h.page@gmail.com](mailto:dan.h.page@gmail.com)*



*Campaign whistle stop tour, President Harry S. Truman. File photo.*

# JOE SPEEDER

## I THOUGHT IT WAS COVERED!

Joe Speeder called Marty Motorcar and Jerry Jigger, a couple of other speeder owners that lived nearby, and told them he had permission to run on a short railroad on the following Saturday. He said they were welcome to come out and ride with him if they wanted to. The weather was supposed to be great and this was a nice, scenic little stretch of track that they could have access to for the entire day.

Joe arrived at the decided upon set-on location on Saturday morning and found the two other guys there with their motorcars. They were all excited and had all brought a nice sack lunch with them for their lunch break that they intended to enjoy next to the lake that the railroad skirted near the mid-point of the line. In a short period of time they had their cars on the track, they had a short safety briefing, and they were soon on their way. This line rarely saw a train, usually only a few trains during the harvest season. Several areas of the line were grown up with some weeds, grass, and volunteer wheat that had grown from grain that had fallen from a few of the grain cars.

They had a great run to the end of track and turned the cars around. They headed back and soon found a great spot to stop for their picnic lunch near the lake. What a great day it was! They were enjoying the moderate temperature, sunshine, and light breeze. After enjoying their lunch and visiting for several minutes while enjoying the solitude of this spectacular location they resumed their journey on the rail.

They were not too far from their lunch stop when Jerry Jigger's car hit a piece of wood that derailed his car. The wood had apparently been knocked up on the rail by the car ahead of him. He fortunately hadn't been going too fast and no one was hurt in the incident. As they were re-railing the car it was found that the rear axle was broken. This wasn't good and obviously spoiled the rest of the day. After retrieving and bringing Jerry's vehicle and trailer down to the site, they loaded up the damaged car. Before heading home Joe reminded Jerry that since there was damage to the car it was required that a NARCOA Incident Report be completed and sent to the NARCOA Insurance Administrator who would then send a copy to the Judicial Committee for review.

Within a couple of days Joe completed and mailed the

incident report. Several days later Joe got a phone call from his Area Director and he was ask whether or not this was a NARCOA Insured event because no paperwork could be found indicating that it was. Joe told him that they were just operating under the Member Policy with the lower amount of coverage. Joe was then ask if he had completed the Member Insurance Activation Form and if he had sent it to his area insurance representative as he was required to do for this type of event. He was also ask who the Excursion Coordinator was that was in attendance at the event. The Area Director told him that the Member Insurance was void if either of those requirements was not met. This was not an issue in relation to the broken axle since that is covered under a separate optional policy, but it could have been an issue if something more significant had occurred during the ride. Joe felt his heart start pounding and he decided he needed to sit down. Joe was not aware that either of those things were needed. The Area Director suggested that Joe take some time to read and refresh his memory on items covered in the NARCOA Operations Manual, specifically the portion that included the following:

(NARCOA - Operations Manual - Version 7.3 - Apr 01, 2016, Page 3)

C. The Following Restrictions Apply To all Of The Member Policy Events:

1. Prior notification to Area Insurance Representative must occur before event (see Section D for the proper method of notifying Area Ins. Rep.)
2. Proper track authority must be obtained.
3. A certified EC must be present at all times, and must keep all signed Releases.
4. Signed Release Waivers must be obtained from all participants upon arrival on RR property.
5. All operators must be NARCOA insured members.
6. Limit of one NARCOA group per RR per day.
7. Area Insurance Representative must notify local Area Director of event.

*Continued on page 9*

# MEMBER NOTICE OF BOARD ACTION PER NARCOA POLICY BOOK -- SECTION II: RULES

## Proposed change in the following Rule, 4.04 WEAPONS, and related documents

It has come to the attention of your Board of Directors that updating was needed to the current Rule 4.04 WEAPONS. It was found that NARCOA Rule wording did not equal many of our host railroad partner's "General Code of Rules, (GCOR)". Upon board investigation it was found that Rule 4.04 WEAPONS was also related to the NARCOA & Affiliate General Release paragraph #9. Your board then learned that this was considered a very serious violation of railroad code and elevated this incident to the level of Alcohol/Drug use or possession.

Please find below the proposed change to Rule, 4.04, General Release #9 addition and JC Section X. sub item #6 re-wording:

Book of Rules, 4.04 WEAPONS. "Excursion participants are prohibited from possessing firearms or other deadly weapons, including knives with a blade longer than 3 inches, while on railroad property or attending any NARCOA excursion or event. Persons may be authorized by officials of the railroad to have the above in performance of their duties. (Normal kitchen/cooking/ picnic implements are exempt). Violations will be referred to the Judicial Committee.»

General Release, #9 POLICY ON WEAPONS: "I will abide by NARCOA policy to prohibit participants from having firearms or other deadly weapons, including knives with a blade longer than 3 inches or oth-

er weapons while on railroad property or attending any NARCOA excursion or event. Persons may be authorized to have the above in performance of their duties by officials of the railroad. (Normal kitchen/cooking/ picnic implements are exempt).»

Judicial Committee Policy, Section X, sub item #6 "Any operator found guilty of violation of NARCOA Rule 4.03, 'Alcohol and Drugs' or Rule 4.04, 'Weapons' on railroad property: NARCOA privileges (including insurance coverage) will be removed for 12 months from date of board action. **Second conviction will result in NARCOA privileges (including insurance coverage) being removed for 60 months from date of last board action.**"

Per the NARCOA Policy Book -- Section 11: Rules, The above proposed changes are presented for your comments which are to be directed to your respective Board Area Director. Upon a reasonable period of time for your member comments, the affirmative majority vote of the Board will be taken for final approval. Results of the final vote for adoption including director's voting record will be published in "THE SETOFF". If the proposed changes are approved, they become effective upon publication of the results of the final vote in "THE SETOFF".

NARCOA Board of Directors

Sincerely, Bob Knight, NARCOA President

---

Joe Speeder, continued:

(NARCOA - Operations Manual - Version 7.3 - Apr 01, 2016, Page A5)

Member Insurance Activation Form. This form is to be used by Excursion Coordinators desiring to hold an insured NARCOA rail event, utilizing the Member Policy, instead of the Association Policy. The Member Policy is the liability insurance policy which is part of the NARCOA insurance program, which has a coverage limit of \$1 million per occurrence. This policy coverage may be used by EC's for specific rail events as described in the current Operations Manual. This form should be filled out and emailed or faxed to one of the

six Regional Insurance Representatives, PRIOR to the event taking place. Alternatively, an email or fax may be sent to one of the six insurance representatives without using the form, if the email or fax contains all the same required information.

**Failure To Send This Notification Information To An Insurance Representative**

**Prior To The Event Will Render The Member Policy Coverage Null And Void.**

# THE HISTORY OF THE SETOFF

## BY RICHARD RAY

### CHAPTER 2 The Maturing Years

In 1997 the page total for the year was only 108, or 18 pages per issue average. Excursion reports were few and far between, with only six reports for the entire year.

In the Jan/Feb 1997 a Table of Contents appeared for the first time.

The Affiliation issue was a major topic announced for the upcoming Annual Meeting and the MT19 axle breakage was the topic of a message from Denny Anspach. The full text of the Fairmont Service Bulletin on the topic was published in the July/August issue of THE SETOFF. It had previously been submitted by Tom Norman for inclusion in the May/June 1995 issue.

In 1997 Rich Stivers took over the maintenance of the web page after it was transferred from the Ron Zammit computer address. The insured member list on the web page was a big convenience to the Excursion Coordinators.

The tenth anniversary of THE SETOFF in 1997 passed without notice or fanfare.

An ad for NARCOA lanterns appeared in the Nov/Dec 1997 issue, and they may have been available before that. Stan Conyer of Indiana offered personalized front license plates for your truck. Both of these operations were official NARCOA projects run by individuals, but with profits going to NARCOA.

The 1998 publication year showed a reduction of total pages from earlier years, with only 116 pages total. Mr. William Hurtig replaced Deanna Baird as Editor starting with the March/April issue and was to report to the President. Unfortunately several issues were late and Joel Williams had to put together several including the Nov/Dec issue which would have been missing.

Jim McKeel began a Safety Corner column in the July/August 1998 issue, but unfortunately it did not last beyond two more issues. There were 14 excursion reports published, the most yet. A short one column insurance history was contributed by Tom Norman.

The 1999 year had a respectable 124 pages published, but only 17 meet reports, including one from Australia.

The January/February 1999 issue reported details of Affiliate status, and a new series was started. Tech-Talk consisted of technical issues with motorcars, beginning with the fundamentals of alternators, jointly authored by Ron Zammit and Dick Ray. The same issue had a report from Ron Zammit on his very positive meeting with the FRA.

Jan Taylor from Montana became the new Editor starting with the May/June 1999 issue.

The 2000 publication year presented 180 pages and 10 excursion reports. One excursion had only four cars. The indication is that this is an area that is getting less publicity, although the 1999 year had 153 Certificates of Insurance issued, indicating plenty of opportunities for members to run their motorcar.

A new Policy on Letters to the Editor was published in the January/February 2000 issue as it was being added to the Policy Book. Briefly, letters will not be published until the BOD can prepare a response to be published simultaneously. Signatures are required and a word limit of 300 is specified.

The January/February 2000 issue featured the longest article ever published so far, with eight pages on the restoration of a Kalamazoo Model 56W by Denny Anspach of California. The saga of two hi-rail trucks was a feature of the March/April issue. Also in this issue, the Rulebook Testing program, administrated by Al McCracken, was announced.

A draft copy of the Version 5 Rulebook was published in the May/June issue for comment, with the final copy being published in the September/October issue. This is just one of the ways that THE SETOFF is keeping the members advised of happenings. This issue also had a drawing of the Fairmont device used for measuring the actual gauge of a motorcar. For whatever reason, this simple and most accurate device never caught on with NARCOA members.

The Tech Talk column described how to pack for a long trip in a smaller car, and unfortunately was the last of the short series. Ron Zammit and Dick Ray independently continued to supply articles intended to help

members and promote safety for several years after that.

A drawing of how to make a foot operated clutch for an MT-14 was in the July/August issue, and an update to the 1998 brake adjustment article by Dick Ray was presented. Also this was the last issue that had his name on the masthead after fourteen years, as part of the continuing revisions to the organization. That left Joel Williams as the person on the masthead the longest, although as Membership Secretary it really belonged in the Committee Chairs section.

Even though Ernie Jeschke continued to be heavily involved in the publication of THE SETOFF from the beginning, he was not always on the masthead.

The November/December 2000 issue had a thorough explanation by Bill Owen of California and Mike Paul of Wisconsin, of the various forces acting on the rear axle of a MT-19, followed by a solution to the axle breakage problem by Bill Owen.

The July/August 2001 issue contained a full 5-page description of the Judicial Committee Policy.

This is in keeping with THE SETOFF as a communication channel between the organization and its committees, and the membership. NARCOA was not a "computer club".

In the 2002 March/April issue Jeremy Winkworth contributed a description of incidents that occurred in 2001. This practice was a bit controversial because of the possible downside of railroad officials reading it and thinking we are unsafe, versus the safety educational value.

In 2003 an Area News by the Area Director feature was added so that members in any area could find out what they may have missed in their area. The intention was for a maximum of one column and started off well but some Area Directors did not participate while others wrote a page or more. This feature continued for at least fourteen years as of this writing.

Once again Jeremy Winkworth reviewed the various incidents from 2002 in a very educational way. The reports were concise and factual with no attempts at assigning blame or root cause. Also, the Meet Notices and For Sale pages took up many pages in each issue. While there were 192 pages for the year, having 8 to 13 pages of Excursion Notices and For Sale ads reduced the other content. In fact only fifteen excursions were described during the year. One issue contained five pages of very

old motorcar catalog pages and old photos, contributed by members who had a collection. These were much appreciated because they showed old motorcars in actual service, and some showed the handcars that track gangs used in the early years of the 20<sup>th</sup> century.

Jan Taylor, who had served as Editor since mid-1999, resigned in early 2004, and was replaced by Wayne Parsons for the May/June 2004 issue. Then Charlene Morvay from Pennsylvania took over as Editor starting with the July/August 2004 issue. During Jan's tenure as Editor there were an average of 32 pages per issue as the publication and NARCOA membership expanded. Several issues had 40 pages!

THE SETOFF continued to be the main source of information on past meets, upcoming excursions, and For Sale ads for the members. In addition there was much information from the Board of Directors and Committee Chairmen reported. The format and features had become fairly standardized as the publication matured over the preceding seventeen years.

The 2005 year had an average of 30 pages per issue, a very respectable number. The wealth of old time photos and wayside structures in previous years declined to be replaced with lots of Excursion Reports and informative Letters to the Editor. A survey published in the January/February issue summarized the typical number of miles run by operators. With only 3.4% of all operators responding the validity of the results is not clear, but the results showed that half of our operators ran less than 1500 miles per year, while 25% ran more than 2500 miles per year.

Starting with the Jan/Feb issue the masthead called it Volume 19, Issue 1, instead of the Issue 1 being the Mar/Apr issue in the following year. This corrected a situation where a Volume has issues from two different years.

Only 6 excursion reports in all of the 2006 year was a new low despite an average of 28 pages per issue. Notable articles that year were the publication of the Rules on Custom-Built and Highly Modified Motorcars by Tom Falcon, and a long article on preparing your motorcar for a long trip by Keith Mackey.

A new series of safety articles started in the March/April 2006 issue with an article by Bob Knight and Tom Norman addressing wheel wear. It was a general article, not relating to any specific incident as the previous

"History" continued from page 11

series by Jeremy Winkworth did. Bob Knight was the Safety Committee Chairman at this time.

In 2007 the average issue had an average of only 19 pages, but those were heavily into excursion reports from all over and Safety articles by Bob Knight from Illinois. There was also a discussion by Tom Norman on the need for an Excursion announcement on the website before a Certificate of Insurance could be issued. In an earlier issue Hank Brown had noted that 34% of excursions were unadvertised or not insured.

Reproduction Adams and Westlake lanterns were available in either tin or brass from Dave Verzi, of Ohio. They were announced in the November/December is-

sue.

The cover photo was done in color in early 2007 as an upgrade. It was still a half page, sharing the cover with the Contents list.

And yes, more rule changes were published for comment after the Annual Meeting in September. Again this was the ideal method for NARCOA to advise all members of possible upcoming rules changes.

The 20th anniversary of the publication passed with no mention.

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## NOMINATIONS FOR THE HANK BROWN AWARD ARE OPEN

The Hank Brown Memorial Award was created by the NARCOA Board of Directors in 2013 to honor the late Hank Brown. Hank played a key role in the founding of the excursion coordinator program, and pioneered NARCOA railroad access all over North America. The award will be presented by the NARCOA Board annually, when a suitable candidate is nominated.

Any NARCOA member may nominate an excursion coordinator for this award. The nominee must be a certified EC in good standing. Nominations should be in the form of a letter which identifies the excursion coordinator and outlines, in less than 500 words, the reasons for the nomination.

Nominations for the award should be submitted to Dan Page ([dan.h.page@gmail.com](mailto:dan.h.page@gmail.com)) not later than 1 June.

The nomination letter should address how the EC meets each of the criteria for the award. The criteria for the award are:

*Dedication to safety* – nominee leads safety awareness by personal example, conducts excursions professionally, follows rules and procedures out of concern for member's safety and the good of the hobby

*Outstanding leadership within NARCOA* – nominee leads an excursion correctly, helps with the business of operating the affiliate and NARCOA, and is a good role model to members.

*Service to NARCOA members* – nominee maintains good communication with members, makes fair and impartial decisions, and is willing to help other members

*Contribution to the growth of the rail car hobby* – nominee helps mentor new members, opens new railroads for runs, recruits new members for NARCOA, and makes excursions enjoyable.

“This is wonderful way to recognize the great work of our excursion coordinators,” said NARCOA President Bob Knight. “Previous Hank Brown Award winners have become the senior experts in our hobby and have provided great advice. I encourage all our members to consider nominating an EC they feel is outstanding to receive this award.”

Dan Page

# PISTON POWER

## JOHN HARDING

About eight years ago when I was very new to NARCOA and track cars I took notice of an ad I saw for the Piston Power Show held annually in Cleveland, Ohio. These ads claimed “If a piston makes it go it’s in the Show”!! Really?

I made a call to the gentleman in charge of this particular show and asked him how many railroad track inspection cars he had in the show. After a moment of silence I got the question we all know as coming. “How many what?” When I explained to him what I was speaking about he expressed an interest.

It took a number of years to at last accomplish our goal but in 2016 we placed five track cars in the show with the help of the North East Ohio Chapter of the American Truck Historical Society. We were well enough received that the show management asked us back for 2017 as a stand-alone display.



Dean Mark & the ORHS ( A4D), John Berkey ( Woodings CDL), Michael Yund (M19), Tim Fox with his spotless 1911 Adams and a hand car, and myself with our (MT14) had a great time March 17-19, 2017 answering the usual questions as people came around. Alan Wilber was kind enough to loan us an RQD and ROC engines on stands to help answer the inevitable “what makes it go” question.

# A LIFELONG DREAM FULFILLED

BY PHILIP L. HOPPER

My recent introduction into the world of railcar operations fulfilled a lifelong dream that started when I was about ten. I grew up in Manchester, Connecticut and lived next to the old New York and New England line which went from Hartford to Providence, Rhode Island. Every Saturday I would go up to the tracks and wait for the local freight (NX-20) to arrive from Hartford. For weeks I watched the old, weather-worn RS-3 shuffle cars in the weed covered yard running in front of the abandoned depot. Finally one day the engineer asked if I wanted to ride in the cab. I climbed up the stairs and entered another realm of sure bliss. I was surrounded with all the sights and sounds of railroading: the old ALCO struggling to move the heavy cars, the deafening sound of a sudden air brake release, the all-too-familiar smell and sight of the thick black smoke emanating from the ALCO engine, and the thrill of waving to people when we passed over grade crossings. Over the months I transitioned from riding in the yard to staying with the crew all day as they travelled to eastern Connecticut. My only chore for this privilege was to sweep out the old red hack during the trip - a simple request for a lifetime of memories.

The beauty of branch line train operations is there is no timetable or rigid rules to follow. In the fall we would often stop the train between towns to pick bittersweet and bay berries for holiday decorations (a true Connecticut Yankee tradition). I can remember the cabooses piled so

high with bittersweet and bay berries that you couldn't walk from one end to the other inside. On the trip home I would stand on the rear platform of the caboose. I was almost mesmerized by the sound of the clickety-clack of the wheels on the rail joints, the undulating movement of the caboose back and forth, and the sight of the rails travelling off in the distance. Every Saturday I repeated this until I finally went off to college in Iowa. The seed was planted and I could only imagine what it would be like to be a real railroad engineer.

I spent the next four years in Ames, Iowa attending Iowa State University. I would often drive my 1937 Chevy Coupe down to the Chicago and North Western mainline to study intently until the next train approached. Then, put down the books and watch trains. After college I joined the Chicago and North Western railroad as a brakeman. I rode EMD SD-45s of the Chicago and North Western and tired F-units of the Chicago Great Western Railroad. During some of my many "road" trips I was allowed to run the locomotives. This was the fertilizer that nourished the seed planted years ago when I was a child. As luck would soon have it, I applied for a hostler position on the connecting Union Pacific railroad. This would eventually lead to my lifelong dream of becoming a real railroad engineer.

Now with all good trips, there is always the possibility of a slight delay or derailment. I applied for and was offered the hostler position on the Union



*Above: RS-3 Traveling from Hartford through Manchester to Eastern Connecticut, Below: Manchester Depot and Weed Covered Railroad Yard*



Pacific Railroad; however, at the same time I was going through a divorce. In the divorce I was granted full custody of both my children, ages 5 and 8. How could I be an engineer gone for several days at-a-time and still raise two young children? The answer was simple but probably one of the hardest decisions I had to make. I gave up the position on the Union Pacific Railroad and settled into the routine of becoming a single-dad with two children. The dream was doused but not totally extinguished!

Move forward through time about 30 years. As the years rolled by I still dabbled with railroads but never anything serious. Then, if by divine guidance, I stumbled on an article about speeders on the internet. I can still remember hearing the signal maintainers riding the speeders as they passed by my house in Connecticut years ago. Further research brought me to the Railroad Partners Incorporated website and a resurrection on my dream. I took a chance and drove to Llano Texas for one of the work sessions. I arrived in Llano early and nobody was there. As I started to return to San Antonio, a little voice inside me said “You have to stay”! After about 30 minutes of patient waiting, I was greeted by the warm smile and firm handshake of my first RPI contact. I joined the association immediately and accepted a generous offer to ride an open popper car for the day.

So, how long did it take for me to decide to buy my own railcar? That time would be measured in nanoseconds. After we moved away from the wye and proceeded in an easterly direction, I was again mesmerized by the sound of the clickety-clack of the wheels on the rail joints, the undulating movement back and forth, and the sight of the rails travelling off in the distance. It was if I had been transported back in time almost 50 years to the rear platform of the caboose on NX-20.

I rode several speeders in the coming months and decided to purchase a large Fairmont A-4D in Acton, Maine. I hauled the heavy car almost 2,200 miles to San Antonio. Finally, on the 27<sup>th</sup> of October I took the car on its first run. I was in pure heaven! Once again I was mesmerized by the sights and sounds of railroading

but with one exception . . . now I was the engineer! Life had come “full-circle” and my lifelong dream of becoming a railroad engineer had been realized.

**Special note:** Just before my father passed away, he saw the first speeder I purchased in Maine. Dad told me that his secretary at Pratt & Whitney Aircraft had a father who was an engineer on the New Haven Railroad. The secretary’s father would often tell stories of a young boy the crew called “Whitey” (because of his light colored hair) who rode his train (NX-20) for years.



*Rare Ontario Northland Diesel-powered Hydrostatic Motorcar*

You guessed it . . . he was talking about me! It is certainly a small world we live in and with patience all dreams can come true!

Now that my engineering dreams were finally realized, I turned my attention to the purchase and restoration of other motorcars. Since that first motorcar ride four years ago, I managed to acquire nine speeders, a powered derrick, and a myriad of new old stock Fairmont parts. My current project, which I hope to document in a future Setoff article, is the total restoration of a rare Ontario Northland Kubota-powered hydrostatic drive car. I have been working on the restoration for almost a year and the end is in sight. My lifelong dream has been realized, fulfilled, and will live on for years to come.

Philip L. Hopper  
San Antonio, TX

# "SAFETY" - WHAT'S YOUR DEFINITION?

## JEFF FORD

I trust your season has thus far been full of safe and enjoyable motorcar miles. May I be so bold as to ask, did those safe miles happen by chance, or on purpose? If you'll recall the last time we visited, I suggested that a better definition of "safety" is asking ourselves ahead of time: "What can go wrong here and how can we prevent it?" In this installment, I want to build on that idea by introducing you to two words that shape our understanding of safety in any environment. Those words are "exposure" and "risk." Exposures are constants in the environment, and risk is found in our relationship those constants.

Don't turn the page just yet, I realize that's a mouthful, so I'll simplify it with an illustration. I've spent many summers switching boxcars under the sweltering Texas sun. Down here, when the weather is hot, we try to get the job done early in the day. We wear sunscreen to avoid sunburn and skin cancer. The iconic cowboy hat many of us wear is quite functional providing good shade under the wide brim. To stay cool, we take plenty of breaks. We seek out shade where we can and air conditioning is even better. We plan ahead with lots of water on hand to stay hydrated to avoid heat injury. Long story short, we can't do anything to change the weather, but do we have control over how we relate to it. To tie this back to our definition of safety, there's a lot we can't change about the railroad environment, but we can control our relationship to exposures with a little evaluation and planning.

Now, consider our excursion environment. There's a lot we don't have control over: the size of the rock ballast, the slope of the roadbed, the oil on the rail, the braking distance of our motorcars, and so on. Each one of these is an "exposure" that we must adjust to. For the ballast, we can wear sturdy shoes to protect our feet. We can also watch where we're walking to avoid a turned ankle. For the high sloping roadbed, we can examine it for the best walking path to minimize our risk of slipping. For oil on the rail, we can brief about the location of flange oilers and adjust our speed to account for stopping distance – especially in the rain. We assess the exposures in our environment and seek ways to reduce or eliminate risk.

If this seems like more thought than you want to put into a hobby, think about this: safety takes time and effort. Why do we take time to check things like wheel thickness? We know from someone else's experience that the wheel can literally fall off if we don't monitor thickness. This applies just as well at home as it does on the rail. Do you remember my example from last time, where you had to make a choice between a wobbly bar stool and a sturdy stepladder? It takes time and effort to go get the ladder, or you can "roll the dice" with the bar stool. Safety may appear inconvenient in the moment, but that sure beats long-term regret. We're all in this hobby for the enjoyment it brings us and we can ensure ongoing enjoyment with a modicum of forethought.

I encourage you to take this concept for a spin the next time you're planning a safety-sensitive task. Take a moment to break the task down ahead of time and look for ways to eliminate risk. Again, examination of the situation, coupled with intentional effort, translates into a safer and more enjoyable experience for everyone – especially the professional railroad escort who's taking time out of their weekend to shepherd a bunch of hobbyists. The railroad environment we operate in isn't inherently unsafe, but it is an unforgiving one. Our track record as a group proves that we can enjoy it safely when we're intentionally careful. More on that idea next time, I've taken enough of your time for this visit. Thanks again for your consideration, and remember to *make* it a safe day.

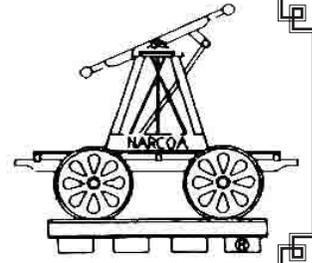
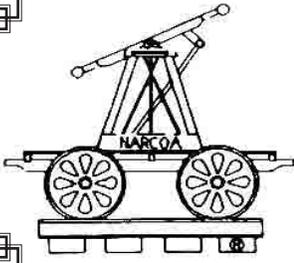
# NARCOA EXCURSIONS

AS OF DEC 22, 2016

Please submit all excursions and ads directly to

**[webmaster@narcoa.org](mailto:webmaster@narcoa.org)**

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



**May 5 - 6 MI** posted 03/20

## **[Coopersville & Marne Railway](#)**

Great Lakes Railcars excursion in Coopersville.

Estimated total 68 miles over 3 trips. \$50 per car, with a limit of 25 cars. EC [Richard Dunton](#), 1225 – 19 Mile Road, Cedar Springs, MI 49319; for more information or 616-644-5024, before 8 pm.

**May 6 - CO** posted 03/26

## **Denver Rail Heritage Society**

Rocky Mountain Division is sponsoring a “Get your car out of storage test run” over the 1 mile track operated by the Society trolley car group.

Approximately 2 miles each round trip, we will make several runs. \$10 run fee. Set on meeting at 9:30 under the Colfax Bridge. [Richard Reiff](#) event EC. 719-0543-7023 .

**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 7 - TX** posted 03/14

## **Texas State Railroad**

Hosted by Railroad Partners Inc. 50 miles RT between Palestine and Rusk. Two RT's for 100 miles total for the day. Trip fee: \$120, lunch for 2 included. . EC Frank Glatzl, 512-484-4102.

**May 12 - 14 - CO** posted 03/14

## **Creede branch - Denver and Rio Grande**

Rocky Mountain Division Work/Cleanup Session.

Approximately 40 miles (round trip) each day between South Fork Colorado and Wasson Wye Colorado. No fee. . Contact [John Spiro](#) or [Al Rodi](#)

**May 12 - 14 - IN** posted 04/05

## **US Rail Kokomo Division**

Kokomo IN. 133 approximate round trip miles, Friday evening run, lunch provided on Sunday. Fee: \$200.

OVR rules as well as additional railroad rules. No pets. . - Contact Jaime [Samuell](#).

**May 13 - CA** posted 04/04

## **Napa Valley Wine Train**

PRO run on the Napa Valley Wine Train tracks. This is a one day run/ 6 miles round trip 10 Car limit. Cost \$25.00, checks made out to PRO. Mail to EC [Carl Shellhorn](#), 4324 Dale Dr. Napa, Ca, 94558 -707-695-9722 .

**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 20 - IN** posted 03/10

## **French Lick Scenic Railway**

Great Lakes Railcars 50 mile round trip from Jasper

to French Lick. Fee \$70. For contact EC [Andy Sargent](#) at 812-525-4856. Registration deadline is 5/13/2017, no exceptions.

**May 20 - 21 - NC** posted 03/05 **FULL – Waiting List Started**

**Great Smoky Mountains Railroad**

Rail-B-Que/Overnight run w/ stay in Dillsboro, NC trackside hotel. 102 rt miles \$175. (does not include hotel)[Tom Falicon](#) EC 828-488-8063 email: raildawg@gte.net for more info and sign up form.

**May 24 - QC** posted 04/07

**Quebec Central Railway**

Excursion from Charny to Valley-Junction and return. A run of 60 miles together, 35\$ CA EC: [Louis-François Garceau](#) 418 832-1502 - Mobile: 418 955-2466

**May 27 - 28 - SD** posted 03/03

**Dakota Southern Railway**

First Iowa Division excursion on the former Milwaukee Road Line across central South Dakota. Round trips departing from Oacoma SD to near Mitchell and from Oacoma to Presho on the rehabilitated line. Approx. 210 total mileage. Fee \$80 prepaid (Refundable until May 17, 2017). 40 Car limit. EC [Dave Voeltz](#).

**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

**May 30 - 31 - CO** posted 03/22 (Tentative)

**Leadville, Colorado and Southern Railroad**

The Rocky Mountain Division is hosting a ride as part of an RMD Colorado Tour. This ride will consist of 32 miles of travel over two days. Cost is \$65 per car. EC for the run is Jerry G Geiger. (719 568 7966)

**Jun 1 - 2 - CO** posted 03/16

**Denver & Rio Grande Railroad**

Rocky Mountain Division run on the Creede Branch out of South Fork. Mileage over two days will be approximately 75 miles. Cost is \$110 per car. Featuring a run over LaVeta Pass. EC [Richard Reiff](#), 4364 Blueflax Dr., Pueblo, CO 81001. 719-543-7023.

**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. Seton 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 5 - 10 - MT** posted 03/01 **FULL - Wait List**

**PRO Montana: Riding the Front Range Tour**

The run will begin on Montana Rail Link at Harrison, 60 rdt miles will be new track on MRL CTC main line never before done by a motorcar group. Total rdt mileage for the excursion approximately 300. Run fee \$560. EC Bill Taylor, 917 Parkview Way, Missoula, MT 59803. Make checks payable to PRO. 25 car limit.

**Jun 7 - QC** posted 04/07

**Quebec Central Railway**

Excursion from Charny to Valley-Junction and return. A run of 60 miles together, 35\$ CA EC: [Louis-François Garceau](#) 418 832-1502 - Mobile: 418 955-2466

**Jun 10 - 11 - NY/PA** posted 03/31

**Western New York and Pennsylvania RR**

Ohio Valley Railcars is hosting an excursion on the WNYP out of Olean NY. Saturday to Driftwood, Sunday to Jamestown. All NARCOA and OVR rules apply. No large gang cars or Hy-rails without prior approval. 30 car limit. EC Brian Davis 330-554-4480

**Jun 18 - KS** posted 04/10

**Midland Railroad**

First Iowa Division is hosting an excursion on the Midland Railroad at Baldwin City, KS. are still being completed so watch the FID website for further developments. EC in training is [Stuart Remmers](#).

**Jun 21 - QC** posted 04/07

**Quebec Central Railway**

Excursion from Charny to Valley-Junction and return. A run of 60 miles together, 35\$ CA EC: [Louis-François Garceau](#) 418 832-1502 - Mobile: 418 955-2466

**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. Aprox 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 1 - 2 - MN** posted 03/25

**St Croix Valley RR**

Set-on will be in Rush City with travel to North Branch and Hinckley for a weekend total of 70 to 100 miles. Fee \$60 North Central Railcars, Ltd, [David Otte](#) 920-246-2103

**Jul 5 - QC** posted 04/07

**Quebec Central Railway**

Excursion from Charny to Valley-Junction and return. A run of 60 miles together, 35\$ CA EC: [Louis-François Garceau](#) 418 832-1502 - Mobile: 418 955-2466

**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 Copunty 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 Statred

**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 Pontiox, 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** posted 01/14

**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

**Jul 22 - 23 - PA** posted 03/13

**Western New York & Pennsylvania RR**

SAVE THE DATE!! Running out of Meadville, PA this year, excursion dates set, a work in progress. NEREX EC Rob Piligian Conducting.

**Jul 26 - QC** posted 04/07

**Quebec Central Railway**

Excursion from Charny to Valley-Junction and return. A run of 60 miles together, 35\$ CA EC: [Louis-François Garceau](#) 418 832-1502 - Mobile: 418 955-2466

**Jul 29 - 30 - PA** posted 03/09

**North Shore RR/Shamokin Valley RR**

SAVE THE DATE. Central PA Weekend: The excursion is being worked on - more later. Coordinator [Gary Shrey](#) 717-227-9628

**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 Contact [Carl Schneider](#) (515-967-5181 (H) or 515-494-4401 (C)).

**Aug 5 - OH** posted 04/01

**Ashland Railway**

Mansfield, 60 mile round trip with lunch included. 35 car limit. OVR Affiliate excursion, OVR Rules. Contact [Phil Linne](#).

**Aug 12 - 13 - WV** posted 03/22

**South Branch Valley Railroad**

102 round trip miles from Romney to Petersburg. Lunch in Petersburg then Back to Romney for a sit down dinner aboard the Potomac Eagle scenic Train. Sunday to Greenspring and return. We will pass through the "Trough". One dinner included. [John Gonder](#) Appalachian Rail Excursions. 35 car limit

**Aug 16 - QC** posted 04/07

**Quebec Central Railway**

Excursion from Charny to Valley-Junction and return. A run of 60 miles together, 35\$ CA EC: [Louis-François Garceau](#) 418 832-1502 - Mobile: 418 955-2466

**Aug 17 - 20 - OR** posted 02/10 FULL - Wait List Statred

**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 19 - IA posted 03/04

**Iowa Northern Railroad**

First Iowa Division is hosting a 1-day excursion on the former Rock Island mainline from Vinton, IA. We will run the line between Cedar Rapids and Waterloo, IA for a total mileage of about 104 miles. [Carl Schneider](#) is EC.

**Aug 25 - 27 - IN/MI** posted 01/01 FULL – Waiting List Started

**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. T will be a 25 car limit for this excursion. This is a non-mentoring excursion.

**Sep 9 - OH** posted 04/01

**Willard Trainfest - Ashland Railway**

Willard, Ohio Display motorcars with 10 mile round trip. OVR Affiliate excursion, OVR Rules. [\\_Contact Phil Linne.](#)

**Sep 18 - 24 – CO/NM** posted 03/21 **FULL – Waiting List Started**

**D&SNGRR C&TSRR – Fall Rocky Mountain Narrow Gauge Tour**

The Rocky Mountain Division of NARCOA is hosting a 378 mile tour on the Narrow Gauge. 3 days on the Durango and Silverton Railroad followed by a move day then 3 days Cumbres & Toltec Scenic Railroad. Mentored operators only. 20 car limit. Tour price \$675 per car. EC [Philip Walters](#) EC in Training Alan Borchardt. [\\_.](#)

**Sep 22 - MN** posted 03/04

**Minnesota Prairie Line**

NON-NARCOA event will originate at North Redwood Falls. Only the operator will ride this day as open seats are needed to give rides to invitees over sections of the line. No cost. EC [Dave Voeltz](#) is coordinating on behalf of the railroad.

**Sep 23 - 24 - MN** posted 03/04

**Minnesota Prairie Line**

First Iowa Division excursion. Round trips departing North Redwood Falls to Norwood to the east and to Hanley Falls to the west depending on car storage and ethanol movements. Fee \$20 for those volunteering on Friday or \$80 for those riding Sat/Sun. 40 Car limit. EC [Dave Voeltz.](#) [\\_.](#)

**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 - 30 - IL** posted 03/30

**2017 Narcoa Annual Meeting**

Sheraton - Chicago O'Hare Airport Hotel, 6501 Mannheim Rd, Rosemont, IL 60018. Meeting is open to all NARCOA Members. Any member wishing to address the Board or add items to the Agenda, or to secure a room at the NARCOA rate must contact President, Bob Knight.

**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 Balestre](#)ri contact information: 916 531 7536. [\\_.](#)

**Oct 6 - 8 - SD** posted 03/24

**Black Hills Central**

First Iowa Division is hosting a 3-day excursion on the Black Hills Central at Hill City, SD. We will ride the line several times over the weekend to Keystone and return. Round trip mileage is 18 miles. Prepayment of \$80 is requested. EC [Dave Voeltz.](#) [\\_.](#)

**Oct 7 - 8 - AL/MS** posted 03/29

**Alabama Southern Railroad.**

Set on Friday the 6th. Saturday, run from Tuscaloosa, AL to Columbus, MS, 100 (RTM). Sunday, Tuscaloosa, AL to Brookwood, AL 30 (RTM). Fee \$150 per car, 25 car limit. Mentoring by permission. EC's [Chris Thompson](#) (251) 463-3270 & Jonathan Blair (706) 252-1582. SERO Affiliate. & registration form [\\_.](#)

**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)). [\\_.](#)

**Oct 14 - 15 - WV** posted 03/02

**West Virginia Central Fall Leaf Adventure**

Elkins to Spruce and Big Cut on Saturday. Elkins to Tygart Junction on Sunday. Aprox 174 miles for both days. Mountain railroading experienced operators only,

Must have fully functional permanently installed radio and over the ankle hard soled shoes and safety vest. Appalachian Rail Excursions Contact John Gonder 724-244-7538 \$175.00 per/car 35 car limit. .

**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)).

**Nov 4 -5 - AL** posted 03/29

### **Autauga Northern Railroad**

Saturday set on and run Prattville to Maplesville (75 RTM). Sunday Prattville to Billingsley (50 RTM). Fee \$150 per car, 25 car limit. Mentoring by permission. SERO Affilliate. EC's [Chris Thompson](#) (251) 463-3270 & Jonathan Blair (706) 252-1582. SERO Affilliate. & registration form .

**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 contact [Tom Correa](#), EC.

## **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 .

**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 .

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

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

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](mailto: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](mailto: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](mailto:fredshops@earthlink.net) or [www.fredericksburgshops.com](http://www.fredericksburgshops.com) or 209 Creamery Rd., Fredericksburg, Ohio 44627, phone: 330-465-0713 2PM-6PM 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](http://fifthaveinternetgarage.com)

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

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

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

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](mailto:ClintonAndrews@comcast.net).

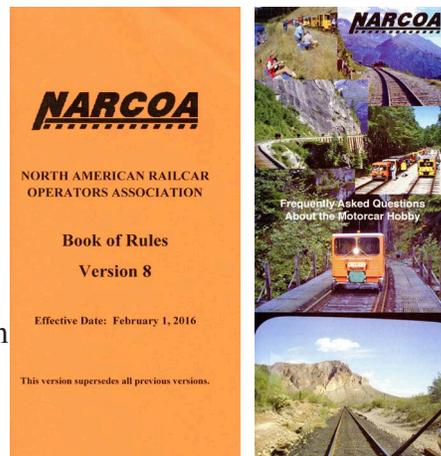
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# NARCOA COMPANY STORE

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.

