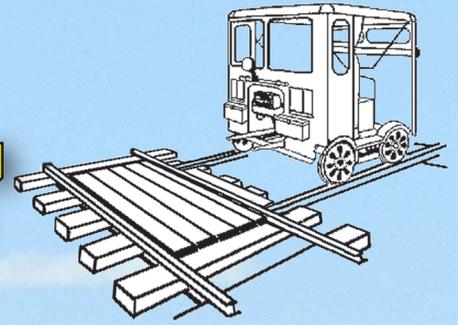


THE SETOFF



THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION
JULY / AUGUST 2017 VOLUME 31 - No. 4



DAKOTA SOUTHERN
GAUGING YOUR MOTORCAR
THE HISTORY OF THE SETOFF PART III

THE SETOFF

VOLUME 31 No 4

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

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ON THE COVER: Crossing the Missouri River on the Dakota Southern, photo by Brenda Schoeb

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PRESIDENT'S MESSAGE

BOB KNIGHT



Greetings to all of you out in NARCOA Land and wishing a happy and safe excursion season to all of you. And again, Happy 30th Birthday!! I have found in the last several weeks that maybe I should trade in my railroad hat for a John Deere hat. Seems that I have felt more like a farmer planting seeds in the railroad industry and anticipating a good harvest for the benefit of all of NARCOA than operating my motorcar on excursions. I look at this planting of seeds as a true privilege to represent all of you and share the NARCOA story in both Grapevine, Texas at the ASLRRRA Conference and then again in Bryson City, NC at the Heritage Rail Alliance Spring Convention.

Please enjoy the several pages of photos and information showcasing NARCOA. By the way, we found a great reception from many participants that visited our vendor table at both conventions.

I find that this planting process is seeking a harvest of delayed results as it will take time to develop the networking that will come forth from our efforts. At this time your board of Area Directors are reviewing a convention participants list numbering close to 1,500 possi-

ble networking connections. We all owe Lou Schillinger, his son Andre and Julie Pettit as leadership of United Shortlines Insurance Services a round of applause for helping NARCOA step through the first ASLRRRA Conference and the many referrals that they were instrumental in providing for our organization. We must also thank, our DAL, Tom Falicon and his very cooperative GSMR staff for also making our vendor table and NARCOA convention excursion showcase work flawlessly. Yes, and I also must thank NARCOA's First Lady, Laurie, as she helped with the very long hours it takes to "man" a vendor table 12 hours a day and help with setup/takedown. She also helped with the 3,000 miles of driving it took to work these two new serious NARCOA opportunities for meeting only one goal... **finding new host railroads** to seek a continuing and successful future for all of you, our super members.

Please be safe and enjoy,
Bob Knight, President

FROM THE EDITOR

BRIAN DAVIS



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

The excursions are happening 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

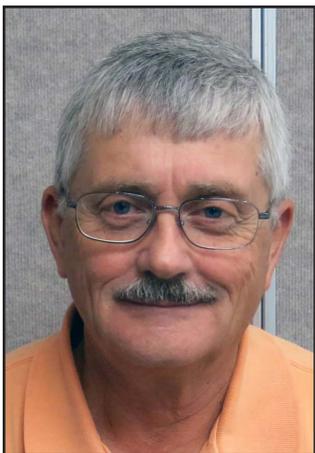
NARCOA Radio Call Sign WPHT745
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AREA

THREE



JEFF LEVENGOOD

Greetings to all members of Area 3. By the time you read this the motorcar season will be well into full swing. Chris and I just got back from the WNY&P meet up in Olean, NY. with our own Setoff Editor Brian Davis as E.C. It was a great ride and the weather was perfect. It was good to see old friends and some whom we have not seen in some time. Good job Brian and Jane.

There are several new members in Area 3 and to them, welcome aboard. I have not heard of any incidents in our area, so keep up the good work.

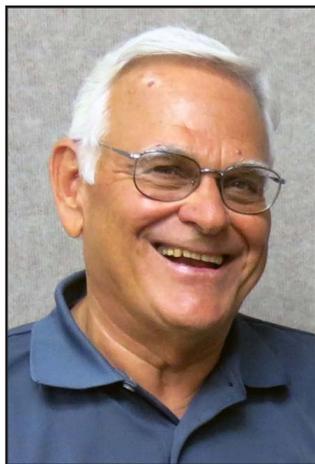
One thing that we need to keep in mind is that our conduct is not only observed by our own group, but also the railroad and the general public. I have been receiving an increasing number of complaints about a member who is not from our area but does attend meets in this area who feels it necessary to relieve himself in plain view of participants and the general public. So as a friendly reminder, please respect the NARCOA code of conduct and lets leave a good impression for all.

Be safe and I hope to see you on the rails.

Jeff

AREA

SIX



BOB KNIGHT

Greetings to all the members in Area 6 and isn't it great to have our

2017 excursions well under way? Our NARCOA Secretary has reported that we have added four new members to our area 6. Please welcome Thomas Smith from La Crosse, Wisconsin, Gale Miller from Hazel Green, Wisconsin and Jeff Brown and Michelle Brown, both from River Forest, Illinois. Always glad to add new members and hope to see you on the rails soon.

EC, Dave Otte reports he still has openings for his St. Croix RR excursion this coming July 1 & 2 with "Set-on" in Rush City, MN.

Check with him for details per the NARCOA website. Also part of North Central Railcars is Mike Ford's, North Shore Scenic Railroad Excursion (Duluth, MN), scheduled for July 5th. Please note both excursions do have openings for additional members to join these excursions.

It is interesting to report that EC, Mike Ford's, Great Lakes Railcar, Cadillac, Michigan excursion had a very unexpected surprise visit from Julie and Rich Pettit. They met the motorcar excursion at the morning break in Boyne Falls, MI. on a Saturday morning serving the participants "coffee and donuts" and a lot of good fellowship. They wanted to

deliver a "Thank you" message to all of NARCOA from United Shortlines Insurance Services for allowing them to work with our organization for many years. All of the participants did enjoy putting a face to the many certificates and insurance forms that Julie has signed over the years.



Meet Julie and Rich Pettit -- Serving their morning break "Thank You, NARCOA"



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

Bob Knight

AREA
SEVEN



CARL SCHNEIDER

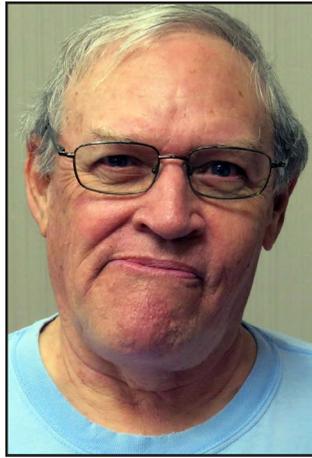
The First Iowa Division annual membership meeting was held on April 1st at Bonanza Steakhouse in Des Moines with 43 in attendance. The main topic was upcoming rides for this year with all ECs presenting information on excursions they're hosting. Currently there are 13 confirmed rides and one tentative 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.

By the time you read this, we'll be 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 two new members from Ontario and Saskatchewan to the NARCOA family.

Cecil Barrett of Langham SK and Ed Sandham from Tillsonburg, ON.

I emailed both gentlemen and had a personal phone call from Ed.

I was pretty sure Ed was a NARCOA member back when I first joined NARCO in 2001 and met him many times on excursions in Ontario and New York State. Ed dropped out of NARCOA and I pleased to see he had rejoined. I also sent n email to Cecil but his email address bounced back as unregistered.

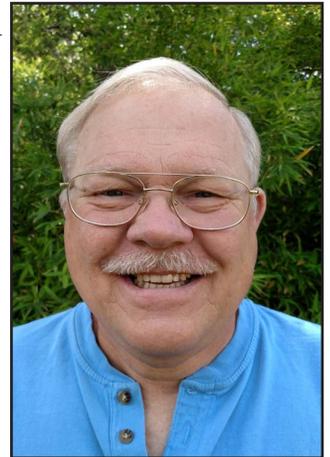
Also I just was informed that Lorna Kingsland wife of Grant Kingsland of Hamilton Ont was mentored on a recent Mike Ford 3 day trip in Michigan and understand she has handed the paper work to Mike, Great news and congratulations Lorna, Now Grant can relax and let Lorna do all the driving on excursion. Nice to see another wife take interest in our hobby and want to drive the motor car instead of being a passenger.

Now that summer is here, well on the calendar I do hope all members remember that they stay alert at all times when running a motor car and

for one second forget that and have an accident. As a Director I am not really wanting to read accident reports and seeing points given out to any of our NARCOA members.

John Brown

AREA
ELEVEN



BILL PARDEE

As I am writing this, I am in the middle of Bill Taylor's Big Sky Excursion. The scenery is absolutely beautiful and the runs are well prepared and planned out.

Two weeks earlier I attended the Idaho excursion organized by Joe Schnyder and again seen some fantastic country along with a well-organized excursion.

As I watch the setons and setoffs I feel the need to ask all of the operators to think about their methods of loading and unloading the motor cars, most concerning, and the use of a winch. Lots of bad things can happen with a winch cable breaking, winch failure, or the ramps failing.

Inspect the winch cable regularly looking for frays and worn cable. Is

The cable and winch proper size for the load. When winching keep people away from the cable while under tension in case of breakage.

Keep people and equipment away

Continued on Page 6

from the rear of the vehicle being winched in case it would come loose from the winching mechanism?

Watch for ramps that might come loose or possible structure issues.

On the lighter side, be sure that you personally say thanks to the EC that has put together the excursion that you have been on. They have put a lot of time into putting together an excursion and deserve a great deal of thanks.

Next stop is Bill Andrews' Coos Bay excursion.

Be safe in your travels!

Bill Pardee

2017 NARCOA ANNUAL MEETING FRIDAY, SEPT 29TH AND SATURDAY, SEPT 30TH

SHERATON - CHICAGO O'HARE
AIRPORT HOTEL
6501 MANNHEIM ROAD
ROSEMONT, ILLINOIS 60018

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

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

Please note, the cut-off date for room reservation is Friday, August 11th, 2017 for this years' rate of \$145.00 per night, plus taxes.

WHAT PAPERWORK SHOULD I BRING TO AN EXCURSION?

QUESTION? Is my membership renewal acknowledgement letter all that I would need to give to an Excursion Coordinator to satisfy his confirmation requirements for me as a Motorcar Participant to set-on at any Excursion? It contains my renewal date, my rule book number, and my insurance number. Of course I also would bring a Rail Vehicle Inspection Sheet to the excursion as well.

ANSWER: No, you do not have to bring a copy of your membership renewal letter to an excursion. Although NARCOA does **not** issue membership cards, the excursion coordinator can search in NED (NARCOA Electronic Database) to verify your current membership status.

HOWEVER... you must pass the rule book certification test and bring a copy (either printed or electronic) of your NARCOA rule book certification card which was emailed to you when you passed the test...

AND... you must purchase NARCOA insurance and bring your current NARCOA insurance card which was mailed to you when you purchased this year's insurance.

REMEMBER: bring your Rail Vehicle Inspection Sheet, your rule book certification card, and your current NARCOA insurance card.

See you on the rails.

Bob Hastings

NARCOA Membership

JOE SPEEDER

THAT'S A GREAT SHOT

"Hey Joe! I heard you're going on that motorcar excursion on Saturday. Would you get me some pictures of the excursion and the scenery around that lake? It all sounds really interesting." Joe told his friend that he would be glad to. This excursion around Balboa Lake would be going through some really scenic territory.

Saturday morning arrived and Joe was at the set-on location early. He was excited to get his car on the rails and get going. Soon that was accomplished. The safety meeting was over and they were on their way. Joe was alone in his motorcar on this trip and he was really enjoying the solitude and the spectacular scenery. Joe was cruising along nicely and was maintaining a safe distance behind the car ahead of him. From time to time he would take a quick picture as he came upon especially scenic locations. A couple of times he stopped very quickly in order to get a really good picture of a particularly scenic location. He didn't think he held anyone up and he had properly flagged the car behind him to indicate his stop. Joe had really been enjoying this fantastic excursion. Before he knew it the excursion was over and everyone was loading up and heading home. WOW, Joe thought. What a great day on the rail!

About three weeks later Joe got a letter in the mail. The return address indicated that it came from the Chair of the NARCOA Judicial Committee. The letter inside said that Joe was under investigation for violating

NARCOA rule 5.12 pertaining to the possession and use of electronic devices. The letter indicated that Joe had been observed taking photographs with his camera while he was operating his motorcar on the Balboa Lake excursion and that he had also been observed at least twice making an unannounced stop to take photographs. Joe's face paled and his hands started trembling a bit. He sat down to think about this. Joe was stunned. He hadn't realized that his camera was considered to be an electronic device and that he was not allowed to use it while he was operating his speeder or that he was not allowed to stop once in a while to take a quick picture. He didn't think he had caused any harm or been unsafe in any way. He grabbed his rulebook, dusted it off, and went to rule 5.12. There it was. He read through the rule and realized he had no defense and that he had made some mistakes.

Joe really had no other choice than to wait for the process to take its course as it was considered by the NARCOA Judicial Committee and then get the final word from the NARCOA Board of Directors. Joe wasn't happy about what had transpired but he knew that no one was to blame but himself for not being more familiar with his rulebook. He would now wait for the results and see how many points might be charged against his operating certification. He knew right then that he would be a lot smarter on his next excursion.

2018 CALENDAR PHOTOS NEEDED!

If you have JPG images of motorcar related scenery that would look good in a calendar please send them in!

All images need to be large, at least 600kb, and should be taken in landscape format. You also need to include the photo's time, date and location, a caption, and the person who took the image. Send all to SETOFF@neo.rr.com soon!

RIDING THE RAILS IN OUR MOTORCAR IN MICHIGAN FOR THE FIRST TIME

LORNA KINGSLAND

Our story begins 10 years ago, when Grant was attending a local train show in fall 2007 where our friend Rod Wilson had a display for the Track Motorcars of Ontario (TMOO) and Grant developed an interest from the display, we live in Newmarket, Ontario, Canada. The following week another friend of my husband's called to say he was selling off a track motorcar in his collection. My husband purchased a former Ontario Northland Railway Fairmont track motorcar built in 1981. At the time of purchase it was not in working order, but we soon had our friend Rod Wilson work on it during the winter of 2007 and get it up to safe operating order. Grant wrote the NARCOA rules and was mentored by our same friend Rod Wilson the following year.

One of the first trips we did with our track motorcar was on the York Durham Railway in Uxbridge, Ontario. We departed under sunny skies, but discovered at the other end of the line in Stouffville, that it decided to pour rain, with open sides and open back on our car and no rain suits, we got soaked manually turning the car. We quickly invested in rain suits and then purchased the side curtains and the back panel and back curtain.

Subsequent to that trip I accompanied my husband on several trips out of Quebec and then some trips sponsored by the TMOO group, riding the rails out of North Bay on the Ontario Northland Railway. With the lack of motorcar trips occurring in Ontario, we decided to venture into the United States and try the Mid Atlantic Motorcar Association (MAMA) out of Scranton, Pennsylvania.

We have done a few more Pennsylvania trips and when it was announced that Mike Ford was running some trips in Ontario, we ended up on the wait list for both Sault Ste Marie and the North Bay trips, not expecting to make it on the trip as we were about 13th on the list, but low and behold, we received the email that we had made it up the list and asking if we were still interested. They were both awesome trips. In September 2016 after getting home from our summer adventures and having talked to several people including Bob Knight, I discovered that writing the NARCOA Rules was a much easier task than when Grant had done it. Now I just had to go online and write the open book test. This turned out to

be fairly easy, although you do have to read the wording of each question very carefully, but I did pass. The next task how to go about being mentored.

On our recent trip June 2 – 4 from Cadillac – Petoskey – Traverse City, Michigan, another trip hosted by Mike Ford, I started talking with Dave Otte about how to get mentored, he said let's talk to Bob Knight NARCOA President and John Becker NARCOA Mentoring Manager about the process. All I had to do was get a copy of the mentoring form, which Mike Ford had a copy of and with Mike's approval as the Excursion Co-ordinator, Grant could be my Mentor, since he has more than two years' experience operating a track motorcar. On Saturday, June 3, 2017, I had the opportunity under the watchful eye of Grant to operate our track motorcar from Petoskey to Traverse City. At the end of the day only having stalled the motorcar a few times in getting used to the double foot clutch, I had successfully mastered being mentored, Grant signed his part of the paper



RULES, RULES, RULES

ONE RULE AND HOW IT APPLIES TO SAFETY

The latest edition of the NARCOA Rules Book Version 8.0 reflects all the updates that were instated in the previous versions. It should be noted that there were no new rules instituted in the past Annual Board Meeting. There was considerable efforts to clarify what the intent of current rules are meant to address.

One long standing rules, actually more than one, pertains to Flagging. As noted in the Rule Book *“Safety hazards commonly include the following: Insufficient signaling”*.

As mentioned in the equipment section of the rules each participating piece of equipment is to have aboard and available two bright red or orange flags, 16 inches by 16 inches or larger, for use in signaling other on-track equipment and flagging crossings. These are in addition to the automatic stop lights that each piece of equipment (motorcar) is equipped with.

Why have flags for signaling when equipment have stop lights? Well, first reason is that the use of a flag avails the follower of enhanced notice of a stop or slowing if your motorcar. The fact that the flag is displayed outside of the cars silhouette makes the signal more visible.

Another important reason for having and using your flag is when you are stopping. You may have to slow to a crawl or come to a complete stop at a crossing to await a safe time to cross. Also when the group comes

work and the signed papers were then given to Mike Ford to sign.

In closing I would like to thank everyone on this trip that helped make it possible for myself to be mentored and would be willing to help and discuss with any other women interested in operating a track motorcar. I am also looking

Opposite: The start of the day Saturday, June 3, 2017 Lorna is operating thier Fairmont track motorcar between Petoskey and Traverse City, Michigan.

Right: Mentoring process completed with the help of John Becker, Bob Knight, Mike Ford and Lorna Kingsland . Lorna is holding her signed mentoring paperwork . Congratulations!

BE *Smart*
Alert
Focused
Educated

—————
Safety First!



SAFETY MESSAGE FRED LONNES

to a rest stop during the trip it is your responsibility to display your flag to warn your follower that you are stopped. This is more important when your follower is not in view due to distance or curves. Give your follower the courtesy of warning him of you location, it's for your mutual benefit. Don't stop and leave your motorcar unprotected.

As the season for excursions have started please review these rules about flagging:

1.03 Flags

4.12 Stopping

Let us remember that Safety on the Rails is a Responsibility and an Obligation.

Safety by choice – Not by chance

forward to maybe attending some shows in Ontario and promote NARCOA and the operation of track motorcars, as well as scout out some rail lines in Canada for future operations.



DAKOTA SOUTHERN EXCURSION

MAY 27 & 28, 2017

BY DAVE VOELTZ

The First Iowa Division returned to Oacoma, SD to again ride the Dakota Southern Railway. We last plied the rails in 2013 shortly after the Chamberlain to Mitchell, SD portion of the line had been reconstructed. We also rode the 'historic' track from Oacoma to Presho thanks to the hard work of volunteers who cut down trees and mowed the grass on this portion of the line.

Since then, the State of South Dakota was awarded a TIGER Grant for the rehabilitation of the Chamberlain to Presho portion of the line. Another grant was secured to replace all the timber on the mile long Missouri River Bridge. So the 'old' railroad we once knew is now a rebuilt Class II railroad where trains run 25 MPH.

There were a number of long distant participants who attended this excursion. We had attendees from New Jersey, Virginia, Michigan, Idaho, Kansas, Oklahoma, Iowa, Nebraska, Minnesota, Wisconsin, and of course, South Dakota. Having representation from 11 of the 48 contiguous was not bad!

Saturday morning we were able to set on after our railroad host, Wedall Hoffmann, secured a track warrant. The train movements expected today were delayed until Sunday so we had clear track to Mitchell and back. After the safety meeting, we depart-

ed easterly and after about 1.5 miles, we were crossing the newly decked Missouri River Bridge. Many folks

feet beyond that was one of the last remaining DD40Xs, #6925. It was purchased for parts and is a shell of its former self.



We continued to climb alongside American Creek until we got to the top of the prairie at Pukwana. With the smooth track, we were able to cruise about 25 miles per hour and passed through Kimball before stopping at White Lake for our morning break. We then continued easterly through Plankinton and arrived at Mt. Vernon where a trackside

convenience store was awaiting our arrival with fresh baked pizza and fried chicken. After an hour break, we continued on our easterly trek until we arrive just west of Mitchell where we

considered this the highlight of the trip and by the end of the weekend, some of us crossed it six times! We rode through Chamberlain and the last built Milwaukee Road Depot in South Dakota. Just a few hundred

convenience store was awaiting our arrival with fresh baked pizza and fried chicken. After an hour break, we continued on our easterly trek until we arrive just west of Mitchell where we

*Above: Approaching the Missouri River bridge at Chamberlain;
Below: At the rest stop on Sunday. All images by Brenda Schoeb and Dave Voeltz*





Above Left: The set-on in 2013, and again in 2017; Below: Nearong the eastern bank of the Missouri River.

turned our cars and backed to SD Highway 37. We then headed back west with a stop at White Lake for a break and arrival at Oacoma that evening.

Since a train was scheduled to pass through Sunday morning, we had the option of setting off at Oacoma or storing our cars in a siding at Chamberlain. Many of us decided to drop off a driver who would then drive to Chamberlain and pick us up. This also gave many of us another opportunity to ride across the bridge that evening and back the following morning.

Sunday morning we watched a BNSF unit train roll past those of us in the siding at Chamberlain and those waiting to set on in Oacoma. Once the train had passed, our escort was able to piggyback on the existing track warrant. Those in Oacoma were granted permission to set on while those of us in Chamberlain rolled out of the

siding and made the 4 mile trip to join the group in Oacoma. A safety meeting was conducted and we were soon heading westerly.

There was quite a difference in track condition compared to the last time we traveled this portion in 2013. Instead of light rail and sod ballast, we enjoyed heavy rail with

Oacoma. We did have a brief breakdown caused by an empty gas tank. The car must have used more fuel than anticipated due to the heavy headwind.

We arrived back at Oacoma and a number of individuals set off early to head home or continue to an excursion being held the following weekend in Colorado. The remainder of us took a lunch break. After filling our stomachs and fuel tanks, we retraced our tracks from Saturday and continued easterly, allowing us another opportunity to cross the majestic Missouri Bridge both on our way to Pukwana and back.



manicured ballast. In spite of the stiff headwinds and cattle roaming the track, good progress was made to our turn around point in Kennebec. After turning the cars and allowing folks to use the city park restrooms, we departed easterly for

Upon our return to Oacoma, the remainder of us loaded our cars, windblown and tanned, but grateful for the chance to ride the phoenix of a railroad that was once a dead storage line but is now an active mode of transportation.

Dave Voeltz
Pierre, SD

THE HISTORY OF THE SETOFF

BY RICHARD RAY

CHAPTER 3 The Recent Years

A total of 29 excursion reports were published in 2008, a big improvement from the previous year.

Charlene Morvay retired as Editor and was replaced by Wayne Parsons of California as of the March/April 2008 issue. A major upgrade to THE SETOFF in mid-year was changing the cover to a full size color photo starting with the May/June issue. Another improvement was reducing the type size in the Excursion Notices and Want Ads in order to create more space for photos and excursion reports.

In 2008 significant articles included turntable plans for the popular A4 cars and a description of the Australian spring suspension for MT 14 cars. In addition the EC training and certification process was announced, along with the ever present new rules. The Annual Meeting minutes were published in the January/February issue and that practice has been common for several years now.

The excellent safety articles by Bob Knight were replaced by a new series called "Riding With Joe", written by Jim McKeel who is the Rules Committee Chairman.

At the 2008 Annual Meeting it was decided to place all of the For Sale and Wanted items on the web page instead of in THE SETOFF. This freed up several more pages for excursion reports and the like.

A sad event was the June 2008 passing of Hank Brown. A full page of eulogies appeared in the Sept./Oct. issue, and later his wife Carol attended the Annual Meeting and was presented with a NARCOA Pioneer Award recognizing them along with Wilderness Tours.

Jan Taylor returned in 2009 as Assistant Editor to the incoming Brian Davis who is now the Editor. He continues through 2017, to this writing. Leon Sapp was also an Assistant Editor. He had been submitting excellent historical articles on early motorcars and motorcar manufacturers. The publication staff and other officers decided to strive for 28 pages, maximum in each issue due to the cost of production and mailing.

A total of 36 excursion reports were published in 2009, which is the most ever. However some were only a couple of paragraphs so as to fit in the 28 pages. A sig-

nificant pair of articles on setting up an excursion and a case study was published in the May/June 2009 issue.

It has now become commonplace for rule changes and the minutes of the Annual Meeting to appear in the January/February issue. The back cover became the location of The Company Store but that was not universal until mid 2010.

The 2009 year also saw the beginning of a new series called, "Spotlight on an Affiliate". It did not appear in every issue, and displaced the Company Store to an interior page. With only a limited number of Affiliates, the last article in the series appeared in the March/April 2010 issue.

Another new series, written by Tom Falicon and called EC Tech appeared in late 2010 and ran from time to time in future issues.

Only 16 excursion reports were published in 2010. But some issues contained seven pages of Excursion announcements in a small type size. That is a quarter of the entire page count. One report ran nearly 400 words.

Significant articles continued to be included in every issue on older and rare motorcars by Leon Sapp. He is collecting them and will be selling a DVD of his entire works, including manuals on the older cars.

The cover shot of the March/April 2010 issue shows a motorcar following another only two rail lengths back and another only one rail length back. A bit of an unfortunate picture since our most frequent incidents are rear end collisions.

The 2011 year saw the continuation of many very interesting articles by Leon Sapp along with photos of the old time equipment. However there were no articles on safety. There were 26 pages average per issue and 21 meet reports.

A template for excursion announcements was published earlier in an effort to gain some pages back for other things. The 2011 year showed some compliance, but it was not until 2012 that the template was fully honored. Of course excursions continued to be on the website.

In 2012 the publication had an average of 26 pages again, and there were 21 excursion reports.

The May/June issue showed 5 pages of excursion announcements, with a total of 66 meets scheduled for the rest of the year.

The usual organization topics such as nominations for Director, insurance renewal, narrow band radio requirements, and the like continue to be very useful articles. THE SETOFF is intended to be the main vehicle for the members to know about such things. For instance the Nov/Dec 2012 issue had a full and concise description of the use of the NARCOA name.

As usual Leon Sapp contributed a number of interesting articles on the old time equipment. Unfortunately he passed away late in 2013 He had contributed a wealth of old time motorcars and equipment and he will be missed.

There were 22 excursion reports published including one on the inaugural 122 mile round trip over the Pocono Mountains from Scranton PA to Slateford, PA., courtesy of the Delaware-Lackawanna railroad

Announced in the March/April issue was the policy change that no safety article will be published unless it was written by Tom Falicon. That seems to be a backward step.

However a major improvement was the BOD decision to have more pages in color, and that started with the May/June issue. Now nearly all pages with pictures are printed in color.

Starting in the May/June issue the centerfold area of the publication was used for a two-page spread, which is a significant upgrade. The practice continued occasionally in later years.

An obituary and eulogy for Warren Froese, a previous NARCOA President was published in the November/December 2014 issue.

The 2015 year opened with a new editing package for the Editor, Brian Davis. In addition a QR (quick response) code was added to the front page of THE SETOFF, starting with the May/June issue. The proof-reading sagged a bit with a number of errors slipping through, including one that was repeated all year and into 2016. The goal has been to constantly improve the quality of the publication.

The Company Store consolidated all the items that had been offered by individuals in the past.

One significant article in the March/April 2015 issue

was the description of the Railroad Partners Incorporated group in Texas and their success in opening up a 22 mile section of track that had lain unused for 15 years. Their workforce included a group of youths from a troubled youth organization.

There were 25 excursion reports in 2015 and a look at the NARCOA history in the early days, by Rose Hines.

The May/June 2015 issue contained announcements of 73 upcoming Excursions in 6 pages.

Every year that issue contains the most announcements, but does not include those scheduled before May.

The Company Store became a NARCOA run enterprise with Jamie Samuell of Kentucky as the agent. Lanterns, wheel inspection tools, reproduction plates, and safety vests were now available from a single source A. few months later it was transferred to Dan Page of California.

The Company Store has been a feature on the last page of THE SETOFF for quite a few years.

The Company Store started offering both Rulebooks and Safety vests in 2016. There was also a picture puzzle photo contest that was won by Dennis Stanley who received a \$25 gift certificate for the Company Store.

In the May/June 2016 issue of THE SETOFF there were 92 excursion announcements, the highest number yet! However seven of those were full at the time of announcement.

In 2016 it was announced that the Operator Testing Program was converted to an on-line program. Previously it had been administered manually by Al McCracken and required a significant amount of his time.

President Bob Knight prepared a Railroad Information Handbook as a guide to our Affiliates and ECs to assist them in making presentations to new host railroads.

The last significant NARCOA accomplishment in 2016 was to join the Association of Tourist Railroads & Railway Museums. Earlier in 2016, NARCOA had joined the American Shortline Railroad Association. Both of these moves were great steps forward in increasing the visibility of operational and safety procedures to the railroads that we depend on for our tours. These changes were fully described in the July/Aug 2016 issue.

In the first issue of 2017 a very interesting article on a commercial motorcar operation in New Zealand appeared. It uses modified golf carts that have only a stop

or go capability so that little experience is required from the passengers.

The same issue reported on increased activity in the northeast in the Toys for Tots operations which is a nationwide program originated by the US Marines Corps.

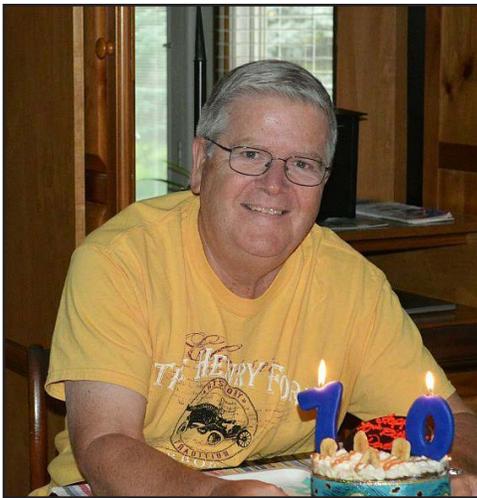
The March/April 2017 issue had a significant article by our own Doug Gentile on a tour in Argentina. One fascinating aspect was an apparently M14 with an ROC engine pulling a trailer and hauling a total of 12 men!

So far both issues so far in 2017 had only 24 pages each.

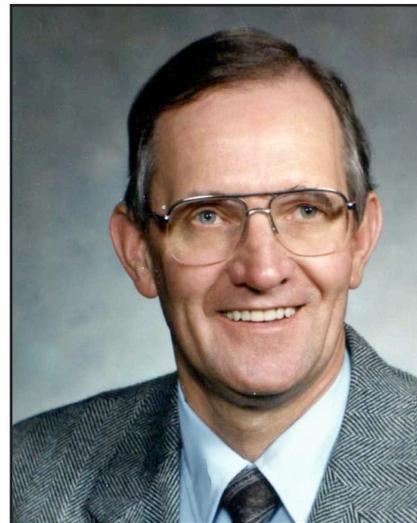
As we conclude this series on the History of THE SETOFF, it seems appropriate to list the various Editors of the publication.



Deanna Baird 1996 - 1998



Doug Leffler 1987 - 1990



William Hurtig 1998 - 1999



Gene Tucker 1990 - 1996



Joel Williams 1998 - 1999



Ernie Jeschke March/April 1999



Charlene Morvay 2005 -2008



Jan Taylor 1999 - 2004



Brian Davis 2009 - present



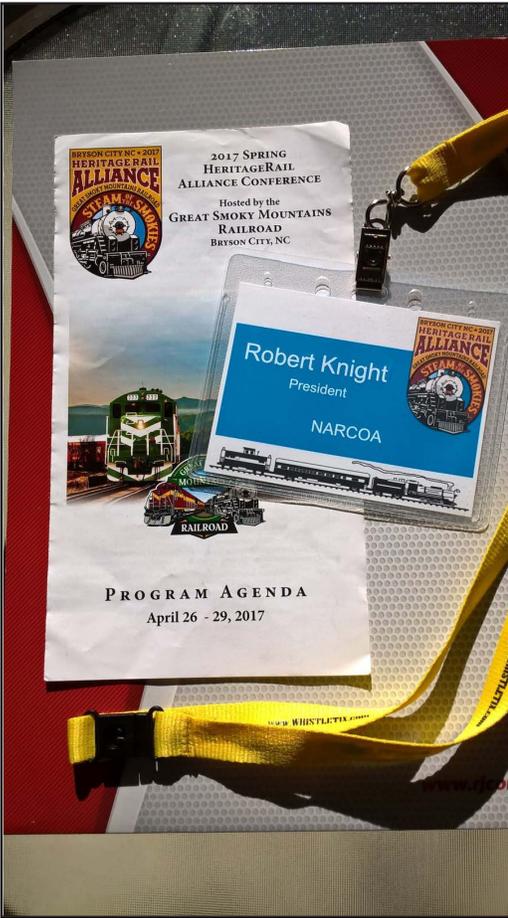
*Wayne Parsons May/June 2004
2008 - 2009*



NARCOA was present at the 2017 American Short Line Railroad Association Conference in Grapevine, TX.

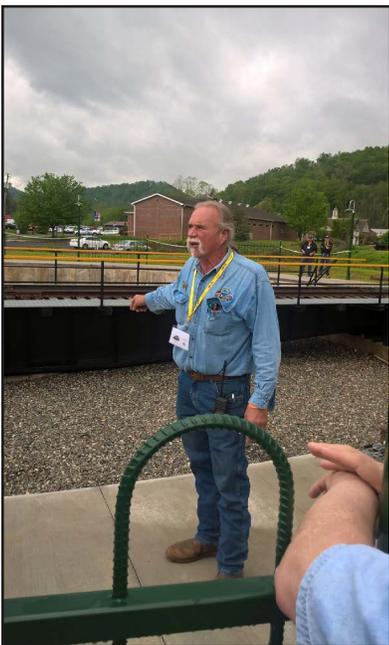
Clockwise from Above: Bob prepares the booth. A listing of some 2016 Jake Safety Awards; NARCOA has a place in history for this award. Harsco was also there as part of the 250 vendors along with NS, CSX, Montana Railink and OmniTRAX, just to name a few. Watco was well represented by a double booth space. United Shortlines Insurance ready to assist NARCOA.. Julie Pettit, Lou Schillinger, Audre Schillinger & Pres Bob.





NARCOA is Represented at the HeritageRail Alliance

Clockwise from Left, Above: HRA Daily Program Agenda and name tags for all participants Bob and Laurie staff our NARCOA vendor table ready to seek new host railroads. Below Right: Key HRA leadership: Lynette Rickman, Executive Director and G. Mark Ray, President of HRA Organization on GSMR steam excursion.. Key Convention sponsor is Mr Allen Harper, Chairman/CEO, of American Heritage Railways very supportive of NARCOA....Sister railroads to the GSMR, being Durango & Silverton and Mt. Rainier RR. Our Tom Falicon, explaining to the convention participants how the GSMR just constructed turntable operates with additional detail. Special event Motorcar rides for the participants to showcase NARCOA at it's best.



USING THE HUB AND WHEEL FACES TO GAUGE A MOTORCAR

BY WAYNE PARSONS

Getting your motorcar into proper gauge is a simple matter of making the distance between the hub surfaces hit certain numbers. When the hubs are properly spaced, and you mount the wheels, they will be properly gauged. So, what is the proper gauge?

Standard gauge specifications for NARCOA motorcars match the track gauge given in the Fairmont manuals which is 1/8" to 1/4" under 56-1/2". This set up works for Class 1 rail, as well as the track on short lines that is frequently wide in gauge.

Narrow gauge railroads should all be considered as wide in gauge because, they are 36-1/4" to 37" between the rails. Therefore it is best to gauge our narrow cars out to the full 36".

All the dimensions given here are for 16" X 5/16" pressed steel wheels. This article covers adding shims to get the desired hub surface distance. Another article will discuss using a reamer to shave down the insulator cones and thus reduce the hub surface distance; something usually needed for new cones.

Mount the hubs, tighten them down, and check the distance between the surfaces. After getting the hub surface

<p>STANDARD GAUGE</p> <p>Distance between hub surfaces: 59-3/4" (+0 to -1/8")</p> <p>Distance between outside wheel surfaces: 62-15/16" (+0 to -1/8")</p> <p>Final wheel gauge will be: 56-1/4" to 56-3/8"</p>

<p>NARROW GAUGE</p> <p>Distance between hub surfaces: 39-1/4" (+0 to -1/8")</p> <p>Distance between outside wheel surfaces: 42-7/16" (+0 to -1/8")</p> <p>Final wheel gauge will be: 36"</p>



dimension correct, mount the wheels and measure the outside surface separation through the wheel openings. The final check is to use the clear plastic wheel profiles available from the NARCOA store to measure the wheel gauge. For the best results, be willing to take the wheels and hubs apart several times in your effort to get it "just right."

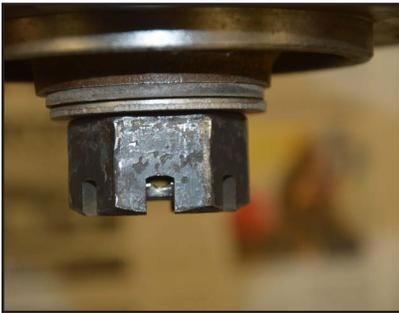
Results are different for different shim material. My experience is that one .004" shim, made from a soda can, will move the hub out by 1/8" or .1250". Alan Wilbur uses a guide for paper shims of .001" shim will move the hub 1/64". Paper is about .004" thick thus and gives a 1/16" move. Trim shims to eliminate any excess near the axle end threads. Measure the thickness of your shim with a micrometer and keep shop records of each adjustment. For movements greater than 1/8", spread the shims evenly between the two hubs.



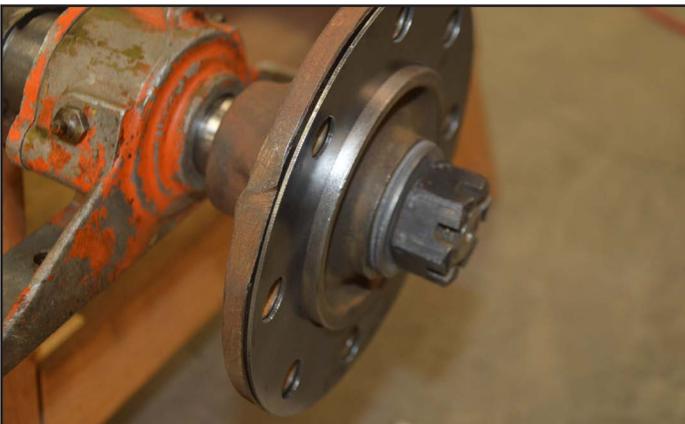


Left, after assembling the axle, the first hub surface measurement is 59-7/16". Adding one soda can shim under each end brings the hub surfaces out to 59-11/16"; which is right in the middle of our 0 to minus 1/8" target. One quarter inch has been added to the gauge using just .008" of shim.

Usually when the hub surface measurement is right, the castle nut can be tighten down enough to insert a cotter key. If not, try sanding down the insulator washer. Below left is a tan in color NOS Fairmont insulator washer; right is a brown in color fiber washer from Fredericksburgshops.com. When using an impact wrench to tighten the castle nut, remember that the thinnest and weakest part of the axle is between the threads and the axle taper. Take it easy with the impact wrench, especially with the smaller MT-19 axle.



Occasionally a shim is placed between the hub and wheel surfaces. Fredericksburgshops.com has this shim in 1/16" and 1/8" thickness. However, caution should be used for anything above 1/16" or .0625". Any thicker and the wheel may be pushed out beyond the shoulder of the hub. The hub shoulder is where the motorcar weight should ride, not on the bolts. As seen below right, the mounted wheel (with a 1/16" shim) is right at the edge of the hub shoulder.



The source for the hub surface numbers, for standard gauge of 59-3/4" and 39-1/4" for narrow gauge, come from shop notes provided by Dudley Newman and Patrick "Smitty" Smith. I have used these guides to make up both standard and narrow axles and the numbers work. Finally, painting your axles should be avoided; rear drive hub sprockets and front axle sleeves don't easily slide on or off painted axles.

All Photos by Wayne Parsons

FROM JUNK TO JEWEL

A-5E RESTORATION

BY PHILLIP HOPPER



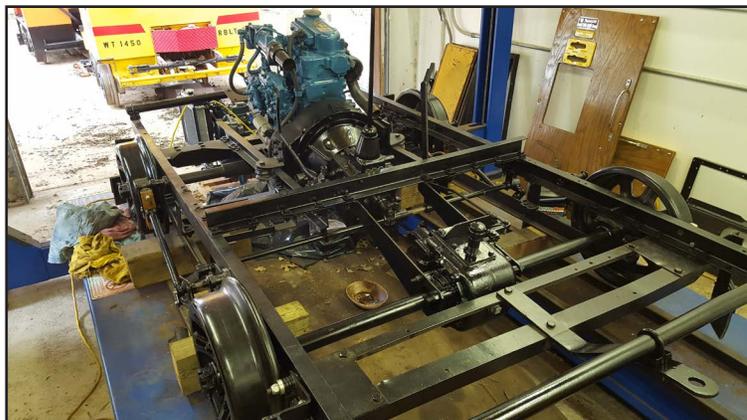
Michelangelo once stated “Every block of stone has a statue inside it and it is the task of the sculptor to discover it.” I guess this could also be said about the person who finds a “junker” motorcar and recognizes its potential to become a jewel of the rails again. Many times in life we start on one course of action but subsequently become diverted to another path. This was the case involving a Fairmont A-5E open car that I purchased. Initially, I bought the motorcar for the Mitsubishi diesel engine and Fairmont T-9 transmission. To say the motorcar was in deplorable condition was a gross understatement! Most of the wood structure was missing and what little was hanging on the steel frame was rotten and totally worthless. The transmission and rear end were without lubrication and full of mud dauber wasp

nests. Judging by the steel structure damage, the motorcar had obviously been involved in an accident or run off the rails in the past. So, what made me decide to take this piece of junk and find the jewel inside?

Just out of curiosity I wanted to see if the engine would turn over. I knew from contact with a previous owner that the motorcar had not been run in over three years.

The radiator was missing, the exhaust system was gone, the radiator fan was damaged, the wiring was cut, and there was no fuel system. I used jumper cables to con-

Above: Before and After. Below The frame is primed and painted. Opposite: The disassembled rear axle. All Photos by the author.



nect the starter to a car battery. The engine turned over three or four times and before I could disconnect the battery, the engine sprung to life. It slowly idled and quickly accelerated when the throttle was advanced. Then a horrible screech emanated from the transmission (those pesky mud dauber nests at work). In sheer panic, I attempted to stop the engine. However there was no fuel shutoff valve or ignition switch to turn off. To stop a diesel, you need to pull the fuel cutoff handle on the engine itself. But where was that located? Actually, the handle was missing. I finally found the place where the handle attached to the fuel pump, rotated the short lever and the engine stopped. This is when a brilliant idea hit me: Why not restore this relatively rare motorcar to running condition? So the journey began.

Before you disassemble any motorcar, be sure to take plenty of pictures so the re-assembly will be easier. I also saved the old wood and structure pieces to serve as a pattern for new items. Once the new items were installed, the old items were scrapped. I removed all the wood and metal components from the frame. I did not remove the engine.

I always replace all the wheels with new wheels from Harsco. New bonded brake shoes were obtained. The

wood blocks were stained and coated with polyurethane to prevent rotting. The entire steel structure was sanded, primed, and painted black. Next on the list was the rear end. Removing the rear axle and differential was the hardest part of the restoration. The sheer weight of the axle and differential made movement by one person almost impossible. The rear end of an A-car contains a myriad of tapered bearings, shims, locks and other assorted parts. I only worked on one side of the rear axle at a time. Before I started any work on the rear end, I lined up all the parts on the axle and documented the assembly order with numerous photographs. I had to hire a truck transmission company to remove and install many of the bearings. There is about \$1200.00 in tapered roller bearings in the rear end alone.

With the rear end repaired, I focused my attention on the transmission. The T-9 transmission had a long 10 inch crack running down the front corner of the case. I purchased another transmission case and had the case checked for cracks, then cleaned and finally sealed. New gears and bearings were installed. Since the clutch was practically new, I only replaced the throw out and pinion shaft bearings. One of the hardest tasks is the assembly of the clutch and pressure plate. To get the alignment perfect for installing the transmission, insert an old transmission pinion shaft through the splined hole in the clutch plate and push it into the pilot bearing in the back of the engine. With the shaft in this position the backing plate of the clutch can be tightened to specification. Then, remove the shaft and attach the transmission. Everything will be aligned for the installation.

Next on the agenda were the wood supports, decking, and console. I used pressure treated lumber to prevent rotting. Under the deck, the cross supports had steel ends to provide increased strength and durability. I might have been easier to use plywood for the deck, but I like to retain the original configuration of the motorcar. The decking was made of 1 inch by 6 inch boards. For the console and rear seating area, I used oak veneered ¾ inch plywood. I assembled the upper steel structure on the driveway and then placed it on the new deck. Once

I had it in the correct position on the deck, I drilled the holes for the attachment bolts.

The electrical system was also a challenge. A new alternator for this engine was \$257.00! From my experience with restoring antique automobiles, it found that it is often cheaper and quicker to rebuild than buy new. The alternator was rebuilt for \$53.00. I purchased LED lighting so I wouldn't be plagued by light bulbs failing. I prefer to solder, rather than crimp, all electrical

connections to keep connections tight. Two new fuse blocks, new gauges, new master cutoff switch, and new wiring would complete the electrical system.

The fuel system was upgraded with a stainless steel 10 gallon fuel tank, new Racor fuel filter and water trap, new fuel lines, sediment bowl and cutoff valve on the fuel tank.

The radiator that came with the car was not the original. It actually fit the flathead four-cylinder Waukesha engine. The radiator for this Mitsubishi S2E2 engine was available from the manufacturer for a mere \$2,300.00!! Luckily, I had purchased a spare motorcar with the original Mit-

subishi radiator. I had the radiator checked for fluid flow and leaks and then filled it with Caterpillar anti-freeze designed for diesel engines.

The exhaust system was missing. Since I will probably run this motorcar in the western United States I installed a spark arrestor that was purchased at local O'Reilly Auto Store.

You will notice that most of the hardware is not painted. After spending countless hours trying to remove rusted and corroded nuts and bolts, I replaced all hardware in stainless steel. The cost is considerably more, but any future disassembly will be a breeze.

Finally, after a year of frustration and hard work, the A-5E open motorcar is finished. Michelangelo would have been pleased with the result of my efforts. The "stone" has been transformed into an object of beauty, form, and function.

Phillip



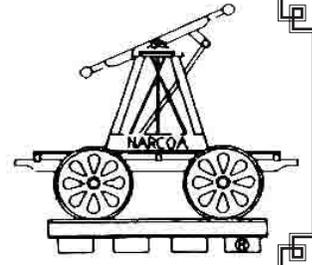
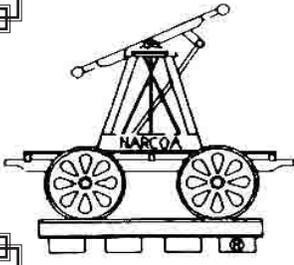
NARCOA EXCURSIONS

AS OF JUN 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.



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 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 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 8 - ID posted 05/22 **FULL – Waiting List Started**
Washington, Idaho & Montana Railway

Public rides to help raise funds for the ongoing restoration of the Potlatch Depot. There will be no fees for the operators. Total miles for day will be about 100. EC Bryan Loftin at 208-365-9473 or Guy Howard at 541-998-5280

JUL 8 - 9 - TX posted 05/11

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 to Railroad Partners, Inc. EC Leland Stewart 210-863-5397, Frank Glatzl 512-918-2412

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 - 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 - NY posted 05/08

Delaware & Ulster RR

Camp out and run this old line in Arkville. A great time for all as we night run and day run this line in the beautiful Catskills with camping allowed onsite next to the river. Dinner Train Excursion or BBQ may be possible. EC Craig W. Hartman, Cost is \$75.

Jul 14 - 16 - OR posted 04/30

Idaho Northern & Pacific RR, WURR

Pacific Railcar Operators 185 miles RT from Island City to Joseph and return. Limit 25 cars \$215. EC Guy Howard 94991 Toftdahl Lane Junction City Oregon 97448, 541-998-5280

Jul 14 - 16 - CO posted 04/26

Leadville, Colorado and Southern Railroad

The Rocky Mountain Division is hosting a ride. This ride will consist of approximately 80 miles of travel over three days. Cost is \$100 per car. EC Jerry G Geiger. (719) 568 7966.

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 - OH posted 04/28

Toledo, Lake Erie & Western Railway.

Non NARCOA Motorcar Rally - Set on is: 9:30 am. First trip at 10 am. Location: Yawberg Rd. American Legion. Cost: \$40. Distance: two round trips 32 miles. No pets, open toed shoes or shorts. For further details call, email or text: Victor Geckle 419-438-7533

JUL 22 - 23 - TX posted 05/11

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 to Railroad Partners, Inc. EC Leland Stewart 210-863-5397, Frank Glatzl 512-918-2412

Jul 22 - 23 - PA posted 05/01

Western New York & Pennsylvania RR

Saturday, Meadville to Corry and return. Sunday, Meadville to Oil City & return. Approx 155 RT miles. Fee \$185. 30 car limit. EC for this NEREX excursion is Rob Piligian.

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 05/04

North Shore RR/Shamokin Valley RR

Ride over the 86 mile North Shore Railroad on Saturday and the 50 mile Shamokin Valley Railroad on Sunday. The Central PA Chapter of the NRHS will again be serving a meal for our group Saturday evening. Fee \$95 Gary Shrey 717-227-9628 gshrey@aol.com

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 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 5 - 6 - NY posted 05/08

Saratoga and North Creek RR

Come ride with MAMA out of North Creek. A great run along some of the best scenery around, with added mileage up to the mine and full length of the line, night run possible. Reduced price this year! \$225. EC Craig W. Hartman.

Aug 5 - 6 - CO posted 04/23 **Canceled**

Pueblo Railway Museum

Open house and Railfest - Rocky Mountain Division will be displaying and operating motorcars over the approximate 1 mile of track as part of the Pueblo Railway Museum Railfest 2017. No charge to NARCOA members. Rides will be given to the public. EC Richard Reiff.

Aug 12 - IN posted 05/20

French Lick Scenic Railway

Great Lakes Railcars 50 mile round trip from Jasper to French Lick. Fee \$70. For details contact EC Andy Sargent at 812-525-4856. Registration deadline is 8/5/2017, no exceptions.

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 Started**

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 - OH posted 04/28

Toledo, Lake Erie & Western Railway.

Non NARCOA Motorcar Rally - Set on is: 9:30 am. First trip at 10 am. Location: Yawberg Rd. American Legion. Cost: \$40. Distance: two round trips 32 miles. No pets, open toed shoes or shorts. For further details call, email or text: Victor Geckle 419-438-7533

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.

Sep 2 - 3 - PA posted 05/08

Steamtown National Historic Site

Mid Atlantic Motorcar Association will be guests of Steamtown National Historic site in Scranton with up to a dozen of our cars representing NARCOA and you about our hobby and operating on their yard tracks at their Railfest 2017. EC Craig W. Hartman.

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 9 - 14 - CO posted 06/20

Colorado Fall Color Excursion

Motorcar Operators West and the Rocky Mountain Division will co-host an excursion including 4 railroads: Leadville, Colorado & Southern, San Luis & Rio Grande, San Luis Central, and the Creede Branch of the Denver & Rio Grande. Total mileage - 320. Excursion fee - \$475. EC's - Bill Schertle, Jerry Geiger, Rich Reiff.

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 - OH posted 04/28

Toledo, Lake Erie & Western Railway.

Non NARCOA Motorcar Rally - Set on is: 9:30 am. First trip at 10 am. Location: Yawberg Rd. American Legion. Cost: \$40. Distance: two round trips 32 miles. No pets, open toed shoes or shorts. For further details call, email or text: Victor Geckle 419-438-7533

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 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 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 Balestreri 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.

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. Approx 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.

Oct 20 - 22 OH/WV posted 06/08

Kanawha River Railroad

Save the date, Ohio Valley Railcars excursion in planning in Ohio and West Virginia. Details not yet available, please do not contact coordinator Jaime Samuella at this time.

Oct 28 - PA posted 05/08

Delaware Lackawanna RR

Mid-Atlantic Motorcar Association run over the route of the famous Phoebe Snow on Saturday followed by a paired trip with NEREX on the 29th on the

Stourbridge Line out of Honesdale. Set on in Scranton. About 130 miles. Cost \$220. EC Craig W. Hartman.

Oct 29 - PA posted 05/11

The Stourbridge Line

SAVE THE DATE! NEREX will be running this excursion on Sunday, following a paired trip with MAMA on the 28th on the Delaware Lackawanna out of Scranton. Set on will be in Honesdale. About 48 RT miles. Cost TBD. NEREX EC Rob Piligian.

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 Affiliate. EC's Chris Thompson (251) 463-3270 & Jonathan Blair (706) 252-1582.

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.

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.

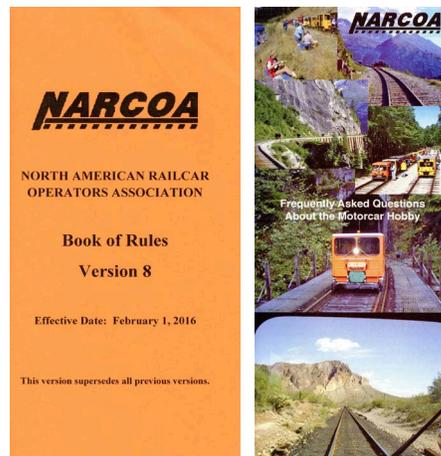
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NARCOA COMPANY STORE

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 Items STILL AVAILABLE at our on-line store include:

- Printed NARCOA Rule Book, current version;
- NARCOA Safety Vest;
- Reproduction Fairmont Data Plates;
- Wheel Inspection Tools;
- NARCOA Lanterns Trainman's lanterns; and
- D cell x 4 battery adapter.



NARCOA Name Badge

This badge has a plastic face and a magnetic catch on the back. The NARCOA logo and your name, printed as your request, introduces you as a NARCOA member.

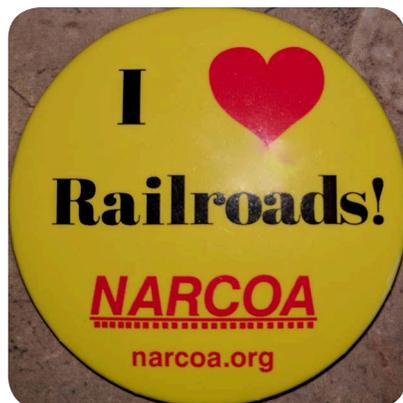
\$15 plus shipping.

NARCOA Safety T Shirt

Enhance your visibility and display a professional safety attitude with this NARCOA safety T Shirt. Made of a comfortable cotton and polyester blend.

Sizes M, L, XL, 2XL and 3XL.

\$15 plus shipping.



I Love Railroads Button

Show your support for our host railroads and start conversations with this new button. Button is about 2 1/4". \$4 shipping included.

Show your pride, enhance safety and get people interested in the hobby with these latest items!