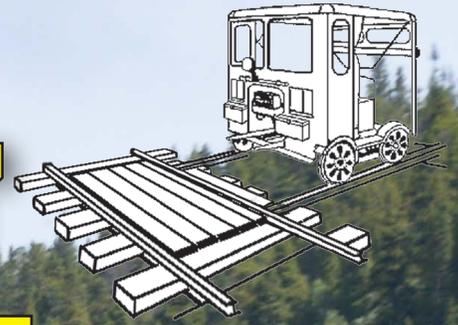


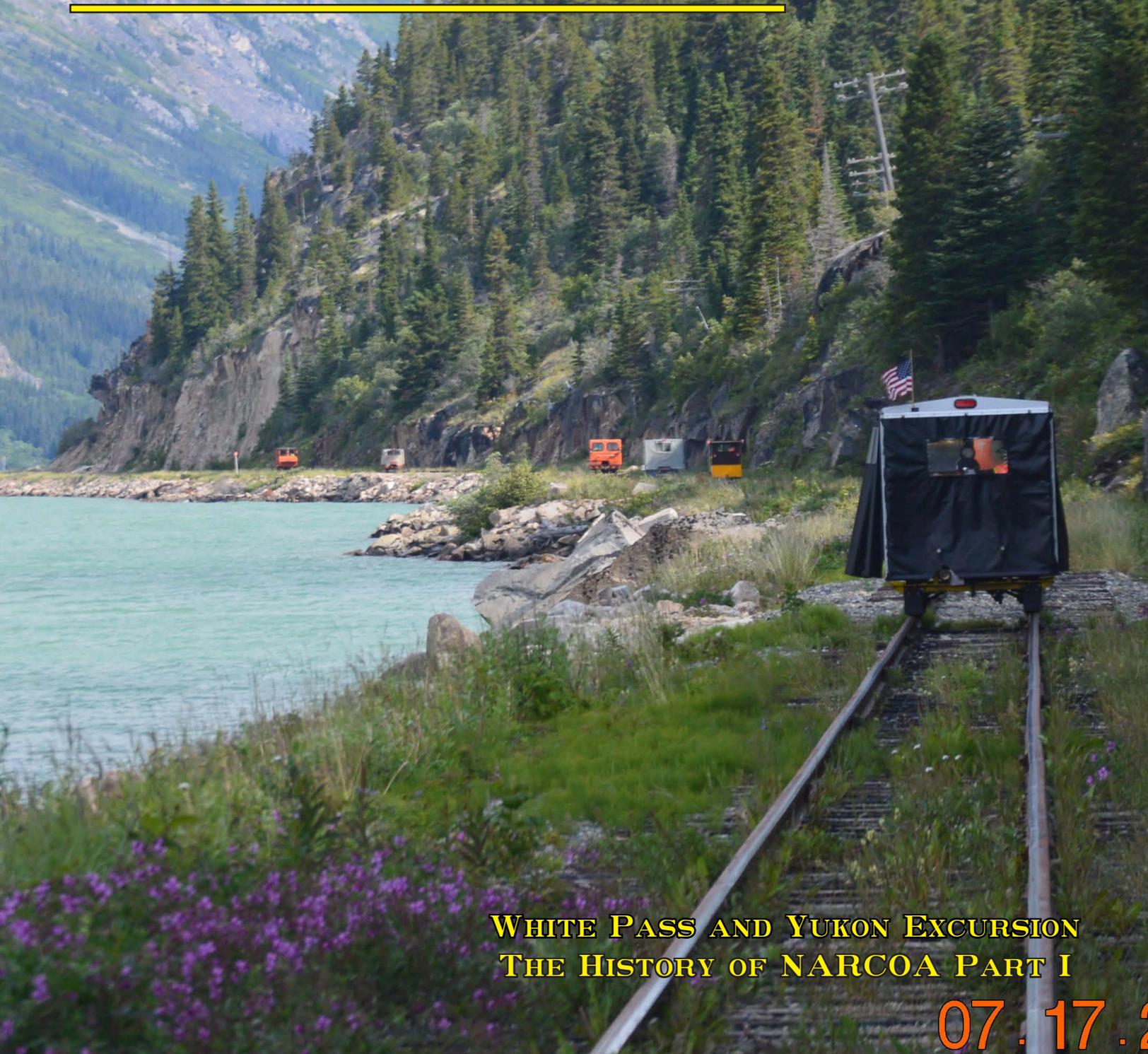
# THE SETOFF



---

THE OFFICIAL PUBLICATION OF NARCOA  
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION  
SEPTEMBER / OCTOBER 2017 VOLUME 31 - No. 5

---



WHITE PASS AND YUKON EXCURSION  
THE HISTORY OF NARCOA PART I

07.17.2

# THE SETOFF

VOLUME 31 No 5

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.

Brian Davis, SETOFF Editor  
5626 Chadwell Cir  
Ravenna, Ohio 44266  
setoff@neo.rr.com

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)

© Copyright 2017- NARCOA. All rights reserved. Reproduction, by any means, in whole or part, by any party, is strictly prohibited.

*ON THE COVER: The W. P. & Y. excursion travels along Bennett Lake, B.C. Photo by Nancy Parsons*

# NARCOA OFFICIALS

President: Bob Knight  
Vice-President: Chris Weaver  
Secretary: Bob Hastings  
Treasurer: Tom Norman

Area 1 Director  
(ME, NH, VT, NY, MA, CT, RI)  
Ross Baxter 706-799-0689  
babycatcher21@rochester.rr.com

Area 2 Director  
(NJ, PA, DE, MD)  
Mark North (302) 378-0745  
marknorth15@gmail.com

Area 3 Director  
(IN, MI, OH)  
Jeff Levengood (330) 343-3407  
Jlevengood@roadrunner.com

Area 4 Director  
(WV, VA, KY, NC, SC, TN, AR)  
Bernie Leadon (615) 478-3660  
leadon@reallsmall.com

Area 5 Director  
(MS, AL, LA, GA, FL)  
Will Thompson (229) 359-5701  
cwthompson@windstream.net

Area 6 Director  
(MN, WI, IL)  
Bob Knight (815) 786-3096  
railbuff@indianvalley.com

Area 7 Director  
(ND, SD, NE, IA)  
Carl Schneider (515) 967-5181  
motorcarlm9@gmail.com

Area 8 Director  
(Canada, World outside U.S.)  
John Brown (705) 538-1196  
johnbrown\_42@hotmail.com

Area 9 Director  
(CO, KS, MO, NM, OK, TX, UT)  
Chris Weaver (303) 589-6665  
cpweaver@gmail.com

Area 10 Director  
(WA, OR, ID, MT, AK, WY)  
Bill Andrews Cell (541) 295-5631  
railsnrods@msn.com

Area 11 Director  
(CA, NV, AZ, HI)  
William Pardee  
602-571-3851  
bpardee@cox.net

Director-at-Large (non-voting)  
Tom Falicon (828) 488-8063  
raildawg@gte.net

Director-at-Large (non-voting)  
Keith Knowlton (860) 779-1361  
keith@nerex.org

Nominations, Elections  
Dan Page (714) 847-5906  
dan.h.page@gmail.com

NARCOA Insurance Administrator  
Tom Norman (406) 722-3012  
alb4961@blackfoot.net

Rule Book Certification Test  
Dan Page dan.h.page@gmail.com

The SETOFF Editor  
Brian Davis (330) 554-4480  
setoff@neo.rr.com

NARCOA Webmaster  
Keith Mackey (352) 347-0770  
webmaster@narcoa.org

NARCOA Forum Moderator  
Rich Stivers (408) 264-1048  
rich@stivers-bros.com

Committee Chairs:

Judiciary Chair  
**Jeff Levengood (330) 343-3407**  
**Jlevengood@roadrunner.com**

Safety Chairman  
Fred Lonnes (708) 246-3666  
narcoasafety@flash.net

Operations Chair - EC Certification  
Bill Andrews (541) 295-5631  
railsnrods@msn.com

Rules Chair  
Jim McKeel (316) 721-4378  
cp2123@cox.net

Operator Certification Manager  
Dan Page (714-749-7548)  
dan.h.page@gmail.com

Operator Continual Training Mgr  
Tom Falicon 828-488-8063  
raildawg@gte.net

Operator Mentoring Manager  
John Becker (847) 741-6603  
jbecker@aol.com

Affiliates .....Dave Verzi wm340@aol.com  
HyRail & Custom-Built Motorcar Cmt....  
Tom Falicon raildawg@gte.net  
Communications ..... Bernie Leadon

Membership Manager North & East .....  
Bob Hastings membership@narcoa.org  
Membership Manager West.....  
Dan Page .....dan.h.page@gmail.com  
Membership Manager South  
Bill Delmar bdelmar.mt19@gmail.com

# PRESIDENT'S MESSAGE

## BOB KNIGHT



Greetings to all of you out in NARCOA Land and isn't it great to be on the rails!! We have just completed a week of participating on three back-to-back excursions. We have never traveled the rails on the St.

Croix Valley RR located in Rush City, MN and The First Iowa Division's Iowa Southern RR, former, Appanoose County RR in Centerville, Iowa.

The best part was meeting and talking with all the NARCOA members that were part of the two excursions. We also enjoyed going out to eat dinner at a local restaurant with a large growing number each evening.

EC, Mike Ford planned a real treat after traveling the North Shore Scenic RR in Two Rivers and Duluth with a Duluth Harbor Cruise including a tour of the rail/ship connections and docks. Seems Duluth is connected to the international world by shipping products to many points in Europe.

Now talking about an international connection, please enjoy Area 8 Director John Brown's report on that exact subject of our growing world connections for our NARCOA Organization.

On another subject of growth, our Operator Mentoring Manager, John Becker has reported that we are up to

36 new and returning members whom have been mentored this year. Your BoD wishes to thank John for his fine job of coordinating the process and all of you great experienced members that have taken the time while on an excursion and beyond to assist with the mentoring process. Many thanks!! This is just another great plus that makes our NARCOA Organization very strong. Need, I say members helping members!!

Now, speaking of members all working together, please make a note that all of you are invited to attend the Annual Membership meeting coming this Sept. 29th and 30th being held at the Sheraton - Chicago O'Hare Airport Hotel. Please check the information listed in this and the last several editions of THE SETOFF.

Please be safe and enjoy the rails,

Bob Knight, President

## FROM THE EDITOR

### BRIAN DAVIS



Hello NARCOA! This issue contains chapter ONE of Richard Ray's history of NARCOA the first of a great new series! 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!

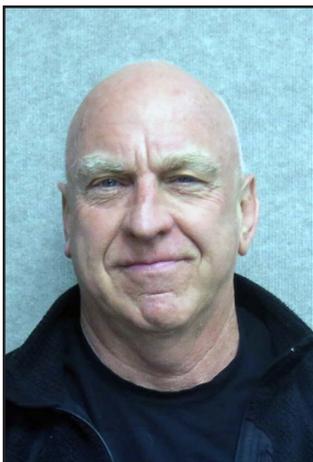
Brian & Jane Davis

**RADIO EQUIPPED**

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

IN THIS ISSUE	
NARCOA Officials	2
President's Message	3
From The Editor	3
Directors' Messages	4
Announcements	6
Joe Speeder	8
Railfanning Namibia	9
Coos Bay	10
White Pass and Yukon	12
History of NARCOA Pt 1	16
Cooking on the Rails	19
The New Member	20
Amador Central	22
Upcoming Excursions	23
Suppliers	27
NARCOA Company Store	28

# AREA FOUR



**BERNIE LEADON**

Dear Area Four Members-

Tom Stallings has been elected to succeed me as your NARCOA Director for Area Four, and I join you in welcoming him to the Board of Directors.

It has been my pleasure to serve as your Director the past six years, following five years as Director at Large. Former Area Four director Tom Falicon continues to serve now as Director at Large, so Area Four is well served going forward.

I am also stepping down as Communications Chair, where we worked hard on a lot of nuts and bolts of NARCOA, including our many documents. Hopefully, they read a little clearer. The Setoff has been a very professional newsletter under the able direction of Editor Brian Davis, and I am sure he will continue to do a great job. Help him out by sending him run reports, and photos for the Calendar! Send early, send often.

Thanks also to our mighty Webmaster, Keith Mackey, who does lots of invisible work on formatting and posting our documents. Thanks, Keith!

Serving as NARCOA president was a singular opportunity and honor, and I must thank you for that also, because only elected Directors

are qualified to serve in the position. I hope I was able to help shepherd the organization through those years, and into what I believe is a bright future.

And thanks to all those presidents, past and future, under whom and with whom I served. They include Pat Coleman, Warren Riccitelli, Mark Springer, Warren Froese, Bill Schertle, and Bob Knight.

I am still an Excursion Coordinator, and I hope to again put on some excursions in Area Four in the future. Hope to see you on one of those events.

Be well, run safe,  
Bernie

quite surprised to find a non-working semaphore, but appeared to have all of its parts per the photo below.....

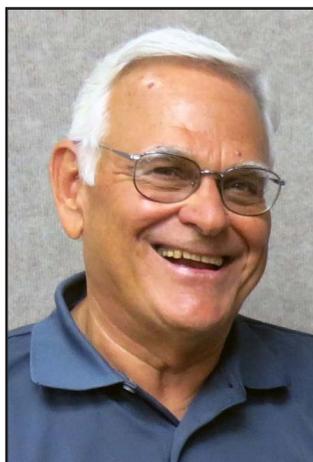


We were informed this was left in place from Wabash RR days. Always a great find!!

Once again I extend an invitation to all of the area 6 members and of course, all NARCOA members to the Annual Membership Meeting this Sept 29th and 30th. Please check out the details in this issue of THE SETOFF.

Please, Safety First on the Rails,  
Bob Knight

# AREA SIX



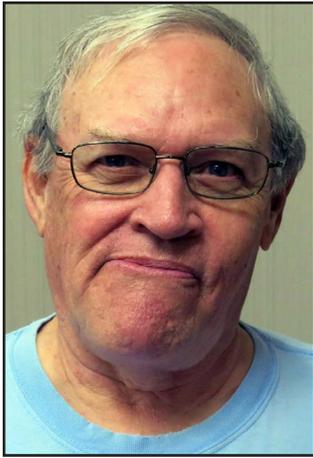
**BOB KNIGHT**

Greetings to all the members of Area 6 and a great big welcome to new member, Christopher Hanke, from Faribault, MN. We all look forward to meeting Chris on an excursion soon, so encourage him to get mentored soon.

As I referred to in my President's Message, we did travel to Iowa and joined the First Iowa Division members whom made us feel most welcome.

As this was our first excursion on the Iowa Southern RR, we were

# AREA EIGHT



**JOHN BROWN**

Hello all my NARCOA members.

I am privileged to announce two new members, one international and the other a Canadian to the ever growing NARCOA family. Our first from the United Kingdom and our first from the Province of Newfoundland (usually called the ROCK by non Newfoundlanders).

Mary Hicks who lives in Avondale, NL is also President of the Avondale Heritage Group. Bob Hastings mentioned he Goggled Avondale and saw a station, locomotive, several cars and a speeder on the tracks. Now NARCOA can say they are across Canada. Thanks Mary for joining.

The other new member is Mark Hambley from Tamworth, Staffordshire, UK . Mark mentions he is a engineer by training (degree and professional institution) Mark says he is a lifelong railway enthusiast. Mark says two main lines of British Rail run through Tamworth, London to Glasgow west coast mainline and the cross country linking the northeast Yorkshire through Derby and Birmingham to Bristol and southwest.

Mark mentions he has an understanding wife who hopes one day to see the family car back in the garage. She is like my wife who has waited

since 2001 when I bought a couple of speeders and is still waiting to see the car in the garage.

Mark has stated he has sent in a submission for the Set Off, and I applaud him for being just a new member to send in an article already. Thanks Mark.

As Bob Hastings mentions with Mark we are now an international organization with members in Canada, Australia, UK, and New Zealand. The Set Off has had articles from our European friends.

Welcome both of you to NARCOA.

My wife Marilyn and myself had the pleasure of driving to Jamestown, NY for the 90<sup>th</sup> birthday of Harvey Page, a NARCOA member who is the father of our Membership, Elections and NARCOA Store member Dan Page's dad, Harvey Page. We got to meet all the Page clan who are scattered from Sweden, California, Colorado, Indiana and of course Jamestown, NY. It was a pleasure to be down for Harvey's birthday party. Dan's sister Adrienne I understand did the organizing and along with Dan and Harvey are members of NARCOA. Harvey had his Operators card till a few years ago but Adrienne and Dan are current operators. They have operated in NY, W.Va., Pa. and Canada, (Quebec and Ontario). Naturally a few were drawn outside to the garage were Harvey and Dan's speeder resided, Well what is a garage for but to store speeders! I heard his niece from around Philly I think saying she would love to take a ride in it.

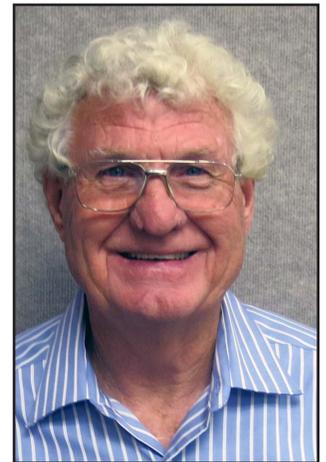
Dan figures there were 50 friends and family who came to the event.

I had not noticed that my passport was only good till Nov this year and

I know some airlines that fly to the USA will not let one in with less than 6 months on their passport. So I was concerned but had no problem driving over to the USA. I no sooner got home and started the process for a new one so I can attend the Board Meeting in Chicago in Sept. They say passports are good for 5 or 10 years but forget to mention that the last 6 months can cause problems.

John Brown Area 8

# AREA TEN



**BILL ANDREWS**

A season of great excursions and great people! Thanks to all who joined us this summer.

Area 10 lost a capable and popular EC due to retirement from the hobby. Thank you, Will Krasselt for memorable, well organized excursions in ID and WA.

Fortunately, we have two very capable and enthusiastic ECITs in PRO. Bryan Adams and Peter Wolfgram, avid NARCOA members, come to us from MT. I am proud and pleased to be mentoring them. October Coos Bay operators will benefit from their skills. Thanks for stepping forward, guys.

*Continued on Page 6*

Area 10 continued from Page 5

June and August Coos Bay runs drew many operators to great track and varied scenery. Paul Greenfield shares his experience in a setoff article in this issue. October sold out as well, hoping for gorgeous fall colors. Joining us long distance were John and Patricia Harding from Ohio, Rob and Janice Douglas, British Columbia, and Mike and Candace Obetz, from San Diego. We appreciate all the miles you traveled to join us.

As well as organizing the August Coos Bay ride, EC Guy Howard also led the pack from LaGrand OR to the rugged and spectacular Wallowa country at Joseph. Guy also organized Potlatch ID which included rides for the public fund raiser.

The ever popular MT run with Bill Taylor and Tom Norman was fun as always. A side trip thru a talcum processing plant was an interesting adventure. Good Welcome Dinner in Harrison. Harvey and Ann Reynolds "secret chef" provided homemade maple bars for a mid-morning break!

On these runs, two new operators were mentored: Sonny LeMonds and Doug Egbert. Welcome to them as well as four new NARCOA members in WA and OR: Rocky Harpole, Robert Haserot, Barbara Roddy, and Bryan Bromiley.

With our ECITs we are hoping to offer our popular Colfax, WA and Lewiston, ID runs again. Mother Nature doesn't allow us enough time for all excursions, but will do as many as we can.

In late May, Area 11 EC Joe Snyder took us thru Eastern Idaho Railway in an urban/agricultural area. Some of these operators met again in MT.

## HANK BROWN MEMORIAL AWARD WINNER FOR 2017

The Board of Directors announces that *Mr. Bobby Moreman* of Chamblee, GA has been awarded the 2017 Hank Brown Memorial Award for Excellence as an Excursion Coordinator. Bobby is recognized for his dedication to safety, his outstanding leadership and service to NARCOA members and his contributions to the growth of the rail car hobby.

## 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](mailto: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](mailto: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.

Hood River Railway returns October 9 under Rich Wilkins direction... it is a good stop on the way to Coos Bay run. Fun experience traveling up! Nancy and I are glad to see Rich back.

Bernie Leadon, TN EC, organized an Area 10 White Pass & Yukon Railroad Alaskan run, which sold

out fast.

NARCOA annual meeting needs your input so contact me with any concerns and comments.

Hope to see you on the rails!

Bill Andrews

Area 10 Director

# **NARCOA LEADERSHIP TEAM FOR 2017 / 2018**

## **BOARD OF DIRECTORS:**

Area 1 – Ross Baxter (CT, MA, ME, NH, NY, RI, VT)

Area 2 – Mark North (DE, MD, NJ, PA) (re-elected)

Area 3 – Jeff Levensgood (IN, MI, OH)

Area 4 – Tom Stallings (AR, KY, NC, SC, TN, VA, and WV) (succeeding Bernie Leadon)

Area 5 - William Thompson (AL, GA, FL, MS, LA)

Area 6 – Bob Knight (IL, MN, and WI) (re-elected)

Area 7 – Carl Schneider (IA, ND, NE, SD)

Area 8 – John Brown (International) (re-elected)

Area 9 – Chris Weaver (CO, KS, MO, OK, TX, NM, UT)

Area 10 – Bill Andrews (AK, ID, MT, OR, WA, WY) (re-elected)

Area 11- William Pardee (AZ, CA, HI, NV)

The Board of Directors have elected the following officers who will be seated at the annual meeting:

President – Bob Knight (re-elected)

Vice President – Chris Weaver (re-elected)

The Board of Directors has approved the appointment of the following:

Secretary – Bob Hastings (reappointed for another year)

Treasurer – Tom Norman (reappointed for another year)

Directors at Large and Committee Chairmen will be announced at the annual meeting.

## **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](mailto:SETOFF@neo.rr.com) soon!

# JOE SPEEDER

## STOP BABY, PLEASE STOP!

Joe Speeder was once again prepared for a nice run. His motorcar was on the trailer and the trailer was attached to his tow vehicle. His inspection form was completed and signed. He was READY! The next morning Joe hopped into his vehicle and he was on the road. The drive was uneventful and he arrived at the set-on location in plenty of time.

Joe got in line to set his car on the track and then quickly got checked in, presented his inspection form, and signed the release form. Shortly thereafter, he was at the crossing unloading his motorcar and getting it on the rail. He parked his vehicle and trailer in the designated parking area and returned to his motorcar. Joe rolled his motorcar on down the track to make way for others setting their cars on and he was ready to roll.

After all cars were on the rail the EC called everyone together for the safety briefing. They were soon on their way down the track. The sun was shining and the temperature was just about perfect, in the low 80's. Joe relaxed and set back in the seat as they wound around the gradual curves of this particular line as it curved through the undulating terrain. There were 15 cars on this run and Joe was number 5 in the line-up.

About an hour and a half into the run the motorcars started down an extended downgrade. The excursion wound around the hills following the curvature of a river. Joe saw some brake lights light up ahead just as the car slipped out of sight around a curve. Joe started to slow down watching intently ahead as he entered the curve. Soon he saw that the car ahead had stopped for a road crossing. Joe rolled on up toward the stopped car and pushed forward on his brake lever. His car started slowing down a little but he needed a little more brake. Joe pushed forward a little more on the brake lever and the lever almost immediately hit the stop at the end of the slot in his control panel. Joe's car wasn't slowing down enough and Joe had no capability now of additional pressure on the brakes. His car was slowing, but he was now getting really uneasy about being able to get stopped before hitting the car ahead. His car was getting closer, closer, BAMMMM! He was stopped. It hadn't been a hard hit and the operators quickly determined that no one was injured.

The EC was notified that there had been a minor rear-

ender and the EC came back to investigate the situation. It was found that there was really no damage to either car and no one was injured. It hadn't been much of an impact. The EC took photos of both cars and got the information he would need to complete the Incident Report Form. Joe told the EC that he just was not able to get his car slowed down enough to get stopped before he collided with the car ahead. The EC looked over Joe's car and applied the brake, latching the lever in the first notch. He pushed on the motorcar and it easily rolled. He put the brake lever in the second notch and again pushed on the motorcar. Again, it rolled. Not as easily, but he was able to move the car. The EC then had Joe sit in the car and push the lever all the way forward in the slot. The EC pushed on the car again. He was still able to move the car. The EC then looked at each of the brake liners on Joe's motorcar. The front two liners were found to be worn down into the wood insulation blocks.

Having done those checks the EC went back to his motorcar and retrieved the inspection form that Joe had submitted. He noted once again that Joe had marked on his form that his motorcar met all requirements and was suitable to operate. Joe didn't have a very good explanation for the discrepancies. At that point the EC told Joe that he would be submitting an Incident Report Form on the minor collision and he would also be submitting a Rules Violation Form alleging that Joe had violated NARCOA rule #2.01 pertaining to the proper adjustment and condition of his brakes and for violation of NARCOA rule #6.03 pertaining to on-track equipment inspections. The EC took photos to clearly show the adjustment and condition of the brakes on Joe's motorcar which he would submit with the Rules Violation Form. The EC also told Joe that he could either set his car off at the crossing and retrieve it later or place it under tow for the remainder of the excursion.

When the excursion returned to the set-on location Joe loaded his car on his trailer and headed home. This had certainly been an embarrassing day and Joe had some work to do on his motorcar when he got it home. Joe had thought his car was in safe condition when he completed his inspection form but he now also fully understood that he definitely needed to understand the rules better and to physically check all of those items

on the form before EVERY excursion. This incident is also a prime example of why it is still a good idea for an EC or his/her designee to take a cursory look at each of the motorcars arriving at an excursion, even though the primary responsibility lies with the car operator.

Rule #2.01 and #6.03 in the NARCOA rulebook state:

“2.01 Brakes. Brakes shall stop all four wheels acting on the wheel surfaces or on disks/drums on the axles. An exception is manufactured cars not originally equipped with four-wheel brakes. All brakes shall operate simultaneously from one lever or pedal. Application and release of brakes must require one simple direct motion of the operator. The brake lever must hold the car in position and not be beyond one-half of its available travel. Brake end arms shall not be in danger of going over center with full application. Each car shall be equipped with a device that is capable of keeping the brakes applied when the car is unattended. Electric or

boosted brakes are not allowed unless they are original equipment. Brake liners (usually made of metal) shall be replaced once they have worn into the insulation block (usually made of wood).”

“6.03 Inspections. The owner or operator of any equipment to be operated at a NARCOA insured excursion must complete the NARCOA Rail Vehicle Inspection Form verifying that their equipment satisfies the NARCOA equipment standards and any additional special standards that are in effect for that excursion and present this form to the Excursion Coordinator prior to the excursion. The Excursion Coordinator and/or their designee may check the equipment to verify compliance and may refuse to allow any equipment on the excursion that, in their opinion, does not meet NARCOA safety standards.”

---

## RAILFANNING IN NAMIBIA

### BY STEVE BITTINGER

During a recent trip to the nation of Namibia located in western Africa I had an opportunity to visit the railway museum in Windhoek, the capital city. This museum covers the history of the country's rail system from its earliest days when Namibia was German Southwest Africa. For many years the rail system was part of the South African Railways system as the country was overseen by South Africa until gaining independence in 1990. Today it is in the process of being revitalized. Built to a gauge of three feet six inches, rail equipment is similar to our standard gauge engines and rolling stock. Most of Namibia is comprised of the world's oldest desert. As the nation of Namibia is larger than England and France combined the railways are limited to several key routes, with a minimum of passenger service.

On exhibit outside the railway station and museum complex are several interesting railcars. Bright yellow Funky Trollies, similar in size to Fairmont A cars were a common feature seen on the railway. Another railcar carrying a Ford logo in a yellow and silver paint scheme served as a railway maintenance car. However, the most interesting by far is the

armored two truck railcar. The one on display is one of two built by the South African Railways. It served to transport rail workers. During the years of the protracted civil war in Namibia it was used to provide security by proceeding trains. The railcar has an unusual hydraulic drive train as well as wheel truck assembly. I am not sure that NARCOA has a category for this type of equipment!

*Photo by the author*



# PRO COOS BAY, OREGON RUN

## JUNE 23-25, 2017

### BY PAUL GREENFIELD

I am relatively new to the motorcar hobby. My CN MT19A was purchased in April 2016 and, like most new owners, I have been spending a lot of time replacing parts and making it my own. June's excursion on the Coos Bay Rail Link (CBR) was my first big run and a chance to see how my car would perform. I suppose all new operators have feelings of excitement combined with some apprehension leading up to their first big run. And, few things feel better than completing that run without a breakdown or incident. Fortunately, the entire trip went off without any problems and it will go down as one of the high points of my railroad hobby. The camaraderie, the weather, and the scenery combined for a great experience...and my wife said she'd even consider another trip, maybe a year from now!

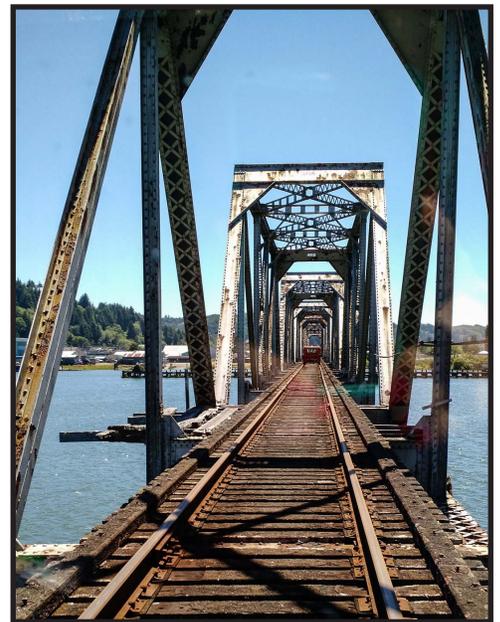
Pacific Railcar Operators (PRO) have been putting on the Coos Bay run for the last several years. Bill Andrews and Guy Howard have been tweaking the excursion over time and it is now to the point of near perfection. The set-on/set-off location, hotel, turnaround spot, railroad museum visit, and safety information were all first-rate.

The railroad itself is a former Southern Pacific (SP) branch line that opened in 1916. I won't go into a lot of detail, but the line was transferred to RailTex in 1994 and then abandoned due to deferred maintenance in 2007. The Port of Coos Bay stepped in and the line was re-opened in 2011. The line extends from Eugene to Coquille, Oregon, a distance of 134 miles. The portion we operated on was from Vaughn to Coquille, Oregon, which is 117 miles or 234 miles round-trip. I believe we were told that there are 27 bridges and 9 tunnels. Three bridges are quite long with crossings of the Siu-slaw and Umpqua Rivers, and Coos Bay itself. There are several other very impressive bridges that cross portions of Siltcoos and Tahkenitch Lakes. Tunnel #19 was SP's longest tunnel in Oregon at 4,183 feet. We are very fortunate to be able to operate on a railroad with such amazing scenery.

Set-on occurred at the Rosboro Lumber Company property in Vaughn, Oregon. It was nice to be able to get the motorcar on the rails Thursday afternoon ahead of Friday morning's adventure. A memorable Italian

dinner in Eugene lead to a restful sleep before our early morning departure. Our EC, Bill Andrews, led the safety meeting early Friday and it was mentioned that CBR would be providing a Hi-rail vehicle for escort. Al French was the CBR MofW employee assigned escort duty, and he also provided additional safety information. Then, it was a short reverse move along the lumber spur to the main line. The weather was clear and comfortable as we headed for the coast and 100 miles of stunningly-beautiful scenery.

Prior to the trip I had played some of the YouTube videos of this excursion, but I wasn't prepared for the number of interesting bridges and tunnels along the line. It's the kind of railroad that model railroaders wish they could recreate. A bridge



would lead into a tunnel and exiting the tunnel would lead to another bridge. Several sections of welded rail and overall good trackage made for a pleasant journey. The locals all waved and appeared very friendly as we motored past their homes, farms and businesses. A stop at the Ada Fishing Resort made for a perfect lunch alongside Siltcoos Lake. Just prior to crossing Coos Bay, we ran alongside the Oregon Dunes National Recreation Area. Sand from the massive sand dunes had crossed the tracks in a few places, but we never had to stop. The CBR has constructed several retaining walls in an effort to hold back the shifting sand.

Arrival in Coos Bay consisted of an intermediate stop north of the hotel to unload our baggage. All my wife and I would need for the three days and two nights was packed into a duffel bag which was secured to the tun-



*Opposite: Crossing the Truss Bridge at Reedsport, Oregon. Above: Line of Motorcars Parked Across from the Red Lion Hotel, Coos Bay, Oregon. Below: Scenery in route to Coos Bay, Oregon. All photos by Paul and Marty Greenfield*

nel cover with a bungee cord. Two vehicles from the Red Lion Hotel met us at the baggage drop off point, and then it was a short distance motoring to our convenient tie-up directly across from the hotel on Highway 101. To add to the fun, the Model A Ford Club of America was holding a convention in Coos Bay at that same time. Those guys spend even more on their hobby than we do! That evening we were treated to a Mexican food buffet and cash bar. The usual stories of cleaning and tuning CCKB carburetors were exchanged.

Saturday's excursion was a short run south to the turnaround spot. My wife elected to stay in town, so I got to practice my combined flagging and operating skills. I didn't receive any complaints, so I guess I did OK. Before we went too far, we stopped for gas at a Chevron gas station in Coos Bay. This was conveniently located next to a section of street running and most everyone took this opportunity to fill up their spare gas cans. Con-

red carpet treatment from the Oregon Coast Historical Railway Museum. They laid a red carpet from the museum out to our line of motorcars. Some very interesting artifacts in the museum included logging equipment as well as railroad items. In this part of the country, the two are often tied together.

Sunday's departure had us retracing our 100-mile route from Friday. The morning weather was a little cooler and we wished we had closed the doors on the CN pumpkin car. This was particularly true as we went over the tall truss bridge at Reedsport. I have never traveled with the doors closed before, but this might have been the time to try it out. A quick addition of a light jacket during one of our stops seemed to take care of the morning chill. By mid-day the temperature was nice again as we stopped for lunch at the Ada Fishing Resort. Then it was on to Mapleton for ice cream and the set-off location at Vaughn.



tinuing south, we turned our cars adjacent to Sturdivant Park in the little town of Coquille. Temperatures were warming up and the local fire department came out to "wet down" the kids who were playing in the park. An ice cream truck added to our lunchtime calorie intake and soon we were ready to head back north for a return to Coos Bay. On the way back, we literally received the

After getting home from the excursion, I followed up with Bill and Guy. I thanked them for all that they have done to make this run a reality. I also mentioned that the safety information provided before each day's run, and particularly during the run, was exactly the right amount. Of course, much of that comes from experience, as both men have made this trip many times. But, it is important to provide those critical warnings about blind grade crossings and potential traffic entering from a direction that might have limited sight distance. Not a warning for every grade crossing, or a general statement for the entire run, but the right amount of information delivered at the right time. As a new operator in unfamiliar territory, I really appreciated those warnings provided over the radio.

If you haven't had the opportunity to make the PRO Coos Bay run, I hope you will consider shining your wheels on this amazing trackage.

# WHITE PASS & YUKON TRIP REPORT

## AUG 4, 2017

### EC BERNIE LEADON

The first NARCOA excursion in eleven years on the White Pass & Yukon railroad took place in mid-July in Skagway, Alaska. Starting each excursion day at the railroad Shops, our operating days on the property included an afternoon turn at Fraser on the Canadian border, two days of operating to Bennett, B.C. and back, and one day of operating to Carcross in Yukon Territory, the current end of track (we also had a group dinner on our day off on Day Three).

day to clear us back home.

The White Pass operates eighteen trains each day, sending four or more trains up the “hill” each morning, only ten minutes apart, some of which turn at the Summit and take their passengers back to their cruise ships. Another four trains do the same thing after noon, following one another up the steep tight curves and hanging bridges on narrow ledges above the river valley below. Narrow gauge railroads can be very dramatic.



*Above: “Carcross Group Pic” by WP&Y Pilot Steve Burnham.*

*Opposite: Two views of the Lake Bennett Pennington section house; both by Nancy Parsons.*

Superintendent of Operations Mark Taylor welcomed the group at the first Safety Briefing prior to the run to Fraser. Mark’s father and grandfather were presidents of the railroad, and it is not uncommon for current employees to come from generations of White Pass families.

Crossing the U.S./Canadian border each excursion day required all participants to carry their passports, and U.S. Border and Customs inspectors were kind enough to meet our group upon arrival back in Skagway each

Maintenance of Way crews were hard at work also, working as late as eleven PM in the evening, as it stays light until then. They are replacing much of the 85 pound jointed rail with 110 pound long sections of welded rail. We traversed sections of track some mornings with one rail higher than the other due to the height differences, which meant our cars were slightly tilted to one side through these sections. By the end of our time on the railroad, we had the pleasure of operating on sections of brand new smooth ribbon rail, and it is quite a contrast to the old rail, which has taken quite a pounding from



all those trains.

The White Pass is the busiest tourist railroad in North America, and they are a very professional operation, as they move over a half million passengers per year. Some trains pick them up right on the docks from the many cruise ships which come in during the summer. Folks can buy tickets right on the boats, board their train on the dock, and be delivered back there in about 3 hours.

This spectacular property is celebrated as a world heritage engineering accomplishment, in the same category as the Eiffel Tower and the Panama Canal. It's hard to describe, but it goes from sea level to almost 3000 feet at the summit, climbing up narrow ledges and following side canyons, going through two tunnels, each right next to curved bridges over vast chasms with lots of water, going through a vast zone of scoured volcanic outflow which was at the bottom of a glacier in the past, resulting in many small ponds and lakes.

Then at Lake Bennett, the railroad follows a ledge next to a large clear lake for over 20 miles to Carcross. We visited a lakeside section house and motorcar shed which time forgot, being largely untouched since crews left in the 1980s when freight service was terminated.

The stories of the many gold seekers who came here in 1898 for the Klondike Gold Rush are amazing, and



available online. It is said that many fortunes were made following that discovery, but most of the stories reveal the incredible hardship endured by these men and women. Our group of operators, members and guests performed well and safely, which resulted in us being invited back by the railroad. So we look forward to organizing another White Pass & Yukon excursion in the future.

Thanks to all the nice folks at the White Pass & Yukon railroad for being such great hosts!

*Clockwise from Above: Carcross native totems; Stopped at Bennett on way to Carcross Day4; Steam train on Fraser Loop; Train meet #1, Glacier station. All four images by Nancy Parsons*





# THE HISTORY OF NARCOA, PT 1

## BY RICHARD RAY



*A group photo taken at the Fleishmanns station on the Ulster and Delaware Railroad in New York. This was during a three-day meet called the 1987 Regional NARCOA Motor Car Meet. The agenda for the meet was patterned after the Conventions held by the SMRS. This event in the Catskill Mountains in New York continued to be held over three more years.*

*A few of the attendees, besides organizers Joel Williams and Dick Ray were Phil and Rose Hines, Dave Rose and Debbie, Jim Baird, Ken Kurdt, John Knight, Fred Furminger, Bill Haysom, Doug Leffler, Lloyd James, John Eppler, Bud Barnes and Peg Barnes, Ernie Jeschke, Jerry Pentaleri, Ron Baird, and Mark Landgraf. Only four of the 60 attendees remain active. Photo by Rose Hines*

NARCOA was not started as an enterprise. It just developed as a solution to a need.

That need was a sharing of information on where a motorcar owner could find places to operate his car.

Joel Williams had been riding unused rails in a home-made car in New Jersey since around 1970.

I rode on another one in 1976 and two years later built my own which lasted for several more years. When I met Joel on the rails he entered my name and address in a notebook.

Within several years, he had a number of names, each of whom had several friends in their local area. We gravitated toward creating a larger community to expand our opportunities for riding. In addition we were spending a lot of effort cutting brush on rails that had not been used for years.

At some early point the list got to more than one page

and was kept on Joel's home computer.

Soon John Welsh from NJ as well, took over the list and named it Northeastern Rail Car Owners Association. When a Canadian person appeared it became North American Rail Car Operators Association. This is regarded as the beginning of NARCOA and is estimated as being in 1983. The list of names, addresses, and phone numbers ultimately became the Roster.

That roster was the only embodiment of the organization in the early years. It soon became clear that the Roster also was an information source for members to contact others with the same brand motorcar for technical information or parts.

Some small local groups had been running motorcars on their own track or unused branches for many years, but these were limited to a few friends and were not any organized activity. Within the fledgling NARCOA or-

ganization the first one, to this author's knowledge, was on the Maryland Midland in 1984 and was repeated in several later years. The definition of a NARCOA meet in this history is a group of NARCOA members from several states on an available railroad. Another early meet was on the South Branch Valley in West Virginia in 1986. That meet recently celebrated its 30<sup>th</sup> anniversary of continuous organized events.

The list seemed to expand exponentially and we soon had the Southern Michigan Railroad Society in Michigan involved. But since the SMRS was primarily a historical society, the Editor of their publication, Doug Leffler, set up a new publication and named it THE SETOFF. He was also responsible for our current logo that was intended to avoid the bad publicity which could be attached to a picture of a motorcar speeding down the rails.

The first issue of THE SETOFF was Spring 1987. By that time there were over 180 entries in the roster. The SMRS hosted the first NARCOA National Convention on Memorial Day weekend, 1985 and continued there for at least four more years.

The events were several runs over their 13 miles of track, then an operating skills contest, a group supper, night runs, night photography, a run to a restaurant in Tecumseh for breakfast the next day, slide shows, and other events.

In the fall of 1987, the first meet on the Delaware and Ulster Railroad in Arkville, NY was held and called the 1987 Regional NARCOA Motorcar Meet. It followed the format of the SMRS National Meet earlier in the year, with contests, night photography, a catered dinner, and awards.

1988 saw a quickly expanding number of meets, mostly in the east because that is where the motorcars were. However one meet occurred in Mexico from Tecate, Sonora east to Garcia.

Most of the attendees were from southern California.

Up to the end of 1989 there were over 60 meet announcements and meet reports in the SETOFF. Every issue, except the very first, contained a For Sale section, and nearly all had a "Quotes from The Track Inspector" which was a supposedly humorous or insightful statement. An Organizational News column quickly became a standard feature and early issues had a "Meet this Member" column. The basic format of the publication continued for many years and, along with the Roster was the primary embodiment of the NARCOA organi-

zation.

Around 1988 it became apparent that a liability insurance policy would help to get us on a lot more railroads. Those that were available were no longer enough and motorcar owners became more willing to travel greater distances. But to expand we needed to become a real organization. Accordingly, Joel Williams generated a set of by-laws and in January 1989 proceeded to have NARCOA become an incorporated 501(c)(3) non-profit organization.

He named a set of Directors for all parts of the country without specific territories.

Those Directors were Ken Kurdt of NY, Dave Rose of NJ, Paul Yorkis of MA, Doug Leffler of MI, Mike Woodburn of OH, Stan Conyer of IN, Brett Tallman of CA, Van Workman of NC and Joel Williams of NJ. Dave Rose was Chairman, Stan Conyer was Vice Chairman and Joel was Secretary/Treasurer.

Following that, Joel was essentially running the organization because the activities were focused on financials, membership, and correspondence. There were no official meetings, although in 1993 an impromptu and unofficial meeting was held after an excursion in Co-shocton, Ohio since many of the Directors were present.

The concentration of officials from the east was simply due to the fact that it was where the cars were. On the entire west coast there were, at most, only a dozen cars known to exist.

Very few others were found west of Illinois.

Other members had the following functions. Francis Saunders of CT was the information archivist, Paul Yorkis was to oversee training and education, John Nolan of NJ was the Insurance

Coordinator, and Dick Ray of NJ was the Meet Coordinator. That last function was a clearinghouse for meet dates so that meets would not be scheduled on the same day in adjacent areas.

The ubiquitous Member ID plates designed by Doug Leffler became available around this time, with the Fairmont motorcar ID plates becoming available the following year. The program continues, but is now part of The Company Store. From the beginning the program has returned all profits to NARCOA.

By the end of 1990, the Editor of THE SETOFF was Gene Tucker of Virginia, assisted by Deanna Tucker (now Baird), also of Virginia. The rest of the masthead remained the same. Later Deanna became the editor

until the president of the later reorganized NARCOA felt that we needed a new editor who reported to the president.

The first local chapter was recorded in 1991. It was named Mississippi Valley Riders with Jon Knight of Illinois as President. While it did not survive for very many years, some of the officers including Hank Brown and Carl Anderson went on to become influential in NARCOA.

The Spring, 1992 copy of THE SETOFF listed three Contributing Editors on the masthead; Dick Ray, Doug Leffler, and Brett Tallman. The Meet Coordinator position was dropped but those members organizing meets were encouraged to send info to Gene Tucker or Dick Ray. In fact there were so many meets being organized that coordinating them to avoid conflicts was becoming impossible.

A Membership fee of \$10 per year was instituted and members had the option of paying \$19 for two years which was a break-even point. Postage for THE SETOFF at that time was \$0.52 for a 12 to 20 page is-

sue. From the beginning there were four issues per year.

A notable article in the Spring 1993 issue of THE SETOFF was a letter from Hank Brown, calling for more unity. He observed that there were six rulebooks and another on the way. Quoting from his letter, "Only when we end the petty jealousies, turf protection, and ambiguities of rules and regulations, and begin to work together toward common goals will we achieve the recognition of national status from the railroads." Still, there was no effort to have a single rulebook for the next seven years when a program was announced. We now have one rulebook with a number of variations by some of the Affiliates and a few unique Affiliate Rulebooks.

Another letter in 1993 lamented the higher speeds being used and suggested we just relax and enjoy the scenery. The first NARCOA calendar was issued in 1993 in black and white. Today it is in full color.

David Rose continued as NARCOA Chairman until the reorganization starting in 1994. That effort will be covered in the next chapter.

---

*Another image of the White Pass and Yukon excursion by Nancy Parsons*



# COOKING ON THE RAILS

## BY CARL SHELHORN

Have you ever been on a spring or fall run, miles from any drive in or diner, and said “boy it would be great if we had a HOT lunch.”?

The usual speeder fair is a cold sandwich that the bag leaked and is now soggy from the water in the bottom of the cooler. I have been on lots of runs that fit the aforementioned scenario. Doesn't hot food like beef stew, hot dogs and beans, pasta with any type of sauce, mac and cheese sound better than a soggy sandwich?

I have found a neat and easy way to have hot lunches on a run.

The tool I found for this is a crock pot. But you say “I don't have power to run a crock pot!” Yes the one you may have at home could be made to work, but there is an easier way. In most rail motorcars the electrical system is 12 volts DC so if you have an outlet like the one in your automobile you are all set.

The long-haul trucking industry has brought forth a plethora of 12volt devices that could be used in a big truck, or railway motor car. Fill the pot in the morning of the run and by noon you will have a piping hot meal ready to eat.

This all started when I got the crock pot from a friend. I started experimenting with different foods, beans were first. That was easy. The cleanup was a real drag. Then I found crock pot liners! Put the bag in your crock pot and add your meal. After serving remove the bag and dispose of it, and your pot is clean.

You can make mac and cheese and beef stew at the same time, just use a separate bag for each entrée.

The easiest meals are made from “Hormel Compleats”, just look them up on line to get their “Compleats” list.

Canned foods and the packaged “Compleats” require no refrigeration which makes them easy to store. When making a lunch of sloppy joes the canned mix has no meat. I like to use the Hormel Compleats which have meat included.

Another thing that make speedering easier is an electrical ice chest. The new styles plug into your 12volt outlet, so there is no ice to pack or water to drain.

These railway motor car suitable appliances can be found at eBay, Amazon and at most major truck stops like Flying J and others.

The crock pot I have is a “Road Pro Slow Cooker”. it runs on 12volts and draws about 8 amps. The cost is about \$35.00. It holds about 1-1/2 quarts.

In the 12volt appliance world the sky is the limit (or maybe space in your speeder). Fry pans, coffee makers, coolers, ovens, water heaters. The list goes on and on. Don't be afraid to experiment. Have fun, cook safe on the rails and enjoy the hot food.

Carl Shellhorn, NARCOA EC.

707-695-9722-C

RoadPro RPSL-350  
12V 1.5 Quart Slow  
Cooker  
Ships from and sold by  
Amazon.com.



A sample of the  
Hormel Compleats  
About \$2.50 to \$3.50 each.



Koolatron  
25 Qt Fun-Kool  
Thermoelectric Travel  
Cooler 12volt/120vac  
Model: P25  
\$99.95  
Amazon, Walmart



Crock pot liners  
About \$3.50 –for 4 liners



# FROM A NEW MEMBER

## BY TOM SOPCHAK

I have now known about and been a member of NARCOA for 16 months. On the recent Western New York and Pennsylvania railway excursion hosted by NEREX I was asked to write an article for *The Setoff* from the perspective of a new, relatively younger NARCOA member. How did I get started, what have I learned, how am I enjoying being in NARCOA?

How did I get started in NARCOA? I have asked several other members that very question and most of us share a common thread in the reply . . . it was by accident. My wife and I started to decorate our family room with a train theme which included a new model railroad. Not having been involved in model railroading in decades I headed off to the local railroad toy and hobby to find out what I needed to know. While selling me model train supplies the salesman, Lou, also happened to mention to me about rail pedal cars you could rent in the Adirondacks. Later that day I determined that it would be less expensive to buy a pedal car and just ride “abandon” rails. I found a used pedal car for sale and while negotiating the sale price of it I asked if it was legal to ride “abandon” rails? The person selling the pedal car put me in touch with an actual NARCOA member and presto, I learned about NARCOA.

Needless to say there is no such thing as “abandon” tracks and I never bought the pedal car. I have however purchased three Fairmont speeder cars, a CN pumpkin MT14, CN pumpkin MT19 and a UP MT19 with a Fairmont track inspection cab. To date my wife and I have been on 7 north eastern excursions, mostly with NEREX, and logged somewhere around 1,300 track miles. I have been on an accelerated pace to learn both about the hobby and the vehicles we restore and use to participate in it.

So what have I learned about NARCOA? Well we are VERY lucky to have such an organization! Ask yourself why would a railroad allow a bunch of railroad engineer want to bes out on their tracks in antique, out dated equipment to joy ride? What is the selling point to them to allow such a thing to happen? Certainly it isn’t for the nominal fee they charge us to do this. NARCOA and the member clubs such as NEREX are critical to our ability to participate in this hobby. Without the foundation, strict rules, broad based insurance, education and guid-

ance they provide our cars would become mere lawn ordainments. Where would we (uneducated rail operators) gain the knowledge to set on and operate a rail car without the NARCOA operators licensing requirements (rules book, testing and mentoring)?

Likewise where would we be without the local clubs like NEREX? These organizations have to contact the railroads and sell them on the benefits of allowing us to ride their rails. Actually I’m still trying to figure out what those benefits are? Once they gain permission from the railroad the real work starts, planning where to set on, park tow vehicles, hotels, eating, release and permission forms, track details, dates, safety information, and let’s not forget the most important thing . . . bathroom breaks. There are untold hours of planning and execution that go into each of these excursions to allow us to go ride the rails. Additionally they have the responsibility for executing the entire event. From the set on to the very important daily safety meeting and setoff. Just think about the daily safety meetings, critical crossings and mile markers, bridges, bad sections of track, weather conditions, the release forms, safety rule reminders, identification of first responders in the procession, words from the pilot and the list goes on. During the event they have to worry about breakdowns, communications and oh, let’s not forget the rude or unruly NARCOA member who just doesn’t think everything was perfect and wants to complain. Where would we all be without this important information? We should all be very thankful of the ladies and gentlemen who love this hobby so much that they are willing to take this all on.

Like most of us addicted railroad fans, once I found out I could buy and legally operate a genuine railroad car, albeit a small one, on real railroad tracks within a common person’s budget . . . well, I HAD to have one. With little or no knowledge about the types / models of cars, engines, transmissions or any of the problems associated with them I ran right out and bought two of them (my pumpkin cars). On top of this my wife and I drive over 3,000 miles round trip just to pick them up. About all I knew was if the cars ran they were worth more to me than cars that didn’t run. I also needed at least one car that would meet NARCOA requirements to participate in excursions. The two pumpkin cars I

purchased last year did at least run but that was about it.

Although I'm aware of other brands like Woodings, Beaver, etc. . . . my knowledge is in Fairmont MT 19/14 cars with the Onan CCKB engines. If I were to buy a car today there are several things I would look for and check. In fact I have created a little check list of things to look for. If the engine starts that is a good first step but here are some additional checks I would perform:

Before even starting the car I would open it up and look for evidence of long term storage. Look for mice nests or evidence of them chewing the electrical lines, insulation, seats, etc. Remove the air filter and see if they made a home in there. I would also remove the bowl from the carburetor and see if there is good clean gas with NO rust. I would check to see the choke and throttle appear to be connected and working correctly and check the battery voltage (should be around 12.5vdc). You could also check and replace the spark plugs if you wanted to. Check to see if the engine is warm (had recently been running). Then I would attempt to start it up and see how it idles. Does it need choke to run? Do you have to set the idle high to keep it running?

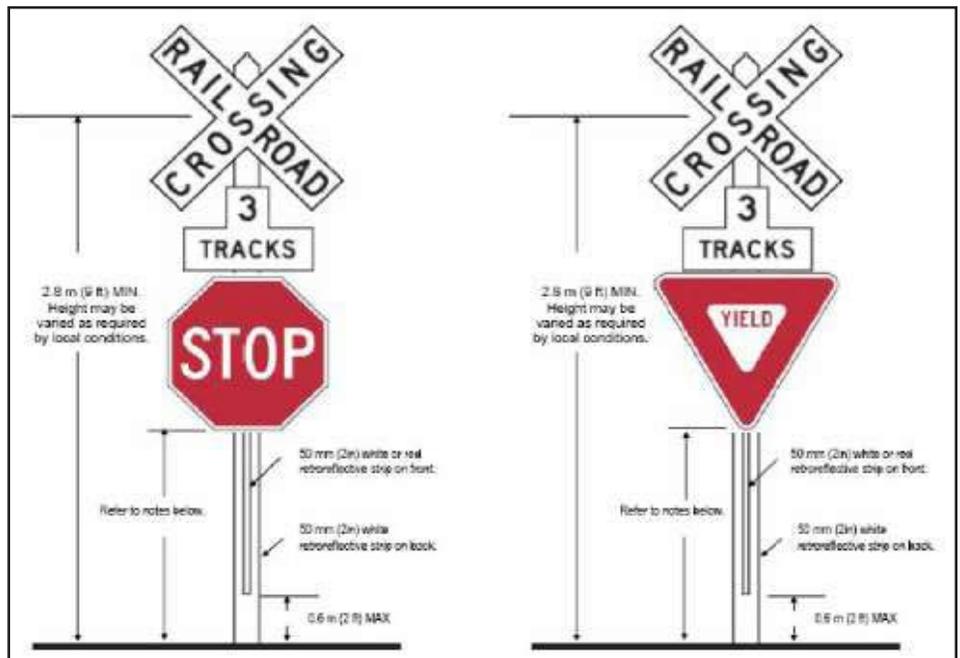
With the engine running I would check to make sure the alternator is working and charging the battery. With all the electrical stuff turned on (wipers, lights, radios, intercom, etc.) measure the DC voltage across the battery. It should be 13.5v or more. Do the wipers, horn, lights (including brake) and starter all work as they should? Is any of the electrical system fused or directly connected to the battery?

I would drain gas from the bottom of the tank and inspect both the gas and tank? Does it have a stainless steel gas tank? You can check this by simply putting a magnet to it. If it is steel the magnet will stick. If the tank is aluminum or stainless steel it won't. Does it have the original mechanical fuel pump or a newer electric pump? Is there a fuel filter of any kind in line? I would inspect the linkage of the gear shift levers for play, same with the throttle. Look inside the bell housing, is there grease and oil in there? As everyone knows Fairmont didn't use a sealed bearing and this allows oil into the bell housing that you don't want. There are solutions to this with sealed bearings but there aren't many

cars with this fixed. I have even seen where some people drilled a hole in the bottom of the bell housing to allow oil to drain!

Of course there are several changes required by NARCOA to make the car track worthy. Checking the brakes and especially the wheels is very important. I would make sure to gauge the wheels. New wheels are \$250 a piece! If the car has any glass I would make sure it is automotive safety glass. Are there any broken or damaged frame or body parts? If it has doors do they fit correctly and work? If it has curtains what shape are they in? Inspect the body panels and roof for cracks or damage, misalignments. On a MT19 car I would look at the clutch rod as we all know they shear off. I would also inspect the suspension and springs to see if any are broken.

Anyway, I certainly have learned a great deal. I'm very thankful for NARCOA and the local clubs that make all this happen. If you want to know how I learned what I know? It was all because of NARCOA and members I have met on excursions. We have met just a slew of dedicated and helpful members who go beyond the call of duty to help us. Everything from how to load/unload, tow, mechanical issues with the car and how to keep it running. I would like to give a special shout out the some of the NEREX EC's. Without the help of Gordy Wallick and Mark Lasher I wouldn't be anywhere today. I'd also like to thank some of the dedicated members who have helped me to learn about the cars and help me fix mine, Ed Lee and Dean Mark have been a huge help.



# THE AMADOR CENTRAL RAILROAD CONTINUES TO BE PROTECTED AND PRESERVED BY LARRY BOWLER

For 120+ years the Amador Central Railroad has served the citizens of Amador County in Central California. Traversing the Sierra Nevada foothills, it has undergone 3 name changes over the years. When it fell into disuse after serving both passengers and freighters for over a century a non-profit consortium decided in 2010 to purchase this historic rail corridor and preserve it from the scrappers hand making it the first railroad in the country dedicated to education and recreation. The only rolling stock currently on these 80lb rails are maintenance of way rail cars which are used to maintain the corridor as well as providing recreational railroading opportunities for speeder operators.

A major project currently coming to fruition is an automobile crossing into a residential development in Ione, CA. After years of negotiations, plans and sup-



port from the California Public Utilities Commission (CPUC), the regulatory agency having jurisdiction of railroad crossings in the Golden State, a crossing plan was agreed to with the Developer the railroad and the CPUC. It is currently under construction. Underground utilities to facilitate the signals is installed and the two signal masts are delivered and are being raised and installed as of this writing.

This is the result of the preservation and protection work of volunteers of the Recreational Railroad Coalition Historical Society and the Amador County Historical Society. The AMC is preserved for its historical value, educational benefits and recreational advantages. Work projects, inspection runs, and public rides, NARCOA certified excursions and related railroad activities are scheduled throughout the year. It doesn't snow on the AMC...

Membership in RRCHS provides "ownership status" of the railroad. Where else can one say "I own the railroad in Ione"?



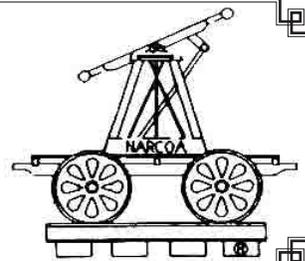
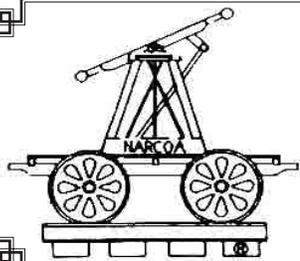
# NARCOA EXCURSIONS

AS OF AUG 22, 2017

Please submit all excursions and ads directly to

**webmaster@narcoa.org**

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



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 David Sigafoose, Ken Ciparis.

Sep 2 - 4 - SD posted 07/04

DMV&W Railroad

First Iowa Division is hosting an excursion on the DMV&W Railroad at Britton, SD. We will ride the line Friday night, Saturday, and Sunday morning. Prepayment of \$80 is requested. EC Dave Voeltz.

Sep 4 - SD posted 07/04

Sisseton & Milbank Railroad

First Iowa Division is hosting an excursion on the Sisseton & Milbank Railroad at Milbank, SD. Round trip mileage 70 miles. Prepayment of \$40 is requested. EC Dave Voeltz.

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 8 - 9 - NH posted 07/11

Conway Scenic Railroad

Friday, Hazens to North Conway approx 63 miles. Saturday, North Conway to Hazens, approx 44 miles. 30 car limit. The \$315 fee includes one Friday night accommodation. Registrations must be received by August 25th. NEREX EC Dan Peck.

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 16 -17 - NY posted 07/24

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. Approximately 161 miles, \$225. EC David Sigafoose, Ken Ciparis.

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 - TX posted 08/23  
Blacklands Railroad

Railroad Partners, Inc. run. Up to 120 RT miles between Greenville and Winfield each day. Mentoring by permission only. Hyrails welcome. Trip fee of \$80 for one or both days. Details [HERE](#) EC Myron Malone 214-882-8756. EC-in-Training Don Stamper 318-773-9693.

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 8 - WA posted 08/28  
Chelatchie Prairie RR

PRO run in Yacolt. Total 26 miles round trip on a very scenic part of Washington state. Mentoring available. Check for \$75 made out to PRO to EC, Richard Wilkins 16513 NE 13th ST Vancouver, WA 98684

Oct 9 - OR posted 08/05  
Mt. Hood Railroad

Set on in the MHRR yard and run to Parkdale for lunch and back to Hood River. 42 miles. Check to PRO for \$100 to Richard Wilkins 16513 NE 13th ST Vancouver, WA 98684. Include email address and cell number. Deadline Sept 16th. Any questions call me at 541-806-6400

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 - OK posted 07/10  
A-OK Railroad

The Oklahoma Railway Museum trip McAlester to Red Oak. 92 mile round trip. Fee is \$40 per unit. EC is Drake Rice, 405-478-3225. 3121 Talon Road, Edmond, OK. 73013.

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 - GA posted 08/14  
Hartwell RR

Ride between Toccoa and Elberton. Saturday 90 miles RT, Sunday 48 miles RT. 20 car Minimum, 35 Car

Maximum. No passenger trailers. SERO affiliate. Cost \$160. Contact: Bill Delmar EC 404-636-3450

Oct 14 - 15 - WV posted 03/02 FULL – Waiting List Started

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 Samuell 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 David Sigafoose, Ken Ciparis.

Oct 29 - PA posted 06/26

The Stourbridge Line  
Honesdale to Lackawaxen and return. Approx 48 RT miles. This is a non-mentoring excursion. 30 car limit. Fee for this single day (Sunday) event is \$60. EC for this NEREX excursion is Rob Piligian. This trip is preceded by a paired trip with MAMA on Saturday, the 28th, on the DL out of Scranton, PA.

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. SERO Affiliate.

Nov 18 - PA posted 08/17

Southwest Pennsylvania railroad Toys for Tots Appalachian Rail Excursions LLC. 52 mile trip through Southwestern PA. Toys for Tots collection run. Decorate your cars. New unwrapped toy as part of registration fee. Mt Pleasant to Greensburg and return. Fee \$60 per/car. Coordinators, John Gonder Eric Clark, Chuck badger

Nov 18 - 19 - OK posted 07/10

Farmrail Railroad  
The Oklahoma Railway Museum two day trip out of Clinton, OK. Total mileage approx. 200. \$70 per unit, EC Drake Rice, 405-478-3225. 3121 Talon Road, Edmond, OK 73013

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.

Dec 2 - PA posted 07/24

North Shore Railroad  
Central PA Excursions annual Christmas ride to benefit Toys for Tots. Collect toys and donations along the 86 miles of former Lackawanna RR track. \$65 fee and at least 1 unwrapped toy. EC Larry Maynard at 570-337-3979

Dec 3 - PA posted 07/24

Union County Industrial Railroad  
Central PA Excursions 30 mile ride. Fee is \$35. EC Larry Maynard at 570-337-3979

### **Excursions Held On a Regular Basis**

Feb 1, 2017 - Jan 31, 2018 - PA

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

details.

Feb 1, 2017 - Jan 31, 2018 - PA  
Stewartstown Railroad

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

Feb 1, 2017 - Jan 31, 2018 - GA  
Cater Parrott Railnet

SERO will be having motorcar car runs on the Cater Parrott Rail net from Valdosta to Willacoochee and from Madison to Newborn and from Barnesville to Thomaston on various dates contact EC's Thompson 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.

*Inside the Lake Bennett section house motorcar shed on the White Pass and Yukon. Photo by Nancy Parsons*



# 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 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](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).

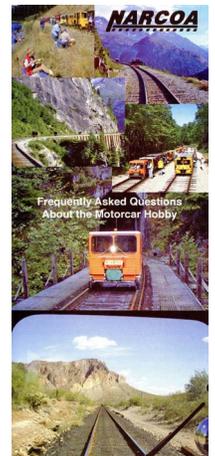
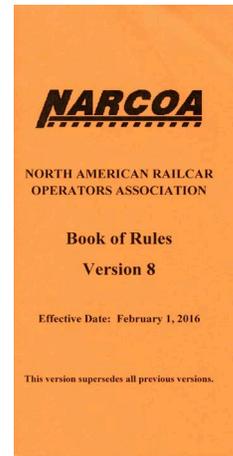
NARCOA does not guarantee, certify or warrant that any mechanical equipment, modification, solution or device described in articles or advertisements in *The SETOFF* are safe or suitable for any member's needs or purposes. Technical articles and product reviews are provided for member's consideration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

# NARCOA COMPANY STORE

NARCOA has combined everything into a one stop shopping location for all your NARCOA gear. To place an order please contact **Dan Page** 6432 Mukai Ct. Huntington Beach CA 92647-6160 (714) 847-5906 dan.h.page@gmail.com *No Credit Cards please.*

NARCOA 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.

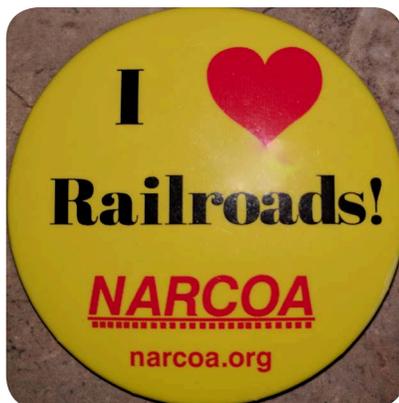
\$15 plus shipping.

## 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!*