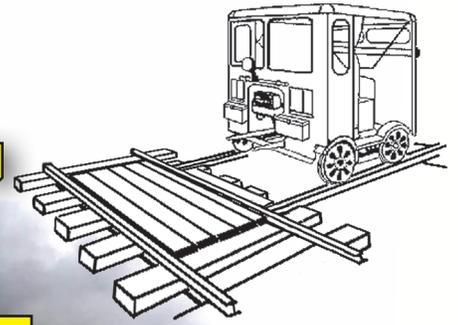


THE SETOFF



THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION
JULY / AUGUST 2018 VOLUME 32 - No. 4

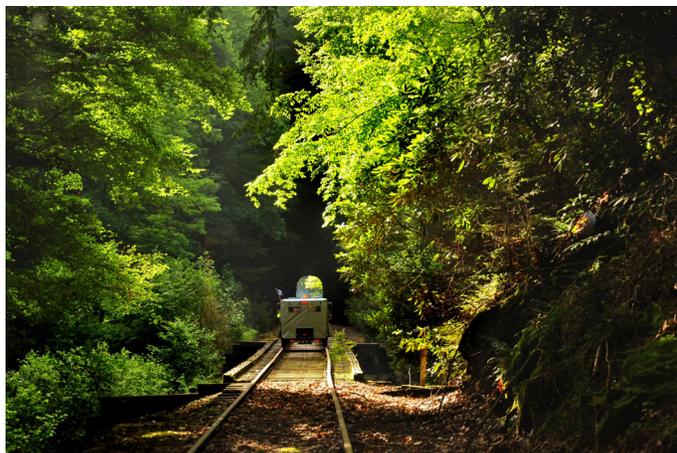
FLORIDA SHORT LINES
BOONE & SCENIC VALLEY
AMERICAN SHORT LINE
CONVENTION



GREAT SMOKY MOUNTAINS RAILROAD

BY TOM FALICON

Despite 16 days straight with heavy rains and the parking lot of our first layover stop being turned into a raging river just two days before, 35 motorcars left Andrews, NC on June 2nd with high hopes of sunny skies and smooth rail. Even with the steep grades, tight curves and the multitude of grade crossings, each and every operator participated in the event as a seasoned professional and made my job as EC an absolute pleasure! We rode along the Nantahala River, waving to the many kayakers and rafters, after which we tied up in a siding at the Nantahala Outdoor Center. We were treated to a smoky run-by as the Great Smoky Mountain Railroad's steam engine #1702 puffed hard under speed as we all watched and felt its power as it roared by. We then continued past beautiful Fontana Lake with its variety of tiny houseboats. We ran under blue skies the entire weekend and we even had outstanding weather for our trackside Rail-B-Que gourmet cookout, made possible by the culinary stylings of Chris Helmer & Whitney Snyder at our overnight layover stop in Dillsboro, NC. The following morning, after a lively safety briefing, we headed west to trail the GSMR passenger train to



our tie-up point at the Nantahala Outdoor Center where we awaited its return and all indulged in a delicious Rail-B-Que prepared BBQ lunch. The skies started to darken as we headed west to conquer the 5% Topton grade. Luckily the rain held off and each car successfully made it up and over the hill and eased their way back to the setoff point in Andrews. Another very successful and safe trip in the books and I have thirty-five great operators and their passengers to thank for the wonderful experience!

Photos by Al Mottola; cover by Phil Cagel.



PRESIDENT'S MESSAGE

BOB KNIGHT



Why Do We Do What We Do?

Now that is a great question for all of us out in NARCOA Land to consider. Some are happy getting grease or oil on their hands, while others just want to take in the scenery, and others love the "railroad experience"...but we all enjoy the camaraderie. I also believe 99.9% of you give high marks to operating your motorcar or hi-rail.

Let's appreciate that our NARCOA Organization has just celebrated 30 years of achievement, and take on a new element of commitment as we begin the task of working together to achieve 30 future years! With this next chapter of NARCOA comes a new SETOFF Editor, Robin Douglas. We also thank Brian Davis for his many years of service as editor and we look forward to Bryan Adams as he steps up to the plate as Safety Committee Chairman replacing Fred Lonnes. A big thank you goes to Mike Ford for also coming alongside Tom Norman to help complete our member insurance program when he needed some assistance. I do hope all of you in the "odd numbered" areas have taken the time to vote for some returning area directors and also some new

members filling positions on your national board of directors for those retiring. *Continued on Page 5*

2018 NARCOA ANNUAL MEETING FRIDAY, SEPT 28TH AND SATURDAY, SEPT 29TH SHERATON - CHICAGO O'HARE AIRPORT HOTEL 6001S

This meeting is open to all NARCOA members. Any members wishing to address the Board or add items to the Agenda must contact the 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 railbuff@indianvalley.com

Please note, the cut-off date for room reservation is Friday, August 11th, 2018 for this year's rate of \$149.00, plus taxes.

RADIO EQUIPPED

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

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FROM THE EDITOR

ROBIN DOUGLAS



Thank you to everyone who submitted photos, run reports, area reports, official notices and so much more. Yes, this issue is a bit larger than normal because you invested creativity, time and effort to contribute. If you sent something and it did not make it this time, I'll get it in. Keep up the good work and I'm waiting to see what you'll send me for our next issue.

THE SETOFF

VOLUME 32 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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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

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*ON THE COVER: Speeders at the Great Smoky Mountain Railroad.
Photo by Phil Cagel*

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As our new affiliation with the two national organizations (ASLRRA & HRA) continues to ramp up, please enjoy Area 3 Director Jeff Levengood's report concerning the recent American Short Line and Regional Railroad Association Conference in Nashville this last April. From that gathering our United Shortline Insurance Services Agency representative, Julie Pettit, has provided us with a listing of over 1,400 participants who represent both current and future host railroads. Our member, Mark Hudson, has been busy creating a new user friendly listing of these contacts. The intent is for our membership manager team consisting of Bob Hastings, Bill Delmar and Dan Page to incorporate this listing into our NED program for valuable future use.

Out of the ASLRRA Conference came a new continuing railroad relationship thanks to Area 10 Director, Bill Andrews. We found that Jeff and I had met the president of the railroad in Nashville and I was directed to one of their board directors living in the Chicago area. From that connection came an excellent suggestion that NARCOA should be making a study of the "economic impact" of each excursion concerning the host railroad and communities we connect with. Thanks to member Paul Maplethorpe for taking on this research study to better assist our super EC's as they consult and work with our current and new host railroads.

As we all enjoy this motorcar season, please thank all the members that are making our NARCOA organization work for the good of our total membership. The real glue that holds us together is the love of this

organization and the total commitment of all those listed above and the army of leaders and members that make it happen because that is "What They Do"!

Please keep it safe out there on the rails and keep your operator focus on the car in front of you. I challenge you to keep this season incident free.

Thanks,
Bob Knight

AREA ONE



ROSS BAXTER

Hello to all in Area 1 and the rest of NARCOA. I want to touch briefly on a few items this time around. First I want to apologize for not having a report in the past few editions. I have been busy opening a new business and managing my mother, Joyce's, affairs. She had been very ill and unfortunately, passed away on the 9th of June. I will dedicate this report in her memory. She was a great mother and a wonderful grandmother to my kids.

You have probably noticed an increase in the number of reports mentioning rear end collisions. Well there is good reason for that. We have seen an unexplained increase in the number of rear ends over

the past year. I understand that all of these may not be preventable but with constant vigilance, I believe we can decrease these occurrences and reverse this trend. What you may not realize is that our insurance carrier monitors all recordable incidences and when a trend such as this arises, it could potentially cause a loss of our insurance. Also, many of our host railroads may begin to see us as an unprofessional group and stop allowing us to use their tracks. Without insurance or tracks to ride on, what do you plan to do with your motorcar? This is a serious matter that could affect us all. Please use extra caution and watch what is going on right in front of you.

The next item is membership. We all need to be advocating and promoting our group and looking for that next new member. Without numbers, we will not be able to survive. Our membership is aging and retiring out. We must constantly be replenishing with new members. This is a multinational organization with considerably less than 2000 members. How many times have you asked, "How did you find NARCOA?" And the answer was, "Well, actually quite by accident." We do not have the funding to run large TV promotions or full page newspaper ads so it comes down to each of you. Word of mouth and being in the right place at the right time to inform that potential new member about how much you enjoy riding the rails is what it takes.

Continuing the membership train of thought, I would like to extend a warm welcome to the several new members in Area One. If I may be of any assistance, please do not hes-

Continued on Page 6

itate to reach out to me. See the listing in the front of The Setoff for my contact information.

Finally, there are several upcoming excursions in Area One. Please attend as many as you can to support our hard-working affiliates so that they can have even more opportunities to increase our available track-age in the years to come.

See you all on the rails. I will be with my two sons Jim and Rob and, starting this year, my daughter Katie. Young people are the members of tomorrow's NARCOA!

Ross Baxter

AREA

THREE



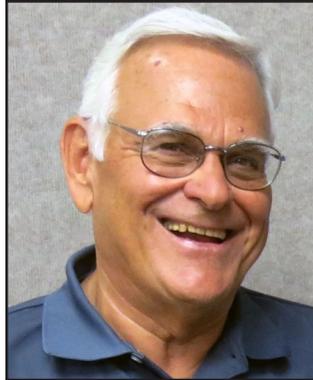
JEFF LEVENGOOD

Greetings to all members of Area 3 and the rest of NARCOA. Summer is here and the motorcar season is in full swing. Instead of my normal director's column I'm going to take off my area director's hat and switch to my J.C. Chairman's hat. There has been an increasing number of rear end collisions the past couple years, several which have had the makings to be very serious. Luckily, none have had major injuries. I have been the chairman of the J.C. less than a year and my committee has investigated 5 rear end incidents and as I write this, I know of another one that we will need to be reviewed.

Our system of points and education is not working. My committee is working on a new J.C. policy and we hope to have it ready to present to the board for the annual meeting. In the meantime, it's up to each of us to reduce the number of incidents. Remember, safety starts with you!

Jeff Levengood

AREA
SIX



BOB KNIGHT

Greetings to all the great members of Area 6 and all our good NARCOA friends. On a happy note, we welcome a new member, Kenneth Ravenscroft who lives in Fremont, Wisconsin to Area 6. Also, it was great news to learn that our area member and NARCOA Operator Mentoring Manager, John Becker, has reported that we are at a record pace, having 39 new members mentored already this season. That number speaks very well for the enthusiasm and commitment of so many members and affiliates spending their valuable time providing training and education to our new members.

Speaking of John Becker, it was great to operate with him on the Great Lakes Central Railroad in Michigan the weekend of June 1-3. This was his first multi-day excursion after reconstructing his motorcar, following his unfortunate incident last summer while trailering his motorcar to an excursion. John

has written an article giving us all tips for trailering our motorcars on the highway. Excursion Coordinators, Mike Ford and Fred Lonnes, lead 34 motorcars on the three-day excursion traveling from Cadillac to Petoskey then on to Traverse City, returning to Cadillac, Michigan.

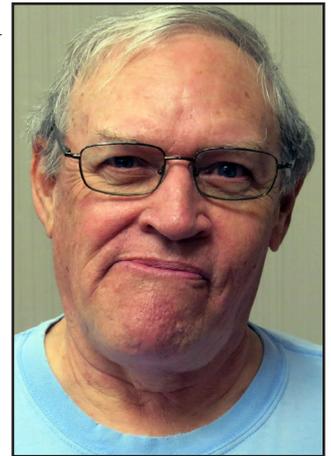
Please check the NARCOA website for more details on Mike Ford's North Shore Scenic Excursion on July 9th. As of this writing he still has openings for more motorcar participants. This is a very unique excursion as he has added the additional benefit of a tour boat ride of the Duluth Harbor. The boat cruise provides a very interesting harbor side view of many local railroad iron ore docks.

Please keep it safe on the rails this season. I look forward to meeting many of you on the rails.

Bob Knight

AREA

EIGHT



JOHN BROWN

Fellow NARCOA Members, as I write this on June 5th, the weather has taken a turn from high temps and humidity, cooling to nearly 50 degrees, much below our typical June weather here in Ontario.

One of our new members, Roland Pauks, farms and ranches near

Bracken, Saskatchewan and his yard is next to one of Canada's short lines, the Great Western Railway. Roland doesn't currently have a motorcar but is hoping to obtain one in the near future. He has a couple of leads that aren't too far away and hopes, once spring planting is finished, to investigate further. Roland read about a NARCOA excursion on the GWR in his local paper and thought it would be a good hobby. He looked up NARCOA on the internet and decided to join so he could receive The Setoff and learn more about the club and running a motorcar. Roland, like many of us, says he has always enjoyed watching trains.

Dan Adams, a new member in the Province of Alberta, retired a couple of months ago with his wife, two daughters and an energetic chocolate lab. Before retiring Dan worked in two different fields; half of his career in oil patches and the other half in the forest. As a Forest Officer he worked for both the BC and Alberta Forest Service. His forestry work included timber operations, public land management and fighting wild fires. Most of his forestry service was as an air attack officer tending to and directing wildfire aircraft operations. He restores cars as a hobby and belongs to the Model A Ford Club of America. His projects include a couple of 1928 coupes and his grandfather's Fordor, which he retrieved from his trap line. Naturally, Dan enjoys exhibiting his Model A and has taken it to many meets in his area and in the Pacific Northwest. It was in Coos Bay, Oregon, that Dan saw a group of motorcars on a run. Many of the club members stayed at the same motel Dan was at with his Model A. This gave Dan the opportunity to meet the group and discover how cool we are. He

decided he needed to find out more about NARCOA. Dan thinks he'd enjoy fixing up a Fairmont and that going on excursions is a good way to meet people and get a great perspective of North America.

Last month I mentioned a new member, David Blakney from Windsor, Ontario and I am pleased to announce that David was mentored on the Coopersville and Marne run on May 5th. I think this may be the quickest for a new member joining and being mentored that I know of. My thanks go to Richard Dunton for looking after David.

Another new member, this time from Levis in the Province of Quebec, is Eric Ferlatte. I hope to learn and share more about Eric with you in the future.

Once again we seem to be having "backside meetings" on the rails. I, like all Directors, ask you to keep an eye out for your fellow motorcar operators, especially the one that is just around the bend, out of sight for just a few seconds, and has stopped on the rails, for no apparent reason. Always be prepared for the unexpected.

Well, on a personal note, my truck for pulling the speeder has been approved by my mechanic. This takes some weight off my shoulders as the truck is 18 years old, yet the underbody is still in excellent condition. (Just wish my body was as good as it was 18 years ago!) I can relax knowing I won't be pulled over for a safety check by highway authorities. Can you say the same about your railroad motorcar?

John Brown

AREA TEN



BILL ANDREWS

Many thanks to operators participating in Northwest runs. Not only are you fun and considerate, you demonstrate patience and close attention to track conditions. I commend you for following the rules and being safe.

I just arranged with Walla Walla and Lewiston ID railroads for a Sept. 6 - 10 run; it will be great to be back on those rails.

On the Eastern Washington Gateway excursion in April, Bill Knerr, of Odessa, WA, was mentored. Welcome Bill and wife Carol; glad to have you join us.

On a sadder note, two active operators have retired from the hobby; John Daniel of Kennewick, WA and Jim and Pat Spicer of Coburg, OR. All have been enthusiastic NARCOA and PRO members: John is a 15-year rail veteran, has contributed humor and volunteered to help on excursions. He's always been a reliable friend and operator. Unfortunately, knee and hip problems make ballast walking painful and uncertain. The Spicers, operators for 22 years, volunteered in various ways, with Pat serving as PRO Secretary and Jim as Judicial Commit-

Continued on Page 8

tee Chairman. Each one represented the hobby positively, with enthusiasm and caring for fellow members. Most of all, they miss their fellow operators and rail friends...and we will miss them.

It is an honor to certify two very capable EC's: Peter Wolfgram and Bryan Adams from Montana! They entered the Mentorship with great rail experience and valuable common sense. Congratulations!

See you on the rail!

Bill Andrews



NARCOA Spring Photo Run 4/28/18 on the Amador Central in Ione, CA. Scene captured by Paul Greenfield.

NARCOA BOARD OF DIRECTORS BALLOTS FOR THE ODD NUMBERED AREAS ARE DUE JULY 15, 2018

Active full members as of April 1, 2018 who reside in odd numbered Areas have already received their ballots to elect their area directors for a term of two years. Ballots must be postmarked by July 16, 2018

Why should I vote? The NARCOA Area Directors are the guardians of the motorcar hobby. They must ensure that we continue to have opportunities to operate our rail cars at excursions. Everything they do works to that end, including safety, insurance, member and EC training, rules, member discipline, and so on.

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

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

Who is running? Positions to be elected in 2018 are:

Area 1 - CT, MA, ME, NH, NY, RI, and VT
Incumbent: Ross Baxter
Unopposed

Area 3 - IN, MI, and OH.
Incumbent: Jeff Levengood (not running)
Running: Brian Davis

Area 5 - AL, GA, FL, LA and MS
Incumbent: Will Thompson (not running)
Running: Bill Delmar vs Chris Thompson

Area 7 – IA, ND, NE, and SD
Incumbent: Carl Schneider
Unopposed

Area 9 – CO, KS, MO, OK, TX, NM and UT
Incumbent: Chris Weaver (not running)
Running: Leland Stewart

Area 11 - AZ, CA, HI, and NV
Incumbent: William Pardee (not running)
Running: Steve Paluso

Dan Page, NARCOA Elections Chairman, can be reached at dan.h.page@gmail.com

ORM HOSTS MOTOR CAR RUN ON A-OK RAILROAD

BY DRAKE RICE

Oklahoma Railway Museum (ORM), an affiliate of the North American Railcar Owners Association (NARCOA,) held its first run of 2018 on the Arkansas-Oklahoma Railroad in Southeastern Oklahoma. The run had originally been planned for the fall of 2017; however, the hurricane that hit the Texas coast caused multiple coal trains to be halted prior to reaching their destinations in Texas. The A-OK took a number of the 100 car coal trains and stored them for several weeks until rail service could be restored. As a result, the railroad notified ORM that the trip set for October 12th had to be cancelled until after the first of the year.

In mid-January, the railroad informed us that the date of April 28 was a good date for the trip. On Saturday, April 28th, twelve motor car units from Oklahoma, Texas, Arkansas and Missouri arrived for the trip. At 8:00 AM a track warrant was received from the dispatcher and under the watchful eye of the A-OK System Train Master, Tiger Donoley, the ritual of the safety inspections began. After inspection, the units were placed on the tracks at Choctaw Ave in McAlester, OK at the A-OK street crossing. This location has been used on previous operations and works very well since it is a four-lane city street without a lot of traffic. This allows cars to be set on the tracks using the outside lanes.

By 8:45 AM, all units were on the rail and a safety briefing was given. The train master discussed track conditions, crossings that were blind, and possible wild-life issues on the day's round trip run from McAlester to Red Oak, Oklahoma. Total roundtrip mileage would be 93 miles. As the units fired up, one would not re-start and was taken off the rails. The rest of the motorcars began to roll. A few cars needed some encouragement from their operators but by 9:17 AM, all units were on the move.

At a couple of the crossings in McAlester, the group bunched up, shortening the minimum safe distance, and a flagger was used to get the group safely across the city streets. Some of crossings on rural roads at Alderson were very rough. One of the land-fill entrances had to be cleaned out due to mud and gravel being packed into the flange ways from the heavy rains that had fallen a few days earlier. There had not been any trains the previous day to cut through the gravel and dirt to clear the flange way. Once past these crossings, the trip was nice with no running issues. Lots of deer, turkey and other wildlife were out on the beautiful spring morning.

The cars moved through Haileyville, Hartshorne, and into Wilburton, where headquarters for the A-OK are located. A 30-minute break was enjoyed as members looked at equipment and engines in the yard. Following the break, the cars continued through Panola where a siding is being extended to hold more cars, and then continued to our turn-around point at Red Oak. Once all the cars were turned, many in the group walked across the highway for lunch at the grill at the EZ-GO station. After the hour lunch break in Red Oak, fuel was checked on the units, and then the group started up and rolled out of town on the smooth welded rail for the first 10 miles. A short stop was taken in Wilburton before completing the trip back to McAlester. All units arrived safely and with no issues! The rails were cleared by 4:57 PM and the track warrant released back to the dispatcher.

The weather was perfect for the excursion, there were no mechanical failures and everyone seemed to enjoy the day riding the rails in beautiful Southeastern Oklahoma.



2018 AMERICAN SHORT LINE AND REGIONAL RAILROAD ASSOCIATION CONVENTION

BY JEFF LEVENGOOD

Last August, President Bob Knight, his wife Laurie, my wife Chris, and I were at the South Branch Valley Railroad meet where we spent much time together. Being the Area 3 Director and the newly appointed J.C. Chairman, Bob asked me to consider another assignment, helping at the 2018 ASLRRRA Convention in Nashville. He explained his plan to introduce our organization to new prospective railroads. At the urging of Lou Schillinger of United Shortline Insurance, who is very supportive of NARCOA, Bob felt that we needed to be a part of the ASLRRRA. Last year in Texas, Bob and Laurie represented us at the ASLRRRA convention sharing a booth with United Shortline Insurance to get an idea of what we would need to get started.

Sunday morning, we arrived at the convention hall and met with Julie and Rich Pettit and later with Lou Schillinger. First order was to put up the canopy and arrange the tables. I was amazed at how this all fits together; bargaining for carpet, electricity and other essentials made for an interesting morning. At noon, the exhibit hall opened and the real work began. There were about 250 exhibitor booths, businesses pushing their wares from software, accounting, attorneys, consulting firms, to companies supplying ties, rail, and used locomotives. One business even makes desks and pool tables from ties and rail. And of course, there were the shortline and regional railroads themselves.

Our work consisted of talking to whoever we felt could connect us to railroads we are *not* riding. While we were working the crowd looking for prospects, Laurie and Chris were busy at the booth answering questions and helping Julie with United Shortline Insurance. Monday was a long day starting at 7:00 a.m. and running until 7:00 p.m. Monday's activities included the pine wood derby locomotive race and the silent auction, both drew large crowds. The exhibit portion of the convention ended Monday night.

Tuesday, we sat in on the presentation of the awards and heard the featured speaker, Matt Rose, Executive Chairman of the BNSF. Tuesday evening the closing event was a dinner and social event aboard the General Jackson Showboat.



Again this year, Lou Schillinger offered to share a booth with NARCOA at the Nashville convention. After a long winter that did not seem to end, we headed south on Friday April 6th and arrived at the Opryland Inn where we were greeted by Bob and Laurie in the lobby. We boarded the shuttle bus and rode over to the convention site at the Gaylord Opryland. Thankfully, Bob and Laurie had been there before and knew their way around the complex. We spent Friday night and Saturday wandering through the hotel and convention area, spending a lot of time just sitting and preparing a plan for how we would be working the convention.

Both Bob and I did find a little time to spend on the locomotive simulator and our President did a fine job “operating” a 6,600-ton grain train up in Canada.



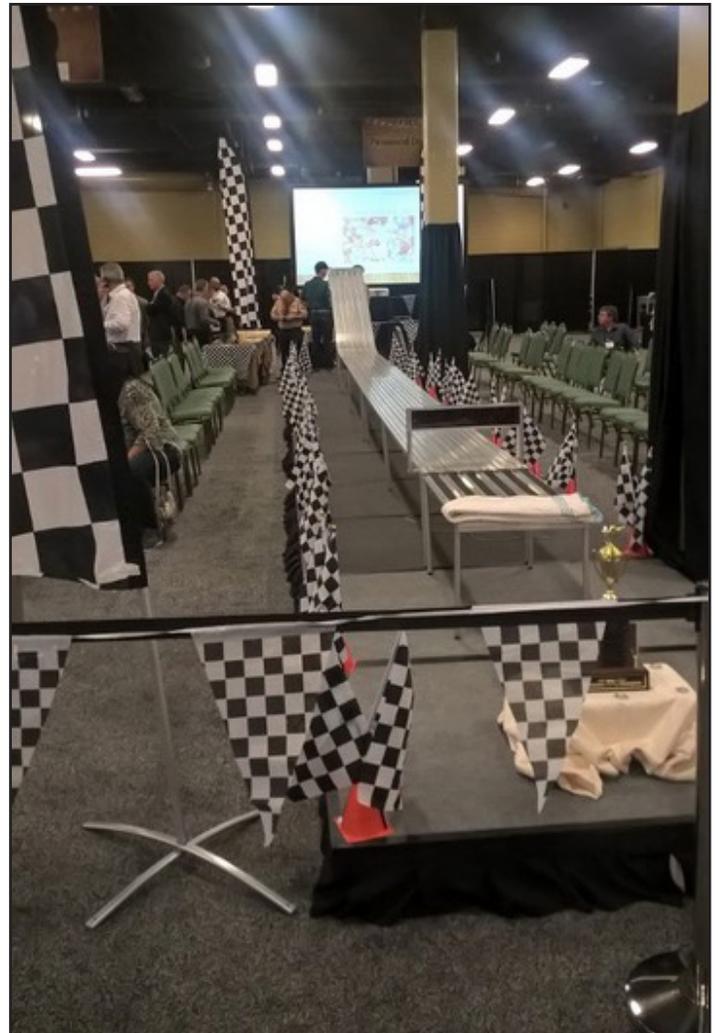
I believe this is an important venture for our organization. With the loss of many of our key railroads being absorbed by the large shortline holding companies we need to make NARCOA recognized and a *respected* name in the industry. Continuing this project is a must if we want our hobby to survive. I believe that we should continue this project for at least a few years to see if we can stop or even turn the tide we currently are facing. Lou Schillinger is encouraging us to continue and has offered many suggestions.

We need our own booth, possibly displaying a motorcar. We also need to have a booth that looks professional with trade show type backdrops. Could you loan NARCOA some items to use at the next convention, folding literature racks, frames for backdrops, etc.?



One very important item we need is something to draw convention attendees to our booth. Nearly all vendors gave away some type of incentive ranging from pens and note pads to shirts and hats, cloth eye glass cleaners, and thumb drives that looked like miniature railroad radios. The most sought after item were torpedo levels given by none other than United Shortline Insurance, our partner in the booth. Maybe we could do thumb drives in the shape of a motorcar? If you have any experience in this area, Bob and I would like to hear from you.

Two other areas we need to be involved in are the pinewood locomotive derby and the silent auction. Anybody good at building a fast pinewood car/locomotive? It would cost us \$250.00 to enter but it was the most attended feature of the exhibit hall. It would give us a lot of needed exposure and puts our name up in front of the spectators at the derby.



Placing something in the silent auction is also a good way of promoting our name. There is no entry fee and items ranged from safety vests and model engines to professional league signed basketballs, football jerseys and expensive guitars. There were even expensive handbags for the ladies. If you are interested in possibly building a model motorcar and shed for the auction, have items to loan for the convention next April, please contact Bob, myself or your area director.

In closing, there are significant costs to exhibit at the convention but it may open the door to new possibilities. At minimum, it may help slow down the rate in which we lose railroads.

FLORIDA SHORT LINES PINSLY RAILROAD COMPANY BY KEITH MACKAY

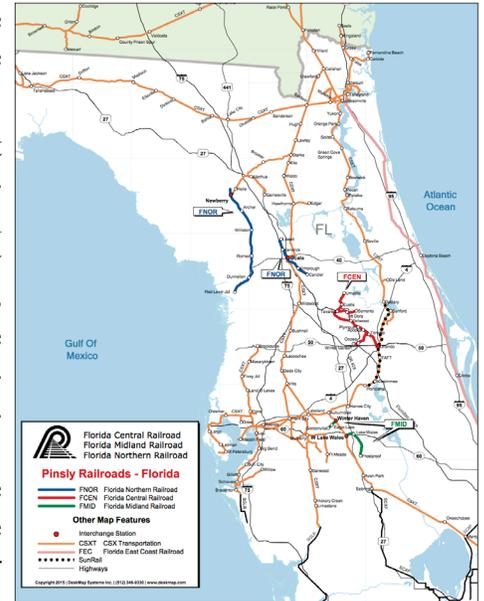
NARCOA has been privileged to ride the three Florida short lines owned by the Pinsly Railroad Company for many years. We run annually, and each three-day excursion is planned to be slightly different by varying which railroad and which portion of track is used.

A bit of history, Central Florida, in the 1960s had much more track than it does now. The merger of the Seaboard Air Line and Atlantic Coast Line in 1967 resulted in much track that had previously been competitive, becoming redundant. This created opportunities for new short lines on portions of the track that still had economic potential. Unfortunately, most of the rest of the redundant track has been torn up.

This year's run was typical. Friday morning, we set on in Eustis, a tourist oriented town on Lake Eustis. An excursion train, pulled by the freshly restored Clinchfield 800 F7 unit and sporting a dome car, ran multiple trips on the same track we used, thus careful coordination was needed. The Pinsly train master, Bill Dusenbury, who is a railfan and motorcar enthusiast was our pilot and coordinated the operation. After the job/safety briefing, we



ran south to Tavares, another tourist destination. We waited on the north leg of the Tavares wye for the tourist train to pass, and then continued toward Mt. Dora. The track from Eustis to Mt. Dora has been recently restored and is in very good condition. The track past Mt. Dora toward Sorrento is a different story and has been used mostly for car storage. This year, it was clear of cars and was new track for motorcar operations. We were



able to go several miles to the current end of the line. At one time, passenger trains ran to Sanford along this track. We turned the cars and returned to Mt. Dora, another tourist town with many great restaurants and shops near the old depot in the center of town. We had a lunch and shopping stop here while waiting for the tourist train departure so we could retrace our route back to Eustis and set off.

Much of the track we run on is through built up areas with many busy grade crossings. The railroad has installed radio operated remote control gates on most of the guarded crossings. Dropping these gates allows the group to proceed quickly and safely through areas that would otherwise have to be flagged. The secret is to keep the group together so that as soon as the last motorcar approaches, the gates can be dropped and the motorcars proceed through the crossing almost as a single unit avoiding gaps that would tempt motorists to go around the gates. For this to work, operator cooperation is



required. When the group stops to close up, no one gets out of their cars. This allows us to move quickly as soon as the gates are down and the crossing is safe.



Saturday, we set on in Winter Garden, another tourist oriented town on the shore of Lake Apopka. Our set on track was once the Tavares & Gulf railroad and is adjacent to the Central Florida Railroad Museum which is in the old depot. We ran east over track that has a very unique and complicated history. The scenery is both interesting and complex as it goes through residential, farming and industrial areas. This track is now called the Forest City Branch and after a little over 11 miles, we joined the main line and ran northwest. The entire mainline was recently rebuilt with welded rail and is in excellent condition. After a few miles, we arrived at the

railroad headquarters in Plymouth and had a bathroom break. Our route paralleled a four-lane highway for a few miles and then proceeded through a wooded area with many large farms. As we approached our destination in Tavares, the track crossed the Dora canal bridge that connects two of the very large lakes in this part of Florida.

We then proceeded with great caution through Wooton Park; it almost always is hosting an event with lots of pedestrian traffic crossing the track. This year, a car show was in progress. We used the wye to turn the motorcars and enjoyed lunch at one of fine restaurants adjacent to the track. After lunch, we visited the car show. The return trip to Winter Garden was an easy run and we arrived in time for participants to visit the railroad museum.



Sunday was a very interesting day. We ran on the last remaining section of the Atlantic Coast Line high speed passenger main line that ran from St. Petersburg to Jacksonville. It is now the Florida Northern Railroad. Set on and off couldn't be easier. The track runs down the middle of the street in the heart of downtown Ocala. Just position the trailer over the rails and roll the motorcar off or on the trailer.

The line is 24 miles long. We start in the middle and run south in the morning and north in the afternoon. On the southbound portion, we had a bathroom and snack stop a few miles after departure and then ran through different neighborhoods that vary from upscale housing to industrial areas. We ran to the end of track, turned the cars and proceeded back to Ocala. Those on a tight schedule set off while the rest of the group continued north. In a short distance, we arrived at the Ocala Union Station which served both the Seaboard and Atlantic Coast main lines.



Not much has changed in this area over the years. We needed clearance from the dispatcher to cross the busy CSX main line. When clearance was received, the approach signal turned green and we crossed the diamond. We then proceeded through the main railroad and continued northbound. The track runs through a very rural area and is in surprisingly good condition. The end of track is at an old mine that produced kitty litter.

We turned the cars on the high ballast and proceed back to Ocala, crossing the diamond again for set off. If you've never had an opportunity to make this run, come join us. I think you'll find it enjoyable, interesting, and most certainly it is not boring.

BOONE & SCENIC VALLEY RAILROAD BY CARL SCHNEIDER

It was a beautiful but crisp morning as my wife, Wally, and I left home at 5:45am to the first motorcar ride of our season on the Boone & Scenic Valley at Boone, Iowa. Since I was the EC for this event, it was up to me to be there early to coordinate and make sure things went well. That was not to be. I had loaded the motorcar on our trailer and had it all hooked up the night before, so all we had to do was get in and drive the hour to Boone. Less than 20 miles into our trip, our pickup decided it didn't want to go to Boone. It lost power and speed due to the onboard computer cutting performance, because of a cracked exhaust manifold. We limped back home and quickly switched to our van. I was fortunate. After a quick phone call I found that there were already two EC's at Boone who took care of the setting on until I arrived. We made the drive in time to handle the remainder of my EC duties. The excursion was still on time as we departed the station after the safety briefing.

The B&SV is a popular museum railroad hosting all modes of rail transportation including diesel, steam, and electric. It is also very friendly to the motorcar community, which is why we begin and end each season with a ride on the line. This is a former Ft. Dodge, Des Moines, & Southern interurban line. At the First Iowa Division (FID) annual membership meeting in March it was decided to make this first ride a memorial excursion in the name of Fenner Stevenson who was B&SV's General Manager for many years prior to his death in 2016 just two days after our last ride of 2016. Fenner was so excited to host the motorcar group that he even bought a motorcar of his own in hopes he would get it running and join us on the rails. Unfortunately, he passed away before he could do that. His son, Travis, has taken over the General Manager position and he is keeping the motorcar tradition going. When I set up our schedule each year, the excursions are already on the B&SV calendar even before I call.



Riding the Boone & Scenic Valley is a lesson in Iowa topography. Iowa is definitely not flat! Our excursion began at the beautiful B&SV depot after a safety meeting inside, where it was much warmer than standing outside where the temperature was a chilly 40 degrees.

Our trip this day had 22 motorcars in the group. Being the first ride of the year, we also mentored three new members and welcomed them to NARCOA.

We continued northwest out of town and within three miles the tracks, began a descent down into the Des Moines River Valley by first going over the 156' high, 784' long Bass Point Creek bridge, which is the highest interurban trestle in the country.





Continuing, we passed the Des Moines Y-Camp and then crossed the Des Moines River bridge.

From this point on the tracks run parallel to the river until Fraser, where they originally had the power plant for the interurban line.

The tracks from Fraser wind up a 2 ½ % grade for a few miles to our turnaround pad, which a group of FID volunteers built several years ago. Since there isn't room to turn cars at Wolf, which is the end of the line, the turnaround was a necessity. We turned the cars and backed the half mile to the red board, marking the end of tracks.



Once all the cars had been turned, we headed back to Boone enjoying the beautiful scenery on Fraser hill, the Des Moines River Valley, up the grade over the high bridge, and on up the hill past Pilcher's overhead bridge and into town.

Since the B&SV line is only 11 miles each way, we turned the cars and took a quick break before making a second trip out to Wolf and back before a lunch break in Boone. There was plenty of parts swapping going on in the parking lot during the lunch break. This came about because some of our members attended the big parts auction

down at Brown's in St. Louis, which was the subject of a big article in the March/April Setoff.

There was time to make a third round-trip after lunch before clearing the mainline so the dinner train could make a trip out to Wolf at 5:30pm. By the third trip, the temperature had warmed up close to 60 degrees with clear blue skies. The wind over the bridges was still very chilly though. Once we returned from the afternoon run we took a long break while several people loaded up and headed home. There were still 7 motorcars on the rails for a night run after the dinner train returned around 7:30pm. Since Wally and I didn't have a motorcar with us, we also headed home leaving the night run in the hands of Stu Remmers, who is the newest EC in the First Iowa Division.

All in all, even though Wally and I got a delayed start to the day with our pickup issues, everything turned out as well as we could have expected. Even with several mechanical delays during the day with the motorcars, I can still call the excursion a success with no incidents to report. A big thank you to all the B&SV personnel that welcomed our group to their railroad.

COOPERSVILLE & MARNE RAILWAY

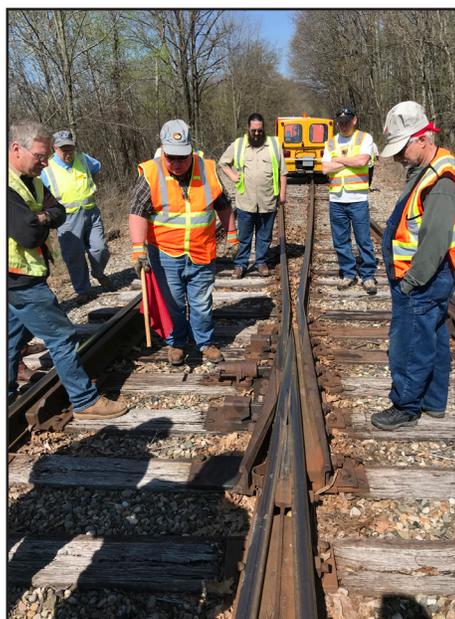
BY RICHARD DUNTON

On May 4-5, 2018, Great Lakes Railcars hosted a meet on the Coopersville & Marne Railway in Michigan. I was the Excursion Coordinator, and was expecting the usual 5 – 6 cars to attend. As it got closer to the meet, I received a call asking to be mentored, and then another call, and another, FIVE in all! The number wishing to be mentored almost outnumbered the others.



First safety meeting with new operators.

The same week, the nearby Sweetline Railroad was being opened up for the year. I suggested to several of the new people to take their cars to the Sweetline to get used to



Explaining the safest way to move a motorcar across a spring frog.

operating and get some miles in before mentoring. Nelson Hurt and Dave Moore (both NARCOA members) helped with that process.

The morning of May 4 a bad windstorm visited Coopersville. A few trees were blown across the tracks. My wife and I went out early that afternoon to see the damage. A freight car had to be moved that night (lucky for us), so the crew went out with a chainsaw to clear the tracks.

Friday afternoon and Saturday went well. The weather was nearly perfect and only one tow bar had to be used. Long time C&M track inspector, Jim Lindholm, led the cars eastbound and I was the westbound leader. I also asked Dave Stroebe to come out of “retirement” to help me with the mentoring. At the end of the meet, I was pleased to present to John Becker (Mentoring Manager) all 5 completed mentoring forms as he was also in attendance.

Congratulations and welcome newly mentored members:

Myron Matz of Boyne Falls, MI

Robert Forbes of Port Huron, MI

George Dines of Lansing, MI

David Blakney of South Woodslee, ON

Josh Sobczynski of Valparaiso, IN



SAFETY ON THE HIGHWAYS

BY JOHN BECKER

In the March/April issue of *The Setoff*, Tom Stallings wrote about checking out trailers for defects before the speeder season starts. Even though I follow Tom's tips there are still some unforeseen problems that can arise. At the beginning of a speeder trip our EC's main focus is safety on the rails. What I want to relate to you is how important it is for us to be safe on the highways going to and returning from an excursion.

The date was June 29, 2017 and my friend and I, Roger Hugg were going to Dave Ottes' July 1-2 trip on the St. Croix Valley Railroad in North Bend, MN and Mike Ford's July 5 trip on the North Shore Scenic Railroad from Two Harbors, MN. The restoration of Roger's MT-14 was not finished yet so we took my MT-14 and hitched my trailer up to his motor home. While on Interstate 90 just south of Janesville, WI, we stopped for lunch at Culvers. On the way back to the motor home we both did a casual walk around of the trailer and checked the tie downs, safety chains and wiring connection. I was driving and as luck would have it, the Interstate was stop and go traffic for the holiday exodus and some road construction. Traffic finally started to open up about ten miles south of Madison, WI when I heard a grinding sound from the back of the motor home. There was a display for a rear facing camera on the sun visor so I looked to see what was happening and the speeder and trailer were gone! I looked out the side mirror to see my speeder and trailer cartwheeling down the highway.

I pulled off to the side of the highway and Roger and I started back to the accident. There was the speeder, on its wheels in the right lane, and the trailer upside down on the emergency shoulder. There were five highway workers pushing the speeder and picking up its contents off the highway.



Fortunately, no cars or semi-trucks got involved with the flying debris. All traffic got by safely and everyone continued on to their destinations. By this time Roger was on the phone calling the police. It wasn't more than 2 minutes before a flatbed tow truck arrived and started to assess the situation. I was a total, babbling wreck and could not understand what had just happened. One minute I am driving down the road and the next minute I am involved in an accident situation.

While the tow truck operator was winching the speeder to the flatbed I was looking at my upside-down trailer on



the shoulder. The tires were inflated so there was no blowout but one of the slip shackles was broken. The leaf springs are attached to the axle with a bolt on one side and the other side slides through a slip shackle. One side of the slip shackle wore out and broke allowing the axle to come unattached to the frame of the trailer. I wish I had known to check for that problem.

A broken slip-shackle mount allowed the spring and axle to come loose.



That incident brought about a 10-month restoration project which proved successful on the Coopersville and Marne Railroad June 5th. The speeder runs and tracks great.

I bought the trailer used 5 years ago. How many years the previous owner used it I do not know. It is an older Les King trailer. For those of you that have this type of trailer please check out the spring's attaching points to the frame carefully. I also suggest taking out the collision insurance that NARCOA offers. I did not have it at the time of the accident and paid dearly for it....but I have it now.

I would especially like to thank all my NARCOA friends who answered countless questions on the rebuild and especially my friend, Roger Hugg, whose mechanical expertise made the rebuild possible.

MEMORIAL DAY WEEKEND EASTERN IDAHO RR BY WAYNE PARSONS



Bill Pardee sets on his MT-14 at the Normal Ave. crossing. Note that Bill has two inspection windows, unusual for an MT-14. The grain elevators in the background are Union Seed, a division of the J.R. Simplot Co., one of the largest privately held agribusiness in the country.



Left: Our escort Sean Corr, WATCO Track Foreman, talks with Dan Berg. Right: Excursion Coordinators Joe Schnyder and Dan Berg.



Deer close by the track Sunday afternoon near Kimberly on the Twin Falls Branch.

Joe Schnyder reports that the railroad has approved two events for next year with final dates to be determined. Thank you Sean Corr for escorting on the holiday weekend; and thank you WATCO for hosting us

Photos by Nancy Parsons

THE DAKOTA PRAIRIE EXCURSION

BY DAVE VOELTZ

The 2018 Memorial weekend saw the return of motorcars at the Red River Valley & Western Railroad in eastern North Dakota. The last NARCOA sanctioned excursion took place in 2006 and we were anxious to get reacquainted with our friends at the railroad. Our railroad escort, Jeff Falstad, welcomed us back to LaMoure. He also escorted us on previous excursions and was happy we were back. It was good to see him again!

The RRV&WRR is made up of former Northern Pacific and Great Northern tracks that ended up being Burlington Northern property during the merger. BN sold off much of their secondary and branch line track in North Dakota and the RRV&WRR was formed in 1987 to operate some of this trackage. The railroad currently has 577 miles of track in North Dakota, making it a larger short line.

Many of the participants arrived Friday afternoon. Jeff secured a track warrant from west of LaMoure to the Independence Junction, located about 4 miles east of town, so we could set our cars on early. He also gave us permission to ride within the limits of the track warrant. So, those of us who arrived early got a bonus, albeit short, ride Friday evening.

Saturday dawned sunny and warm. Later we would learn there would be near record temperatures in the upper 90's that day. The rest of the attendees set their cars on, we had our safety meeting, and were on the move as advertised.

Jeff threw the switch and we were heading south on the recently re-laid 136-pound rail. The first few miles were sprinkled with some mismatched joints so we got to hear the classic 'click clack' as we rolled down the track. We continued about 14 miles where we then turned back to the east on the smooth welded rails at Oakes, ND where we took a break.

Since the RRV&WRR didn't want payment for the excursion, we offered instead to donate to a charitable organization along the line. The Food Pantry in Oakes was selected. A representative met us trackside where our escort Jeff presented her with a First Iowa Division check for the amount we normally would have paid the railroad. Pictures were taken and sent to the local newspapers along the line to promote the railroad's generosity.



We then departed easterly in the increasing heat. The smooth, well-maintained, welded rail allowed us to roll along nicely. We passed through Crete and Stirum before arriving at Gwinner. The Bobcat plant is located here and the railroad passes through the middle of the plant. Our group had to slowly and carefully pass through the facility as the workers were busily building new machines. There are actual crossing gates for the fork lift paths that crisscross the track.



Departing LaMoure to the east, the welded rail was as smooth as we remembered 12 years ago. Even though thousands of loaded grain cars have passed over these rails, Jeff and the rest of the RRV&W Railroad have done an excellent job of maintaining the track and we effortlessly rolled down the rail to Independence junction.

Continuing easterly, we travelled the final 10 miles through Hoving and to Milnor, our turn around point. A meal was prepared and waiting our arrival at the one remaining bar in town. Grilled burgers, potato salad, macaroni salad, non-alcoholic drinks and dessert were enjoyed by most of the participants. A local biker club also decided to stop in so the place was brimming with humanity!

After completing the meal and relaxing a bit, the participants were herded back to the crossing where the temperature continued to climb. It was now in the mid 90's as we departed for LaMoure with a stop along the way at Oakes. Things went smoothly and we arrived back at our seton location around 3:30 pm. Most of the participants loaded up and drove to Britton, SD, the location of Day 2 and 3 of the Dakota Trifecta. Most of us set on that evening, allowing for a leisurely morning of preparation for Day 2.

Sunday started with a chain of thunderstorms passing through the area and a sprinkling of rain during the night. While the skies were dark to the north and west of us, radar indicated the rain had passed. The remaining attendees set on and we were soon on our way upon completion of the safety meeting.

Today would be a two-segment trip totaling around 150 miles. The first leg went from Britton southeasterly to about 4 miles east of Aberdeen and back. The second segment departed Britton and traveled north and easterly to Geneseo, ND.

Much of the line is former Great Northern trackage that runs from Aberdeen to Geneseo, ND. Due to the swampy conditions along the line, the line required constant work and Burlington Northern decided to abandon the line. The State of South Dakota stepped in and purchased the line for \$1. The state wanted to maintain access to another Class 1 railroad (CPRR). Knowing this, BN retained ownership of the first four miles at Aberdeen. It took many years and meeting to make this vision a reality. Ultimately, a new grain facility was built at Britton 2 years ago and BNSF shuttle trains are now running on the line.

We departed Britton and thanks to construction of a westerly leg at Jarrett junction (now known as Jarrett Wye), we could roll that way without turning our cars. While not welded rail, the track is now heavier re-laid rail thanks to reinvestment by the State of South Dakota. We moved along nicely to our first break at Cla-

remont, SD. We noticed that the wind was picking up from the northeast, but since we were travelling south-westerly, little power was needed to get up to speed.

We continued to a point east of Aberdeen where we needed to turn around prior to reaching the track owned by the BNSF. After turning our cars, the strength of the wind became evident. The Onan powered cars worked hard and the poppers worked even harder. It took nearly twice as long to return to Claremont where we again took a break. On top of the wind, the temperature was also climbing to near triple digits. But both humans and machinery prevailed and we arrived back in Britton around 2:15 pm.

The grain elevator constructed a new unit train facility at the end of the track in Britton and the manager of the facility gave us permission to 'take a lap' around the loop. So instead of turning our cars at the crossing, we rode to the end of the line, went around the balloon track, and returned to our starting point. Bonus mileage and elimination of turning the cars!



After a 2-hour break, we departed to Geneseo promptly at 4:30 pm, expecting to be fighting the wind for the next 32 miles. The lead car had to stop just north of town to remove Canadian goslings from the track. But this is the only delay we would encounter as the wind had decreased and we maintained track speed. We arrived at Geneseo around 6:20 pm with the temperature in the mid 90's.

The group had a 1,000 foot walk to the Geneseo Bar where a delicious supper of Traeger grilled chicken, baked potato, camp beans, and dinner bread awaited us. We cooled off in the comfortable air conditioning, stuffed our bellies with the delectable dinner and relaxed for a while.

Finishing the meal and feeling refreshed, we returned to our cars and departed for Britton. The sun was setting and the moon was rising. In addition to the numerous deer and pheasants we had to avoid on the track, now the entire turtle population of Sargent County decided the railroad track was a perfect place to take an evening stroll. Thankfully the rail sweeps kept most of them safe. There were a few empty shells in the middle of the track from turtles that were unable to get out of the gauge.



The local residents have come to expect us to travel through yearly and word must have gotten out that we were back. On the return, groups of people were gathered at the various town crossings awaiting our arrival. Young families and their kids and senior citizens alike waved and smiled as we rode through town. Others working outside waved as we glided by.



We arrived back at Britton just as the sun slipped past the horizon and the mosquitoes were coming out. Several folks set off for an early departure while the remainder of us turned our cars, secured them to the rail, and retired for the evening.

Day 3 was sunny but less hot compared to the previous days. The excursion route is a repeat of the previous evening. We departed at 8:30 am and rode to Rutland, ND where we stopped for coffee, rolls and homemade rhubarb bars at the community coffee room behind the Lariat Bar. It was self-serve and used an honor box for payment. Small town America at its best!

After satisfying our cravings, we rode easterly to Geneseo, ND. Last night we turned the cars at the town crossing. Today, we turned and backed our cars about a mile to the actual junction and the limits of our permission. So, those who stuck around today got to ride the maximum mileage.



After taking a few pictures, we departed and made the sprint back to Britton where we set off for the trip back home. For those who rode all three days, a total of 330 miles were travelled on our excursion. I call this a quantity style excursion where lots of miles are traveled with some interesting scenery here and there. If you want a quality style excursion, come join us in Hill City, SD this fall where we only ride a 9-mile section of track, but the scenery is fantastic!

All photos by Carl and Wally Schneider.

SEEKING NEW MEMBERS AT RAILFESTS

BY ROBIN DOUGLAS

Increasing our NARCOA membership remains a high priority. Last issue we featured an article by Tom Sopchat where he described in great detail displaying motorcars at model train shows. He's received a variety of feedback regarding the relative effectiveness of that venue. Some feel model train folks might not be into 1.1 scale yet most of the NARCOA members I know also have some small trains in their home, and probably started playing with toy trains as kids. This issue, let's talk about another place to meet potential new members.

Tourist railroads exist all over the country; and they have to seek out new railfans. Nearly all have some sort of event once or twice a year that they advertise heavily to increase awareness and spur interest. On the big day, they need many things for their visitors to see and experience to ensure a great time is had by all and a return visit is likely. They may include country bands, street vendors, county fair food booths, kiddie rides, hit & miss engine displays, even mock gunfighters who'll rob the steam train for fun. Adding a couple of colorful speeders into the mix is just what the railroads are looking for. And fresh faces who love railroading to learn about NARCOA is just what we're looking for.



April 28 & 29 the Fillmore and Western held its 2018 Steam Railfest and we were invited to display. On Saturday Andy Limon, John Fowkes and I set up our display. John brought his Kalamazoo Model 56 and a popup shade cover. I brought my Fairmont MT14 and a folding table. We laid out copies of our speeder magazines, flyers on NARCOA and membership applications for Motorcar Operators West. An iPad with a looping video of favorite runs was handy to let them see what it is really like to ride the rails. On Sunday, Wayne Parsons set up a display including two of his motorcars and promotional materials.



What's it like? It's great fun. You get to meet a wide range of people, some of whom are seriously interested in getting involved in the hobby. You'll talk to lots of children who want to blow the whistle and ring your bell. Your speeder will be photographed hundreds of times. You'll listen to stories of men who used to work on the railroads, and maybe, just maybe, you'll find that illusive new member for your regional affiliate and NARCOA. Best of all, you'll have a great time. So, check in with your local tourist railroad and see if you can display at their next event.



John Fowkes explains the Onan engine and powertrain (above left) while Andy Limon discusses NARCOA safety equipment (left).



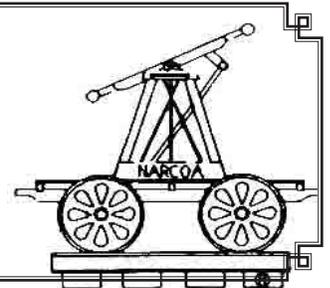
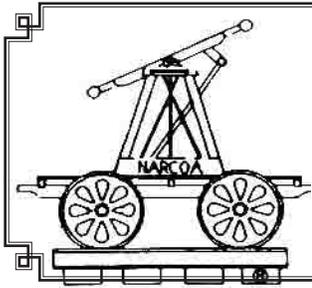
NARCOA EXCURSIONS

AS OF JUNE 15, 2018

Please submit all excursions and ads directly to

webmaster@narcoa.org

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



Jul 7 - 8 - VT posted 04/16 FULL – Wait List Started
Vermont Rail

White River Junction-Newport and return, approx.
220 RT miles. Overnight excursion. NEREX EC Keith
Knowlton. 40 car limit. Non-mentoring excursion. \$370
fee includes one overnight accommodation, dinner, and
breakfast at Newport.

Jul 9 - MN posted 01/01
North Shore Scenic Railroad

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

Jul 14 - CA posted 01/01
Amador Central Railroad, RRCHS

Rides for the Public. Contact Tom Correa 209-296-
4356 if you would like to participate.

Jul 15 - 20 - ON posted 01/01 FULL – Wait List
Started

Ontario Northland Railway
Great Lakes Railcars, Inc. 734 mile motor car excursion
through northern Ontario between North Bay and
Hearst. Trip fee is \$1,850 (USD) or \$2,050 for
Canadian participants, and includes 5 nights lodging
and more. 25-car limit. EC Michael P. Ford (317) 839-
9320

Jul 20 - 22 - GA posted 06/04
Cater Parrott Railnet - Ice Water Run

Friday - Willacoochee to Valdosta. Approx. 90 RT
miles. Saturday - Shady Dale to Madison. Approx.
46 RT miles. Sunday - Barnesville to Thomaston.
Approx. 34 RT miles. \$150 for all three days. EC Will
Thompson (209) 359-5701

Jul 21 - OH posted 04/08
Ashland Railway

Approximately 56 round trip miles. Registration fee

\$97. Set on in Mansfield. OVR Rules. Contact
coordinators Ted Poesse, 330-350-1624, or Phil
Linne, 740-294-7328. c/o Ted Poesse 5538 Spencer
Road Spencer, Ohio 44275

Jul 21 - 22 - PA posted 02/24
North Shore RR/Shamokin Valley RR

Ride over the 86 mile North Shore Railroad on
Saturday. 50 mile Shamokin Valley Railroad on
Sunday. The Central PA NRHS will serve a meal
Saturday evening. Fee \$95 Gary Shrey 717-227-
9628

Jul 23 - 24 - CO posted 03/12
Denver & Rio Grande Railroad

Rocky Mountain Division of NARCOA announces
26 mile RT run South Fork to Wagon Wheel Gap.
Spark arrestors & rail sweeps required. \$85 fee.
Mentoring welcomed. Jon Keeling certified E.C.,
719-989-0779. Runs done in conjunction with LC&S
and SLRG later in the week.

Jul 26 - 27 - CO posted 04/02
Leadville, Colorado & Southern RR

Rocky Mountain Division. 45 miles approx.
Leadville, Colorado. \$70 EC Jerry Geiger 719 568
7966

Jul 28 - 29 - CO posted 03/06
San Luis & Rio Grande Railroad

Rocky Mountain Division out of Alamosa. Saturday,
mandatory round trip test run to Antonito; Sunday,
round trip over LaVeta Pass includes SLRG Mountain
Concert. Optional early set on Friday afternoon. Total
mileage for both days 182. Cost \$220. EC Richard
Reiff. 719-543-7023 25 car limit.

Jul 28 - 29 - SD posted 06/01
Dakota Southern Railroad

First Iowa Division excursion at Oacoma
(Chamberlain). Ride from Oacoma east to the West
edge of Mitchell and return on Saturday. Run west to

Kennebec on Sunday and return to Oacoma. Round trip approximately 219 miles. Cost \$80 prepaid. EC Dave Voelt

Aug 3 - 5 - IN posted 05/14

US Rail - Kokomo Division & Kokomo Grain Co.

Kokomo. 133 approximate round trip miles, Friday evening run, lunch provided on Sunday. OVR rules as well as additional railroad rules. No pets. Fee - \$175. Ohio Valley Railcars, Affiliate, Contact Jaime Samuel (606-748-4443)

Aug 11 - CA posted 01/01

Amador Central Railroad, RRCHS

Rides for the Public. Contact Tom Correa 209-296-4356 if you would like to participate.

Aug 11 - 12 - WV posted 02/19

South Branch Valley Railroad

102 RT miles. Romney to Petersburg and Romney to Greenspring. Longest continuous running trip in NARCOA history. Beautiful scenery, Bald Eagles, Potomac Eagle scenic train. Registration now open. Appalachian Rail Excursions. Contact: John Gonder

Aug 18 - IN/OH posted 05/14

Indiana Eastern Railroad

Richmond, IN to Fernald, OH, about 80 round trip miles, lunch included. Ohio Valley Railcars, Affiliate, OVR Rules, RR requires safety vests. 25 car limit. Fee \$125. Contact Brian Davis (330-554-4480)

Aug 18 - IA posted 03/17

Iowa Northern Railroad

First Iowa Division excursion at Clarksville. Ride the line from Clarksville to Manly and return. If time permits, we may also run south of Clarksville to near Cedar Falls. Round trip mileage is approximately 100 miles. Cost is \$60. EC is Carl Schneider.

Aug 25 - 26 - NY posted 02/16

Lehigh Railway/Owego & Harford Railway

Approx. 150 RT miles. NEREX EC Itchy Mead. Fee for this weekend package is \$175, Sunday lunch included. 25 car limit. Non-mentoring excursion.

Aug 25 - 26 - IN/MI posted 01/01 **FULL – Wait List Started**

Indiana Northeastern Railroad

Great Lakes Railcars, Inc. is hosting a 150 mile round-

trip between Ashley, IN and Coldwater, MI. Trip fee is \$280 and includes Saturday night lodging and more. 35-car Limit. EC Michael P. Ford (317) 839-9320

Sep 1 - 2 - PA posted 04/19

Steamtown National Historic Site

New Jersey Trackcar Excursions (NJTE) will be guests of Steamtown National Historic site in Scranton with up to a dozen of our cars representing NARCOA and you, and operating on their yard tracks at their Railfest 2018. EC David Sigafoose, Ken Ciparis, 732-618-4286.

Sep 3 - WV posted 02/12

West Virginia Central RR

Elkins Fundraiser. Charity rides for the public. Need hard commitment from at least six cars and operators. No fee. Chance to get some time here. No trains running that day. Call John Gonder 724-244-7538 or Email Appalachian Rail excursions/WVC RR/ are sponsors.

Sep 4 – Sep 10 – CO/NM posted 02/05

D&SNGRR C&TSRR – Late Summer Rocky Mountain Narrow Gauge Tour

The Rocky Mountain Division of NARCOA is hosting a 359-mile tour on the Narrow Gauge. 3 days on the Durango and Silverton Railroad followed by a move day then 3 days on the Cumbres & Toltec Scenic Railroad. Mentored operators only. 20 car limit. Tour price \$735 per car. ECs Philip Walters & Alan Borchardt.

Sep 8 - CA posted 01/01

Amador Central Railroad, RRCHS

Rides for the Public. Contact Tom Correa 209-296-4356 if you would like to participate.

Sep 8- 24 - AK posted 01/05

Alaska Railroad

Motorcar Operators West presents the premium run of the year, 950 miles on the Alaska railroad. This a 16 day trip with all lodging and railroad fees included in the run fee of \$7,500. EC Dave Balestreri, 2320 E street, Sacramento, CA. 95816, 916.531.7536

Sep 15 - MN posted 02/19

Minnesota Prairie Lines

First Iowa Division excursion at Redwood Falls, MN.

Complete details are pending and will be updated on the FID website. EC Dave Voeltz.

Sep 21 - 23 - CO posted 04/02

Leadville, Colorado & Southern RR

Rocky Mountain Division. 85 miles approx. Leadville, Colorado. \$100/three days, \$55/one day EC Jerry Geiger, 719 568 7966

Sep 22 - CA posted 01/01

Amador Central Railroad, RRCCHS

End of Summer Run. Two runs to from Ione to Martel. This is a NARCOA sanctioned run for motorcar operators and their friends and family, not a ride for the public run. Run Fee is \$45.00. Contact Tom Correa 209-296-4356

Sep 28 - 29 - IL posted 05/28

2018 NARCOA Annual Meeting

Sheraton - Chicago O'Hare Airport Hotel, 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.

Oct 5 - 7 - SD posted 02/19

Black Hills Central Railroad

First Iowa Division excursion at Hill City, SD. We will ride the line several times between Hill City and Keystone. Round trip mileage is 18. Cost \$80. EC Dave Voel.

Oct 7 - OR posted 05/22

Albany & Eastern Railroad

Lebanon to Sweet Home, total distance approx. 30 miles, mentoring allowed with reservation, \$70 fee, make checks payable to PRO, send to Bill Bain EC, P.O. Box 1047, Newport, OR 97365 (541) 961-0600.

Oct 8 - OR posted 05/22

Oregon Coast Scenic Railroad

Set on at Tillamook Blimp Hangar, run through to Batterson, lunch at Wheeler, back through Garibaldi to visit the four active steamers there. Make checks payable to PRO, run fee \$85. Bill Bain EC, P.O. Box 1047, Newport, OR 97365 (541) 961-0600.

Oct 5 - 6 - OH posted 05/14

Ohio South Central Railroad

Jackson, OH. 90 round trip miles, Friday evening run,

lunch included. No pets, OVR rules. Fee \$100. Ohio Valley Railcars, Affiliate, Contact Jaime Samuel 606-748- 4443

Oct 7 - OH posted 05/14

Hocking Valley Scenic RY

Nelsonville, OH 23 mile round trip, steam powered train ride, lunch included. No pets, OVR rules. Fee \$90. Ohio Valley Railcars, Affiliate, Contact Jaime Samuel 606-748- 4443

Oct 10 - OR posted 06/16

Mount Hood Railroad

Hood River to Parkdale. Stop in Odell. Lunch in Parkdale. This is a Mountain railroad with over 3% grades. \$100 check to PRO. Mail to EC Rich Wilkins, 16513 NE13th St. Vancouver, WA. 98684. Total round trip miles is 42. Contact at 541-806-6400

Oct. 13 - MO posted 05/14

Ft. Leonard Wood Army Base

First Iowa Division is hosting an excursion on the Ft. Leonard Wood Army Base at St. Robert. We will ride the line from Ft. Leonard Wood to Bundy Jct. two times during the day. Round trip mileage is approximately 40 miles. Cost is \$50. EC is Stuart Remmers.

Oct 13 - CA posted 01/01

Amador Central Railroad, RRCCHS

Rides for the Public Contact Tom Correa 209-296-4356 if you would like to participate.

Oct 13 - 14 - WV posted 03/06

West Virginia Central RR

Fall foliage trip up over Cheat Mountain to Spruce and along the Tygart River to Tygart Junction. Two-day trip, approx. 170 RT miles. 30 car limit. \$180. Fee. Registration now open. For info and form contact Appalachian Rail Excursions LLC John Gonder 724-244-7538

Oct. 14 - MO posted 05/03

Columbia Terminal (COLT) Railroad

First Iowa Division is hosting an excursion on the COLT Railroad at Columbia. Ride the line from Columbia to Centralia two times in the morning and again once in the afternoon. RT approx. 44 miles. Cost is \$50. EC Stuart Remmers.

Oct 14 - 17 - AZ posted 04/19 **FULL – Wait List Started**

Grand Canyon Railway

Motorcar Operators West, starting at Williams and going 126 total miles includes a 3-day 2-night stay at the south rim. Cost is \$869 dollars double occupancy in room. EC Joe Schnyder 623-332-0238

Oct 19 - AZ posted 04/22

Copper Basin Railway Excursion

Hayden to Florence Jct, AZ. 100 miles RT. Cost \$80. EC Doug Stivers. Make checks payable to PRO.

Oct 19 - 21 - AL/MS posted 03/20

Alabama Southern Railroad

Set on Friday, Saturday, run from Tuscaloosa, AL to Columbus, MS, 100 RT miles. Sunday, Tuscaloosa, AL to Brookwood, AL 34 RT miles. 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 27 - CA posted 01/01

Amador Central Railroad, RRCHS

History Run. Two runs from Ione to Martel. This is for motor car operators and Rides for the Public. If you can provide seats for the Public then there is no run fee. Please let me know in advance. Otherwise \$45.00 Run Fee. Contact Tom Correa 209-296-4356

Nov 3 - IA posted 02/19

Boone & Scenic Valley Railroad

First Iowa Division excursion at Boone, IA. We will ride the line several times between Boone and Wolf. Round trip mileage is 20. Cost \$30 plus membership in the IRHS (\$25). EC is Carl Schneider.

Nov 10 - CA posted 01/01

Amador Central Railroad, RRCHS

Rides for the Public, weather permitting. Contact Tom Correa 209-296-4356 if you would like to participate.

Nov 10 - 11 - AL posted 03/20

Autauga Northern Railroad

Saturday set on and run Prattville to Maplesville 75 RT miles. Sunday Prattville to Billingsley 50 RT miles. 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 1 - CA posted 01/01

Amador Central Railroad, RRCHS

Christmas Toy Run. Two runs from Ione to Martel. Run fee \$25 if you bring a new, unwrapped toy/toys for our Kids in Amador County. Run fee is \$45 without toys. Prize for the best decorated motorcar. Contact Tom Correa 209-296-4356

Dec 8 - PA posted 04/24

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.

Dec 9 - PA posted 04/24

Union County Industrial Railroad

Central PA Excursions 30 mile ride. Fee is \$35. EC Larry Maynard.

Excursions Held on a Regular Basis

Feb 1 - Dec 31, 2018 - CA

Amador Central Railroad, RRCHS

RRCHS will be having NARCOA Motorcar runs open to all licensed and insured motorcar operators and work parties from Ione to Martell on various dates throughout the year for RRCHS members. Please contact EC Tom Correa 209-296-4356 for information and times/dates on the work parties and runs.

Feb 1, 2018 - Jan 31, 2019 - 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, 2018 - Jan 31, 2019 - 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, 2018 - Jan 31, 2019 - 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

Feb 01, 2018 - Feb 1, 2019 - 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

Jun 1, 2018 - Jan 31, 2019 - GA

St. Marys Railroad

SERO will be having motorcar car runs on the St. Marys RR from St. Marys to Kingsland on various dates. Contact EC Jay Boggs 904-910-5648

WESTERN RAILWAY MUSEUM BY HARRY FISCHER

On a beautiful, crisp, clear but breezy Sunday morning, Motorcar Operators West held a speeder run on one of their favorite tracks at the Western Railway Museum located in Rio Vista, California, just east of the southern portion of San Francisco Bay.

This railway is special because it is centrally located to most of our members in California on highway 12, between Interstate 80 to the north and Interstate 5 to the south. In the springtime, this estuary, is the protected home to beautiful wildflowers and birds of many kinds. Plus, it's a fabulous rail line for hosting new members with mostly flat track and relatively few grade crossings.



MOW hosted 2 newly mentored members Mike Hodge and his wife Kathy, and also Steve Hart. They completed mentoring the day before on the run at Niles Canyon Railway, Fremont, CA hosted by Pacific Railcar Operators. They eagerly awaited their turn at set on. They could not have been more appreciative of all the help everyone provided, and were excited to hear “Start your engines.” By the time we were ready to head south out of the yard, they were definitely set to “high ball” it.

After the safety meeting, we headed down to end of the yard's tail track, where we had to do a reverse move to get on the main. We traveled south for more than a mile just beyond Birds Landing to see the east bay. After spending some time viewing the bay, we turned our cars and headed north, back to the Museum area.



We had lunch, toured the museum, took a trolley ride on one of their beautifully restored streetcars before heading north to Cannon. We traveled next to the Jepson Prairie Preserve, past Travis Air Force Base to the end of line at the UP main.

As the early afternoon turned into late afternoon, it was obvious to all of us that our beautiful sunny day was coming to an end. Rain clouds, assisted by winds from the bay, were heading our way. Heading back to Rio Vista was going to be wet! Who would get there first: Speeders or Rain? Guess who won? RAIN! We were about 2-3 miles short of the yard when the mist of showers was on our windshields and on operators who had totally open cars.

Extra caution was required as the rails began to get slick. As we arrived at the yard the rains fully arrived, too. Oh! What fun that was. For us seasoned operators, we get it. For the 2 new operators, it was a day they will never forget because it doesn't happen often in California that it rains on our runs.



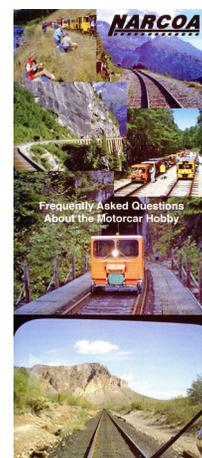
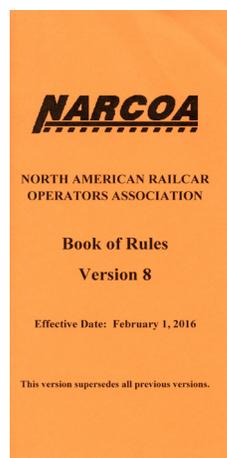
All photos by Jennifer Limon.

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.*

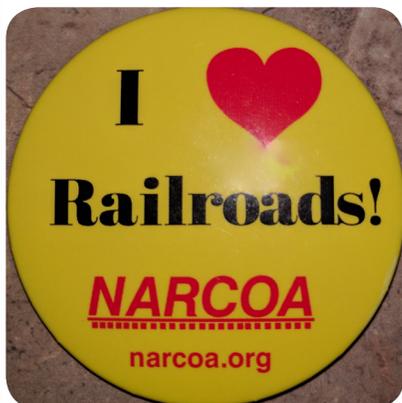
NARCOA Items STILL AVAILABLE at our on-line store include:

- 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.



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.



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.

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.

Texas Track Car is offering reproduction Fairmont water hopper condensers in the two common sizes. These American-made units replicate OEM and are brand new construction. Prices are \$325 for the smaller RO/OD unit and \$350 for the larger QB/RQ/RK unit. \$250 will reserve a unit with the balance due prior to shipping. Jeff Ford (806) 236-3673 We're taking reservations for a production run through April 31st.

Railroad Motor Car Resource Library / Doug Cummins, doug@rrstuff.net 1146 W. 27th St. Independence, MO 64052-3222. Library of rail motorcar manuals, performance sheets, parts lists, maintenance instructions.

H & H Mfg. CO. hhimaparts@aol.com (707) 887-7181 Full service machine shop and manufacturer of after-market Fairmont parts. Large supply of new and used Fairmont and Onan parts including transmissions, engines, brake and drive sprockets. Frame and aluminum door and side panels. Assorted rail motorcar project cars for sale.

Fredericksburg Shops, fredshops@earthlink.net or www.fredericksburgshops.com or 209 Creamery Rd., Fredericksburg, Ohio 44627, phone: 330-465-0713 2PM-6PM Eastern time. Newly manufactured motor car parts and accessories. Many original producers identified, and their parts are again for sale. Shop also does car repair. Formerly Les King & Company.

Model T coils for 2-cycle cars Improved design Model T ignition coils for all Fairmont 2-cycle motorcar applications. These coils are built inside of a sealed plastic weatherproof case with the proper wiring clips to match the timer clips. These are top quality USA made and will work on either 6 or 12-volt applications. No ballast resistor is required. \$110.00 each. Please add \$10.00 for shipping via priority mail. Randy Rundle, Fifth Avenue Antique Auto Part, 415 Court Street, Clay Center, KS 67432. phone 785-632-3450. fifthaveinternetgarage.com

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

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

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

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

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

EASTERN WASHINGTON GATEWAY RAILROAD BY BRYAN ADAMS

Eastern Washington Gateway Railroad Manager, Dave Phillips, extended his usual welcome to Pacific Railcar Operators and guests, initiating the 2018 motorcar excursion season in the Northwest on April 21 & 22. Mr. Phillips, Director of US Rail Partners, is a strong NARCOA supporter and has invited our excursions for many years. He flew from Chicago to join the excursion and for the opportunity to ride with us.

Run headquarters was Wilbur, WA, which is east and north of Spokane; this area is part of the state's extensive wheat country. A small agricultural community, Wilbur is typically hospitable and welcoming. NARCOA is always happy to contribute to the local economy.



PRO EC Bill Andrews and ECIT Bryan Adams and Peter Wolfgram greeted 22 operators and their passengers back to experience a favorite run through wheat fields, accompanied by chilly April breezes. Safety was, as always, the primary focus of all participants, especially with heavy equipment crossing traffic as a result of field preparation and seeding.

The Saturday trip to Medical Lake was highlighted by a stop at Inland Northwest Rail Museum in Reardan, featuring rail cars and steam locomotives,

along with a miniature train transporting happy passengers. Local operator, Dave Devore, added personal comments and info as we traveled the countryside returning to Wilbur. "An operator particularly enjoying the run was Bill Knerr, along with wife Carol. Bill was being very capably mentored by Mike Phelps, passing with flying colors. Welcome to the rail Bill!" said Devore.



Sunday's destination was Coulee City, near the Columbia River's Coulee Dam. This day, thankfully, gave us warmer sun and milder breezes. A great lunch break and conversation time followed turning the cars at the end of the Coulee City track.

ECIT Bryan Adams and Peter Wolfgram's leadership resulted in a safe, fun, and memorable excursion. EC Bill Andrews commended them on detailed and comprehensive planning, which resulted in safe and attentive operation by all.

Thank you Dave, and all operators — hope you join us next year.



This is one tough looking bunch! Left to right: Peter Wolfgram EC, Dave Philips, Director, US Rail Partners LTD, Bill Andrews EC and NARCOA Area 10 Director.



**Inland Northwest Rail Museum
Reardon, Washington
Photo by Kaedin Schorzan**