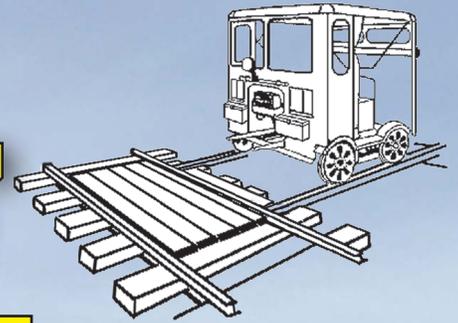


# THE SETOFF



THE OFFICIAL PUBLICATION OF NARCOA  
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION  
MARCH / APRIL 2018 VOLUME 32 - No. 2



DIESEL VS GAS  
FILLMORE AND WESTERN

# THE SETOFF

VOLUME 32 No 2

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

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*ON THE COVER: Piru Station stop on the Fillmore and Western this January. Photo by Robin Douglas*

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# PRESIDENT'S MESSAGE

## BOB KNIGHT



Greetings to all members and friends of NARCOA. In the last issue of THE SETOFF, I expanded the word and thought of "PRESERVATION" and in this issue, I want to expand on the word and thought of **VOLUNTEERISM**. Without this membership benefit we would not have celebrated 30 years of this great organization nor can we enjoy another 30! I find so many members enjoy the first and biggest benefit of volunteering which is the satisfaction of incorporating service into their love of this railroad avocational effort.

I have to address the countless hours that our dedicated Excursion Coordinators spend in railroad conversations, meetings, excursion planning and then working with you for a successful safe motorcar experience. So you are aware, all of our EC's must take and pass a comprehensive test on the new version, 8.2 of the Operations Manual by 3/31/2018. A big thank you must be given for over three years of countless hours going into the Op's Manual update by Tom Falicon, Bernie Leadon, Jim McKeel and all with input from our Attorney, Aaron Hancock. We also have to extend thanks to Keith Mackey for performing his website magic and Dan Page for computerizing the exam with questions written by Jim McKeel.

It is great also to say welcome to Robin Douglas, who has accepted the position to become our next SETOFF Editor. He will be working jointly with Brian Davis so the transition goes smoothly. Another very recent addition to the leadership ranks is Bryan Adams as Safety Chairman. Per Bryan, expect to hear news of a safety project/campaign to help us continually think and help eliminate the "rear ender" incidents that have been raising their ugly heads over the last several years.

Now, if you have not taken the time to review, please select a recent edition of THE SETOFF and review the comprehensive listing of the volunteers on Page 2 of each issue. There you will find a multitude of members listed that make your NARCOA Organization tick and move forward for your benefit and enjoyment. Hats off also to all the additional committee volunteers that are not listed, but make our committees function smoothly. Without them we would not move our organization forward.

Many thanks also to the many affiliates and their related members that also serve an important function to the benefit of their area members and beyond. Thanks for your service to NARCOA....**ALL VOLUNTEERS.....**

Bob Knight, President

PS: Hey, can't forget all of you that contribute to THE SETOFF with your photo's, excursion report articles, fix it items, tech items and the list keeps rolling on.....

## FROM THE EDITOR

**BRIAN DAVIS**

Hello NARCOA!

I am very pleased to announce that we have a new Editor! Please welcome Robin Douglas to this wonderful position. Robin is settling in to the job and will take over in the May / June issue. Please ease his transition by sending in plenty of material for him to use!

It has been a true pleasure being your Editor.

This excursion season is looking great as a large number of our EC's have made those rails available to us once again. I need to get out to the garage!!

We will see you on the rails!

Brian



## IN THIS ISSUE

NARCOA Officials	2
President's Message	3
From The Editor	4
Directors' Messages	4
New Safety Director	6
NARCOA Insurance History	8
Fillmore and Western	12
Thread Problems	15
Blast from the Past	16
Let's not meet by Accident	18
First trip to Farmrail	19
Diesel vs Gas	20
Upcoming Excursions	23
Suppliers	27
NARCOA Company Store	28

# AREA FOUR



**TOM STALLINGS**

Greeting from Area 4. With the cold winter weather there is much time to think about upcoming NARCOA excursions in the warmer weather.

Before we head out for the first excursion of the 2018 season, we need to prepare our motorcar, trailer, and tow vehicle for the upcoming season. I like to think of this as my “annual checkup”. This is a little more involved inspection of our equipment than the NARCOA Vehicle Inspection Form. Here are a few suggestions to ensure your equipment is in the best possible condition. A buddy to help with the process will save many steps.

## **Motorcar**

I like to jack up my motorcar high enough to allow access to the underside. Please be safety conscious and have a suitable area and support stands before going under your car. Support your car so the wheels are free to roll. I like to roll over each wheel and feel if there is a bearing or wheel problem. Pull in and out on each wheel to see if there is any in/out motion. There should be very little. This is also a good time to check brake clearance and the need of adjustment. Review the Joe Speeder article in the Jan/Feb Setoff on safety wiring. Take a good look

at your brake linkage and axle collars' set screws and safety wiring.

Next will be a trip or two under the car. Items to check here are axle collars (setscrews and safety wiring). While the car is in the “air” is a good time to grease it also. Wheel bearings should be greased until grease shows around the axle as this excess grease is the dirt/water seal for the bearing. Next look over the belt or chain idler for wear and adjustment. Inspect chain or belt for wear and proper tracking. Now inspect the under-car brake rigging and grease the supports. Take a general look around for loose or missing fasteners.

Up top - inspect the fuel system, clean/replace filters, inspect fuel hoses for deterioration, and clean/replace air filters. Next check the battery condition and clean any corroded terminals.

I like to run the car in the “air” and engage the rear wheels to see if there are any problems. A brake check is in order here too.

It is much better to find and fix problems at home than at the first excursion.

## **Motorcar Trailer**

Again, I like to jack up the trailer and roll over the wheels. Look closely at the tires for cracks or damage. Trailer tires have a lifespan of about 5 years. Tread depth is not a good indication of tire quality. Pull/push on the tire to check for wheel bearing clearance. I like to pull the wheels every three years or so to check bearings and brake shoes. Dexter Axle has a good article on trailer wheel bearings. [http://www.dexter-axle.com/docs/default-source/dexter-axle/product-documentation/instruction-sheets/059-831-00\\_hubs\\_drums\\_bearings.pdf?sfvrsn=10](http://www.dexter-axle.com/docs/default-source/dexter-axle/product-documentation/instruction-sheets/059-831-00_hubs_drums_bearings.pdf?sfvrsn=10).

Dexter also offers a heavy-duty suspension kit with brass bushings and grease lubricated step bolts.

Check for missing or loose fasteners on and under the trailer. Look for unsecured wiring also. Check the hitch for proper clearance when connected to the ball. Check the condition of the safety chains too.

## **Tow Vehicle**

Well I now know you are saying we are going too far. But, when is the last time you checked your hitch for loose or missing fasteners? Also make sure the trailer ball is tight and not damaged.

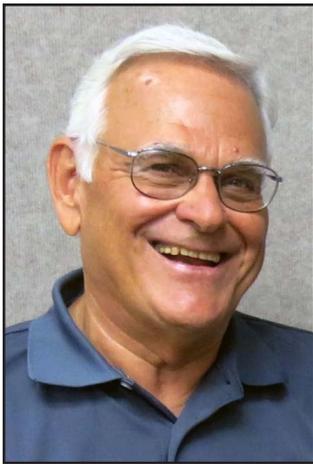
OK! We are ready now to go riding. Keep a check at the excursion calendar for Area 4 excursions. April hopefully will be the Hiwassee Loop ride May is the annual Great Smoky Mountain RR excursion. A non-NARCOA event in May is the National Train Day, Membership Day, Train Show, Antique Truck Show, all of which are taking place on Saturday, May 12 at North Carolina Transportation Museum, Spencer, NC. This will be a rides for the public event. It will be a very low mileage event, but usually many good photo opportunities. It's a unique event and good time to fellowship with fellow operators. Contact me for details. Hopefully later this year we will have a NARCOA event here.

Tom Stallings  
252/363.4232

## **RADIO EQUIPPED**

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

AREA  
SIX



**BOB KNIGHT**

Greetings to all of you in Area 6 and we can only hope for an early spring as it is snowing again here on a cold early February Illinois day! It makes one warmer just to begin planning for our 2018 motorcar season excursions. Please keep checking the NARCOA website for your possible excursions.

It is also time to report that Great Lakes Railcars, President, Fred Lonnes has given notice o the annual meeting being held Sunday, March 18th in North Judson, IN. The meeting will be held in the Hoosier Valley Railroad Museum Depot starting at 9:30 AM (CT). Per his agenda, President Fred plans to review all the area excursion opportunities, hold the annual election of officers and other important affiliate business. One item of note, is EC, Mike Ford will share his excursion planning and other details. Please mark your calendars for a good time to share motorcar stories and just good fellowship.

I have also talked with North Central Railcars, President, Dave Otte and he is going to defer this year's meeting to the internet. He will share important meeting details per an NCR member bulletin.

I do look forward to meeting many of you at the March GLRC meeting

and also on the rails this 2018 motorcar season. Let's all plan on a very safe and incident free year. Please all help to totally eliminate rear end incidents!

Bob Knight

AREA  
SEVEN



**CARL SCHNEIDER**

The First Iowa Division lost a valued EC and Chairman of the FID Board on Christmas Day 2017 when Frosty Farrell was found dead in his home in Lancaster, Missouri. There were over 30 First Iowa Division members in attendance at the visitation and funeral service and Frosty's family and I would like to thank all who attended. This great showing was a blessing to let them know just how much he meant to us. A memorial fund was set up at the Iowa Railroad Historical Society / Boone & Scenic Valley Railroad in Frosty's honor as this was one of his favorite rides.

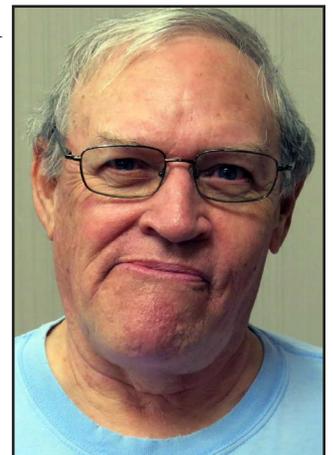
The annual membership meeting of the First Iowa Division will be held on March 17th in Des Moines. The most important item on the agenda will be the replacement of Frosty Farrell's position as Chairman. We will also be discussing what looks to be a very busy ride season with many excursions already in the works.

The First Iowa Division is happy to report that we have three new members to start out 2018. They are Bryan Shupe of St. Ansgar, IA., Scott Thomas of Logan, IA., and Jim Wilson of Evansdale, IA. We look forward to meeting them on the rails and getting them mentored so they can begin enjoying this great hobby. Welcome aboard!

I hope to see many of you on the rails this summer. Let's have the safest season ever with no incidents or accidents.

Carl

AREA  
EIGHT



**JOHN BROWN**

Fellow NARCOA members

As write this column I have had 16 inches of snow on Christmas day and today, Tuesday Feb 6, I have had 7 inches of the white stuff with more coming for the rest of the week. Not Motorcar weather or conditions in my part of Ontario.

I would like to welcome Duncan Campbell a retired city manager who managed a number of Communities in the Montreal area for 25 years. Previously he worked for CNR primary in the Engineering Department in Montreal, Ottawa and across Canada and its USA lines. It was during

*Continued on Page 6*

*Area 8 continued from Page 5*

that time that I had many occasions to ride Hy-rails and track motor cars especially on the Ottawa territory when the CNR ran trains through Algonquin Park, where there were few roads to set off a hy-rail. The motorcars we rode were primarily A-4's if my memory serves me correctly. I have a good understanding of railway operations, rules and safety as I was a track maintenance engineer for part of my CN career.

I do not have a rail car at present but am interested in acquiring one (MT-19 CN heritage would be great). Currently I am looking forward to my NARCOA membership to learn about the Association and what is required to operate and maintain a track motor car.

Once again I thank Duncan for finding our NARCOA family and joining the family.

As you read this I do hope you all have sent in your money for insurance so YOU can ride the rails with fellow members and enjoy the fun, commodore and scenery. BUT please remember to keep both eyes on the motor car ahead of you so YOU don't have an accident and get points on your record.

John Brown

# AREA TEN



**BILL ANDREWS**

I hope everyone is geared up for great excursions to share with friends and family. Here in the Northwest, PRO is proud to offer a great variety of excursions, some available after a hiatus of one or two years. Our ECs and ECIT are working hard to produce runs in unique settings with good rail and a bonus — great scenery.

Area 10 welcomes two WA members, William Kerr and Randy Gritman as well as MT member, Michael Kennys. It will be good to meet you and share our hobby! Get in touch, telling us about you!

Each spring brings focus on railcar safety and operator safety. I can't stress it enough. Remember, it is the operator's responsibility to be certain his car is thoroughly maintained and safe to set on the rail. Rear-Enders are our most reported incident and

are avoidable. Speed and rail conditions must be noted constantly and updated throughout the excursion by the EC. Good operators know and abide by the rules, including educating your passengers on the "dos and don'ts" of the hobby. In many instances, any incident (even one with minor injury) goes against a railroad's safety record. That would not make a railroad open to having us on its rail again.

When you can, bring along a passenger who just might turn into a future member or operator! Take note of the Membership Committee's new member bonus: Setoff Jan/Feb issue, page 6. You can earn a free one year membership if you bring in a new member or a past archived member! We want to take all opportunities to let others experience our great hobby.

Let's continue our outstanding Northwest safety record resulting from conscientious operators focused on their appropriate speed and awareness of rail conditions ahead.

See you on the rail!

Bill Andrews

## **CORRECTION!**

In the Jan/Feb 2018 issue an error was made in identifying the owner of the MT14 depicted on page 13. The car with the Santa Hat belongs to Roberta Ness. Roberta designed and made the hat for the Toys for Tots runs. The Editor deeply regrets this error.

# AREA ELEVEN



**BILL PARDEE**

Hello Area 11. We all need to pause for a minute and think about how we can try to help prevent a rear end collision from happening. We need to view this from the stand point of

both watching our front end progression and how to better protect the rear end. We all know the standard procedures when approaching a slowed or stopped car ahead of us. Keeping a safe braking distance, checking brake action, and slowing down for the approach. How about our rear?

Make sure the flag is out and waving when stopped, pumping the brake pedal to flash your brake light. When in curves get a person out right away and have them walk back to give the car coming up plenty of warning by aggressive flagging. If we can all take a progressive approach to protecting our rear end we might have a better year with fewer

rear end impacts. Consider adding another brake light with the newer high intensity LED lights. Put a flasher relay on the light to flash when the brake is applied. Don't forget to use the radio to let the car behind you know that you are stopped. All of these things could help make a safer excursion.

On another note, it is nice to see the excursion calendar getting filled in. Be sure to give your EC's a thank you for putting these excursion together for us. The ECs do a lot of work for us and they deserve a pat on the back.

Bill Pardee

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## NOMINATIONS FOR THE HANK BROWN AWARD ARE OPEN

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

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

Nominations for the award should be submitted to Dan Page ([dan.h.page@gmail.com](mailto:dan.h.page@gmail.com)) not later than 1 June 2018.

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

- i. *Dedication to safety* – nominee leads safety awareness by personal example, conducts excursions professionally, follows rules and procedures out of concern for member's safety and the good of the hobby.
- ii. *Outstanding leadership within NARCOA* – nominee leads an excursion correctly, helps with the business of operating the affiliate and NARCOA, and is a good role model to members.
- iii. *Service to NARCOA members* – nominee maintains good communication with members, makes fair and impartial decisions, and is willing to help other members
- iv. *Contribution to the growth of the rail car hobby* – nominee helps mentor new members, opens new railroads for runs, recruits new members for NARCOA, and makes excursions enjoyable.

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

Dan Page

# THE HISTORY OF THE NARCOA INSURANCE PROGRAM BY RICHARD RAY

The Insurance program was initiated around 1988 and was intended to get us on more railroads. We had established that liability coverage for a railroad motorcar could not be included in a homeowner's policy because it was not used for property maintenance as a riding mower would be. John Nolan from New Jersey offered to find an agent/underwriter that would accept us.

The first contact with an insurance company occurred early in 1988. John Nolan did the research then he and Dick Ray went to Middletown, NY and met with an agent who was also a rail fan. After some discussion he gave us a price, based on a limited number of persons.

In those days people had only one car so we did not define if the car or operator was insured.

A handful of people funded the entire cost and received a discount in the following years to cover their outlay. A substantial majority of owners signed up for the insurance, with only a few objecting. The need for insurance was disputed by the folks connected with the Southern Michigan Railway Society, with the thought that once we had insurance, all meets would need it. They were correct, but history has shown that the insurance allowed us to operate on a lot more railroads.

The next year John Nolan, Joel Williams, and Dick Ray went back to the same agent. Dick brought a steno notebook, several pens, and tried to look official as a person recording the proceedings. The new estimate was 3-4 times as much as the first year. After some discussion the estimate became reasonable, but still higher. The pricing was perhaps around \$3K to \$4K and the carrier was Kemper. The aggregate was

\$1,000,000 which we all felt was sufficient and a Certificate of Permission was introduced.

Additional organizational difficulties occurred around 1989 when the Motor Car Collectors of America (MCCA), a parallel organization started in 1987 and owned by Mark Mayfield of Iowa, alleged that his members could not obtain the insurance. That was incorrect since all they had to do was sign up with NARCOA as well. The MCCA president always opposed the insurance program, but individual members joined NARCOA and participated.

In 1989 Joel Williams filed the paperwork that made us a 501c (3) organization, and drafted a Rulebook from old railroad motorcar rules from several railroads. That was the first NARCOA rulebook, dated March 1989. It seemed appropriate that an insurance underwriter would expect some form of operator regulations.

John Nolan formed a separate organization, AARO, in 1990 for the purpose of it being an organization of insured members to appease the opponents of the existing plan. There was no cost to join AARO. However a few non-NARCOA members alleged that it was a "shell organization" only with no assets. Of course, that described NARCOA as well.

A few years later an operator in California arranged for the motorcar operators out there to have a policy that got them on some local rails. Ron Zammitt was one of them. The premium was a lot less than ours, so when John Nolan heard about it he investigated and found that it only covered people walking around railroad shops taking pictures! Of course, a few people who were affected were very vocal about NARCOA causing their "policy" to be cancelled.

This sequence of events was the beginning of the effort to have the west coast members acquire more control of the organization, and to have a different insurance administration. They felt that they had no say in the present organization which stemmed from the fact that there were so few of them on the west coast. The answer was to start a new national organization, which was probably needed anyway, but since NARCOA was already a national organization it was just re-organized with different officers.

MCCA remained independent and not supportive of the insurance. They re-focused on restoration and the historical aspect. MCCA folded around 2000 because it became too much work for the one-man type operation.

John Nolan had been our Insurance Coordinator from the beginning and took care of all the details. He stepped down after the reorganization in 1994 and was replaced by Tom Norman of Montana, who continues in that capacity to this day. After the reorganization, the aggregate was raised to \$5,000,000.

In 1995 some insurance program statistics were reported. A total of 526 members were signed up from 31 states by the end of the year. 44% were from states east of the Mississippi River, while 56% were from states west of the river. 81% of the insured people were between 36 and 65 years of age. A fee of \$20 was asked for as a donation to support the insurance pro-

gram. Prior to this the program was funded from the general funds and so was an unfair burden to the uninsured members. In later years it became a fee associated with each Certificate of Permission issued.

In 1996 the fee was raised to \$50 and the application of the Certificate was more carefully defined to limit unanticipated applications. At that time, the premium was \$175. The first 285 members signing were up enough to pay the premium and this was expected to occur in March. The insurance money is totally separate from the rest of the NARCOA financials.

In 1998 an Evidence of Insurance Card program was established, beginning in February. The NARCOA Rulebook Certification Card was required as well, and both cards had to be in your possession while operating at a meet.

Hi-rail vehicles had not been included in the insurance program before this, simply because no one had asked for it. They are now included in the insurance program but only for on-rail usage. It does not cover highway usage. The normal highway insurance may or may not cover on-rail usage and it was up to the owner to verify that.

Also in 1998 a summary of the insurance policy carriers, premium, and coverage was published in the May/June 1998 issue of *THE SETOFF*, and is repeated in Table #1, below.

ORGANIZATION	POLICY PERIOD	PREMIUM	COVERAGE	CARRIER
NARCOA	10/1/89 thru 9/30/90	?	\$1,000,000	Kemper
NARCOA	10/1/90 thru 9/30/91	\$105	\$1,000,000	?
AARO	10/1/91 thru 9/30/92	\$115	\$1,000,000	?
AARO	3/1/93 thru 2/28/94	\$75	\$5,000,000	?
AARO	3/1/94 thru 2/28/95	\$100	\$5,000,000	Transamerica
NARCOA	3/6/95 thru 3.31/96	\$175	\$5,000,000	Reliance
NARCOA	4/1/96 thru 3/31/97	\$175	\$10,000,000	Reliance
NARCOA	4/1/97 thru 1/31/98	\$156	\$10,000,000	Reliance
NARCOA	2/1/98 thru 1/31/99	\$187	\$10,000,000	Reliance

Since early 1995 NARCOA had issued 325 Certificates of Insurance to 134 railroads. The total number of insured motorcar excursions from 1996 thru 1997 was 389 or an average of 11 insured excursions per month.

At the 2000 Annual Meeting Hank Brown of Wisconsin objected to the practice of requiring a one-person Affiliate such as his Wilderness Tours to pay for the Affiliate insurance as well as his own personal insurance. His proposal that the double payment be dropped was reasonable and was implemented later after consultation with the Insurance Carrier.

Up until now meets had been run by individuals or small groups as NARCOA events. The NARCOA Board of Directors decided that hereafter all meets were to be run by Affiliates. An individual could become an Affiliate, as could a small group of members. The very last NARCOA meet occurred on the New York, Susquehanna and Western Railroad in New Jersey in September 2000.

In 2001 Tom Norman reported that there were 692 insured operators in the year 2000, and 727 in 2001. That year the premium was \$130. Tom also reported that the payment is made to the insurance company when the revenue collected from the members are sufficient to cover the cost. All premiums collected after this date are credited to the NARCOA account, and go to offset the next year's premium.

In 2002, United Shortline Insurance offered a physical damage coverage as a separate policy instead of being connected to the liability coverage. At the 2002 Annual Meeting Tom Norman reported that there were 851 insured members, compared to 748 in the previous year. 25% were under age 50 while 39% were over 60. This is an early indication that our membership is ageing.

It is noteworthy that there were 126 railroads

hosting insured meets in 2003, with some of those railroads hosted several meets during the year.

In 2004, there were 950 member applications for insurance, up from 863 applications in 2003. Also, there were 170 Certificates of Insurance issued through mid-October 2004, and the number will probably exceed the previous year total.

For 2005, the total coverage for each occurrence was raised to \$10,000,000 and a deductible of \$1500 was introduced. The deductible is the responsibility of the at-fault operator.

In 2006 this deductible was raised to \$2,500 where it remains today. In 2006 there were 932 insured members.

The Insurance program was complicated this year with a change to allow the coverage to begin at the end of January of the following year. This caused the new policy to be only a nine-month policy.

At about this time one affiliate was discovered to be obtaining one Certificate of Insurance and then running frequent tours of one railroad with no national announcement. This benefited a small group of motorcar operators but did not comply with the intent of the insurance program. In addition, some other meets were found being held without being advertised to the rest of the insured members. The board then created a policy that required all insured meets be advertised on the NARCOA website before a Certificate could be issued. In addition, the time period during which the Certificate was valid was reduced from six months to three months. Later the restriction that if multiple trips on a railroad were anticipated, the dates had to be specified. Extra days were allowed for the set-on and loading up process.

Tom Norman has reported that through January 2008, there had been a total of 2061 Certificates of Insurance issued to 414 Railroads, 23

of which were new host railroads. The average was 158 certificates per year. In 2008 there were 974 insured members

In 2009 Tom Norman reported that there were 1007 insured operators, a new high. Total membership declined by 100 people compared to 2008, but that may include the complimentary railroad officials. Since 1995 we have used nine different insurance companies. One reason was that some companies were getting out of railroad-related liability insurance business. Our premiums have varied from \$105 to \$187 per year.

Also at the 2009 Annual meeting it was recommended that Officers and Directors get a personal umbrella policy.

In early 2010, Bernie Leadon contributed an excellent article in THE SETOFF that explained some of the aspects of our insurance policy concerning spouses and children operating under the named insured's policy. Spouses must be Certified and Mentored in order to operate a motorcar and only one of a couple could operate at any given time. In addition, the insured person had to be present at a meet, meaning within the same motorcar tour.

In 2011 the fee for a Certificate was raised to \$60 due to increased costs of administration of the program.

In 2012 the Certificate of Permission form was updated, and the new ones were available from the Regional Insurance Representative.

Starting in 2013 the Insurance has been provided through United Shortline Insurance Services, Inc. From 2006 to 2013 it had been provided through Empire Insurance Services, LLC, and before 2006 we were covered by Valley Oaks Insurance.

In 2014 and 2015 the insurance cost was stable at \$130 and was arranged by United Shortline Insurance services. The number of insured

members was not published but was undoubtedly less than the years before. There were no changes to the program in these years.

There were 959 insured members in 2016, down from the high of 1046 in 2013. The declining number of operators had been noticed before and is a real concern, leading to a major effort to increase membership. In 2017 this effort was increased by having NARCOA be a member of railroad trade groups and to participate in their conferences.

At the end of 2017 there were 908 insured members plus 20 Affiliates insured. This represents a 13% drop from the peak and continued to be a concern to the organization.

In all the insurance program, ably run by Tom Norman, has continued with very little change and a fee that has remained remarkably stable. For instance, the fee of \$145 for the 2017 year is less than the fee in 1996!

Tom Norman, Insurance Coordinator since 1994.



# MIDWINTER FUN ON THE FILLMORE AND WESTERN RAILWAY

BY ROBIN DOUGLAS

In Southern California for most people, the New Year starts with the Rose Parade and Rose Bowl game. But for Motorcar Operators West, it usually begins with an excursion on the Fillmore and Western Railway. This popular tourist line operates its diesel or steam locomotives on nearly every weekend of the year, pulling vintage coaches through the Santa Clara River Valley. But the first weekend of the year, when the normal folks are home in bed recovering from the holidays, MOW gets to run the rails.



Under gloomy skies with just a few sprinkles, the 22 motorcars lined up at the gate, operators checked in with all their signed paperwork and prepared to set on. The yard at FMRR is filled with a wide range of on-track equipment, covering many years of railroad history, for it is also frequently used for making movies, television shows and commercials.

When the cars were off the trailers, they were pushed to either side to allow more cars access; here Dan Phipps rolls one into the lineup.



Everybody enjoyed the conversations as the morning progressed including Frank and Betty Luft, Dave Balistreri, John Martin, Harry Fisher plus Mike and Laura Wambsgans.



Once all the cars were in place, excursion coordinator Wayne Parsons conducted the safety meeting. He passed out the list of all the crossings, warned us of hazards, reviewed the schedule for the day and then read aloud to everyone the key provisions of the NARCOA release of liability. He introduced the guys from our host railroad who gave us a few final important instructions.

With the preliminary activities taken care of, it was time to head east to Piru. As we approach the end of the yard we go through a tunnel. But we're just a few miles from Hollywood so it really isn't an actual tunnel at all. It's a prop tunnel used in countless movies with hidden camera portals inside. When the footage is cut into the final film, you'll never know the difference.



The track winds along the valley, and at certain places it crosses California State Route 126. The friendly team from F&WR made certain to get ahead of the group. When everyone was bunched together, they dropped the crossing arms to stop traffic and let us move by as a unit. The farms and ranches along the way grow a wide variety of produce. This time of year, the artichokes are being packed but the strawberries haven't yet begun to ripen. Miles of citrus orchards with oranges and lemons

make for beautiful scenery, and the avocado trees were ready to be picked for the Big Game. Next stop, Piru.



The original depot is long gone but a train station styled community center with gazebo and restrooms served us well at the eastern end of the line. Major storms in 1976 washed out the connection further east to Santa Clarita, and all track was pulled about ¼ mile past the motorcars. After a brief stop we turned the motorcars, and headed west.



It wasn't long before we were back in the yard at Fillmore for a brief stop and then moving on toward Santa Paula. The right of way crosses the 1902 Southern Pacific bridge over Sespe Creek, which drains the watershed of the rugged Condor Preserve. Just a few weeks before the excursion the massive Thomas fire (282,000 acres) roared through area.

The blackened mountains can be seen behind the bridge. When the rains came just 3 days after our run, there was nothing to hold back the water, and the deadly mud came flowing down. Although the F&WR escaped damage, the UP mainline was completely covered near Santa Barbara and service interrupted for days.

We made our way out to Santa Paula stopping at the Loose Caboose allowing some to shop. To keep to a firm schedule we ate lunch near our motorcars turned and ran east to Fillmore. After switching one operator of the main to set off, we continued the end of the line in Piru. Our final stop of the day was Bennett's Honey Farm. They offer a wide variety of raw, pure organic honey including eucalyptus, avocado and of course, orange blossom.

It was a wonderful day enjoyed by everyone. It was a great time on the rails with only a couple of minor breakdowns. Our thanks to Wayne Parsons for organizing and the Fillmore and Western Railway for hosting us.



# THREAD PROBLEMS

BY PHILIP HOPPER

Generally, there are three different thread pitches that you might expect to encounter in the United States: Metric, Coarse Thread Series, and Fine Thread Series. Depending upon when a particular item (i.e., vehicle for example) was made, you might expect to encounter different thread patterns. To complicate matters further, some vehicles have a combination of all three thread patterns.

A couple of years ago I purchased a Fairmont A-4D motorcar. The car was completely rebuilt prior to my purchase; however, I decided to replace all the brakes. I totally disassembled all the brake components, but when I attempted to move the adjustment nuts on the brake arms, the nuts wouldn't budge. I tried applying heat, silicone lubricant, and sheer brute force. Still the nuts wouldn't budge. The only alternative was to split the nuts and pry them off. When I did this, I noticed that the threads under the nuts had been distorted or flattened.

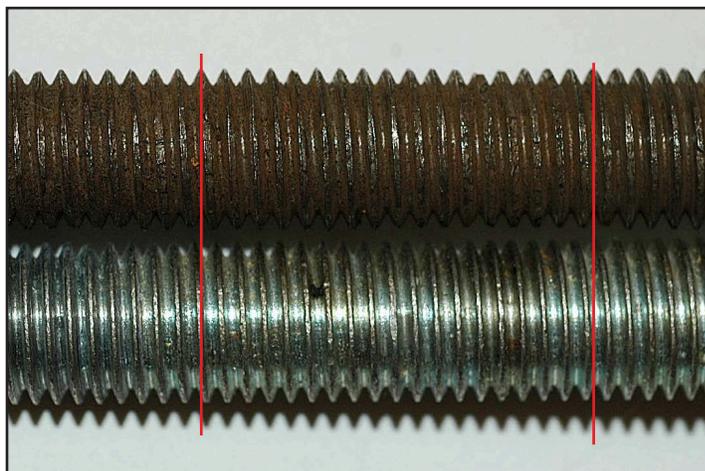
I decided to straighten the threads by running a die over the brake rod adjusters. The threads appeared to be the coarse thread series. I also ruled out metric based on the age of the motorcar. I measured the thread pattern



of the removed nut and the diameter of the rod and then selected the matching 1/2" diameter by 13 threads per inch die. To my surprise, the die would only go about three turns down the rod before it locked. I repeated the procedure on all four brake rods with the same result. Not wanting to re-install the damaged parts, I purchased four new adjusters. The seller asked me if I needed the nuts but I said "no" as I had new 1/2" x 13 thread nuts available.

I received the new brake adjusters and compared them to a standard 1/2" x 13 national coarse threaded bolt. To my complete surprise, those thread patterns didn't

match either even though at first glance they looked alike. If you align two peaks together (one from each bolt) and then try to align the adjacent peaks in either direction, you soon notice that after going about an inch from the matching peaks, the peak on one bolt matches the valley of the other bolt. Clearly the thread patterns are ever so slightly different.



In sheer frustration, I contacted a "seasoned" speeder builder for help. I ordered four Fairmont adjuster nuts which were noticeably thinner than the standard nuts available at hardware stores. As it turned out, Fairmont, in their infinite wisdom, used a unique thread pattern: 1/2" x 12 threads per inch. This is incompatible with metric, coarse thread series, and fine thread series patterns. This explains why the nuts originally on the old adjusters were "locked in place" and wouldn't fit the new adjusters. I promptly ordered four new thinner Fairmont nuts and completed the brake reassembly without any problems.



It is important that you find someone who has an extensive knowledge of motorcars. Without their vast expertise, I couldn't have completed this essential brake rebuild. I also document all motorcar maintenance for further reference and I never assume that previous owners did everything correctly or used the correct replacement parts. I found the similar mismatched nuts and adjusters on other brake systems I attempted to rebuild. Another important lesson learned!

# NEW RAILCAR IS A BLAST FROM THE PAST FOR WILTON RESIDENT

BY GAIL BULLEN

RIVER VALLEY TIMES REPORTER (REPRINTED BY PERMISSION)



*Milpitas Police are delighted when the Gunns bring their new railcar by the station. From left, are Police Chief Steve Pangelinan, Sgt. Sean Hongan and Capt. Daryl Sequoia. Courtesy photo*

A railcar enthusiast since 2010, Rich Gunn has taken his hobby to a new level by transforming his new speeder into a blast from the past. Gunn worked for the Milpitas Police Department between 1968 and 1982. His historic railcar has some of the same equipment found in a modern-day patrol car, including a light bar, wig wag lights, genuine Milpitas Police decals and a police dog, at least a very small replica of a police K-9.

Until the mid-1980s, railroad companies used self-propelled railcars to inspect and repair the tracks. Even earlier ver-

sions were propelled by hand. Railroads began replacing the motorcars with Hy-Rail pickup trucks that are specially modified so they can be driven on tracks or on the road. Railroad enthusiasts, like the Gunns, began rescuing the railcars, also known as speeders, and restoring them for recreational use.

Gunn already had a working railcar and an old one he used for parts when he happened upon an advertisement for one in Willits. With the permission of the local police chief, the seller had transformed his railcar into a patrol car on tracks. Though not in law enforcement

himself, the seller had even convinced the Willits Police Chief to let him use his call number on the railcar roof.

Gunn was smitten by the modified railcar and decided immediately to change its affiliation to the Milpitas Police Department, where he spent his early law enforcement career. He called the department for their approval. Police Chief Steve Pangelinan really liked the idea and prepared a care package with some stars, a bumper sticker and a t-shirt that one of his commanders delivered to the Gunn home on the way to a training in Woodland.

Unfortunately, while spiff on the surface, the railcar had problems underneath.

“We didn’t know it needed a new engine, and I had to do a lot of work”, Gunn said.

But there was a silver lining. Gunn trailered the railcar to San Jose to replace the engine. Since Milpitas was nearby, he called the Police Department and asked to stop by. The Chief was eager to see his project.

Gunn learned an interesting tidbit during his visit. His badge number was number 48

when he was hired. The most recently hired officer has badge 315. In addition, the current Chief is the last officer hired by 30-year veteran Police Chief, James Murray before he retired.

When railcar excursions come up, one of the Gunn sons is a licensed rail operator and takes the second speeder. But Gunn has yet to interest his other son in the hobby.

“But my two grandsons are just crazy about going”, Gunn said.

The Gunns are members of the Recreational Railroad Coalition Historical Society and frequently join other friends for runs on the Amador Central Railroad between Ione and Martell. However, last winter’s rains damaged a section of the historic roadway that is co-owned by the Amador County Historical Society and the Coalition.

Gunn said the Jackson



*While an imitation police car wouldn't last long on the road, that isn't the case for a self-propelled railcar with a light bar and wig lights owned by Rich and Linda Gunn of Wilton. Courtesy photo.*

Rancheria Casino has donated rock for repairs but the group is trying to find more financial resources to fix the problem.

Nevertheless, River Valley residents can still get a taste of riding a railcar on the second Saturday of the month at 10 a.m. Look for a tent in a dirt parking lot near the railroad crossing on Highway 104 in Ione. The ride is 5 miles out and 5 miles back instead of the

previously 20 mile round trip to Martell and back.

Gunn said they are planning a longer excursion later this month with his Missouri Pacific car. Thirty-four rail cars will leave from a lumber mill west of Eugene, OR in Veneta. They will drive to Coos Bay and spend the night. The next day they will drive to Coquille, eat lunch and then spend the night in Coos Bay at a motel near the railroad tracks. The next day they will make the return trip.

There are railcar clubs throughout the U. S. and Canada. The clubs typically rent tracks from small railroad companies for excursions ranging from one day to more than one week, according to the North American Railcar Operator Association.



# LET'S NOT MEET BY ACCIDENT

BY: MARK NORTH, AREA 2 REPRESENTATIVE.

Years ago an employer of mine gave out awards to employees at the end of the year. Many of them were rather funny. One recipient was an employee who became impatient waiting at a notoriously long light and reversed the dump truck he was driving into a small car hidden behind him. Do you remember those auto window signs that read "Baby on Board"? This sign read "Let's not meet by accident". My boss suggested that it be installed, as standard equipment, on any vehicle he drove. I still laugh to this day about it.

I know the same circumstances which contributed to that calamity shouldn't occur on a NARCOA excursion, but stranger things have happened. My suggestion to minimize such meetings is to introduce yourself to both the operator of the car in front and the car behind yours at the set-on (preferably) or after the safety meeting. Find out how experienced each operator is to NARCOA and the host railroad. Maybe an operator is new and may be nervous, or they could be very experienced. Remember, it really does take a team effort to travel in a group like we do. The car to the front and behind are our partners, whether we like it or not.

I also like to know if the motorcars in front and behind me have radios, because communication with them may have to occur at some point during the excursion. Keep an eye on both cars; if visual contact is lost with the car to the rear, find out where they are and regain visual contact, they may need a tow. Do this on a tangent track. Don't stop (or reverse), just slow down, or use your radio to touch base with them. But always choose a location that has a long sight line, you do not want to be surprised by a fast moving car trying to catch up!

I also like to clarify flagging procedures and determine the visibility of everybody's stoplights. [Ref-

erence Rulebook version 8.1 section 2.10]. Maybe their lights are big or maybe small. Maybe they flash, or they don't. I make sure the operator of the motorcar behind can clearly recognize my brake lights and distinguish them from my running lights. A sudden and unexpected emergency stop may require me to use both of my hands to stop the car, so the flag may not go out immediately. Remember it is all about communication, spoken and unspoken.

In NARCOA, we operate under yard limit rules [Reference Rulebook version 8.1 section 4.15: ***Operators must travel at a distance (and speed) which allows stopping within half the range of vision short of the preceding operator. Particular caution must be exercised with wet or greased rail as braking ability will be greatly diminished.*** So no matter what the circumstances if you bump or collide with the car in front of you it is your responsibility (unless you are pushed into that car by someone following you). If you stop and really do have to go 10-100, do not abandon the fate of your partner to the rear to chance until they know you are stopped. If you don't flag to the rear of a stopped motorcar, you will be held responsible for any negative circumstances. [Reference Rulebook version 8.1, section 4.12]. The NARCOA rulebook is very comprehensive.

We are all human and things happen, but please be aware that if you don't take care of your partner there will likely be consequences.

Summing up: get to know the persons around you - first for safety sake and second to develop lasting friendships. Have fun; that is what it is all about. You never know what information may pass between you that could make the day incident free.

See you on the rails!



# FIRST TIME ON THE FARMRAIL

## BY JAIME SAMUEL



We decided to venture out of our comfort area when we headed out to Clinton, OK to ride Drake Rice's FarmRail trip. While one would say that the 900-mile drive was a bit far of a trip to do a weekend track car ride, it was worth it. Our schedule does not allow for many summer trips anymore as we are already on the road, so the timing was perfect. I was excited to meet all sorts of people that I have not met before, but when we got to the set-on I kept running into all sorts of folks that I had encountered in the past. So it was a good group of 12 cars. Perfect numbers in my book for a track car ride.

Saturday was mild and sunny. We ran from Clinton to Snyder and back for 126 miles. While I was expecting a flat straight trip, it was anything but that. Miles of cotton and other row crops lined the track. The trip seemed so effortless in the car, but it could have been the 30 mph tail wind that made it seem that way.

Sunday we were all expecting that it would be the

same, but it was completely different scenery with all of the western landscape that you can take in on the 120 mile round trip to Erick, OK, which is just shy of the Texas border. All in all a great trip with a great EC. Railroad management came out to greet us and really tried hard to welcome us to town.

As an EC with a few runs in the Ohio Valley, I would like to encourage all of you to make this the year you get out and see a place you have not been to before. Take part in a run that NEEDS your participation to continue to make that run happen. I would also encourage you to go to that local run that you have ridden 20 times. Yes, the run where you know every mile marker, 7-11, and bad joint. The run that the family says "not again". Those runs need you as well, so that we can keep this hobby going. See you all on the rail!

# MOTORCARS DIESEL VS GAS?

BY PHILIP L. HOPPER

Often people ask me why I have such a fixation on owning diesel powered motorcars. It is the result of a series of events. My first motorcar ride was on a popper. After nine breakdowns in less than eight hours, I decided that I would ride several motorcars before I made a purchase. I immediately crossed poppers off my list permanently. My second ride was on an A-4D with the Ford 4-cylinder gasoline engine. I liked the dependability of the Ford engine and the reliability of the four speed transmission with the reversing rear end. Over the next six months I did ride several other motorcars and decided I wanted a large motorcar with a four-speed transmission.

The first motorcar I actually went to see and consider buying was an A-4D with the 3-cylinder Lister-Petter diesel. After a 20 mile run, I purchased the motorcar and hauled it back to Texas from Maine. This was the beginning of my love and appreciation for diesel engines. Over the next three years I purchased three A-4Ds, one A-5E and two MT-14Ls with diesel engines. The motorcar fleet represents three major companies: Kubota, Mitsubishi, and Lister-Petter. Isuzu and Deutz diesel engines can also be found in motorcars; however I do not have direct experience with these engines. So what are the “pros and cons” of diesel engines?

PROs:

There are several advantages of running diesel engines. First, the engines are very dependable because they do not have an ignition system so there is no maintenance of points, spark plugs, condensers, coils or ignition wires. The diesel engines rely on very high compression ratios (at least 20:1) to ignite the fuel; therefore,



the components are often much more rugged than gasoline engine components with lower compression ratios. Diesel engines are very fuel efficient and produce high torque at all engine speeds. Be-

cause the engines have heaters in each cylinder to assure good fuel vaporization, they are very easy to start even at very low temperatures. This was probably a major factor for the Canadian railroads converting many of their motorcars from gasoline to diesel.

One of the most common problems experienced on motorcar runs is related to the fuel delivery system. Original factory fuel pumps often fail so most people have installed electrical fuel pumps to ensure a positive fuel flow at varying motorcar speeds and through one or more fuel filters. The diesel engine uses a large mechanical pump mounted directly on the engine. Most of these pumps pressurize the fuel to over 2,000 psi to ensure proper fuel dispersal through the injectors and into the cylinders. Fuel flow in diesel engines is seldom, if ever, a

problem.

Diesel fuel has many unique properties which make it preferred over gasoline. Diesel fuel is not readily flammable and generally won't ignite even if it directly contacts hot manifolds or exhaust pipes. Diesel fuels do not contain additives such as alcohol which can raise havoc with fuel system components. As most people have experienced with their trimmers, lawn mowers and other gas-powered engines, gasoline has a short shelf-life and goes "flat" after 30-60 days. The "flat" gas will have a very distinct smell because the lighter hydrocarbons in the gas have evaporated and the gas will be hard to ignite in the engine. Diesel fuel, unlike gasoline, does not go "flat" over time.

The majority of the motor cars with diesel engines utilize a radiator for cooling. The German Deutz is the only exception I have ever seen. The Deutz engine relies on forced air cooling. Most of my motorcars seldom exceed 165 degrees water temperature even at increased loads, steep grades or high outside air temperatures. Diesel engines with radiators can be stationary and run without overheating for hours. Try doing the same thing with an air cooled Onan CCKB on a 100 degree day!

Once the diesel engine is running it is basically self sufficient and doesn't need a battery. The diesel engine has no ignition to fail, has a mechanical fuel pump to provide a continuous fuel flow, will continue to run until the fuel cut-off is actuated and it runs at any altitude. There is no carburetor to tune because fuel is injected directly into the cylinders at over 2,000 psi at any altitude. If you are lucky enough to have a



Kubota diesel, you also have a hydraulic pump on the engine. This can be used to power the motorcar turntable without having to provide a separate pump.

Technical manuals and parts listings are reasonably easy to obtain and a MUST HAVE! Many dealers do not have part listings for these older engines. Be sure to save all receipts for parts for further reference. I maintain a separate binder for each motorcar I own that contains all the records for that motorcar. Make sure the receipt is easy to read with all the necessary

information needed to reorder the specific part. If the receipt is incomplete, put the part box label in the binder.

#### CONS:

Now that we have examined the positive aspects of diesels, let's look at the other side of the coin. Probably, one of the biggest drawbacks to owning a diesel is the availability of knowledge and expertise concerning diesel engines. The majority of the diesel engines found in motorcars were made for industrial applications and finding a reliable source of parts and information may be very difficult. If you visit your local Kubota, Isuzu, Mitsubishi or Lister-Petter dealer and inquire about parts or information concerning motorcar diesels you will see the dealers look at you with the "deer in the headlights" look. They have no clue about the engines because most of them were made 15-20 years ago and had industrial applications only. You need to find someone in the motorcar hobby or diesel engine mechanic that has worked with these engines.

Be sure to purchase the proper parts and main-

tenance manual(s) for the engine(s) that you have. The parts manuals are very specific for only certain engine serial numbers. The manuals indicate where to locate the engine serial number. The numbers can be difficult to find and very hard to read. Locate and record the engine serial number for each engine you have. When you go to order parts, the salesperson will insist on having the engine serial number before placing an order.

Purchasing diesel engines and their parts can really empty your wallet in a flash! I recently purchased a new Kubota Z-602 two cylinder engine for my narrow gauge MT-14L. The complete engine assembly with a radiator cost \$4,500. Most of the injectors I have ordered for other motorcars have cost from \$150 to \$400 each (plus shipping). Many of the parts are not available in the United States, must be ordered abroad, and may take months to obtain.

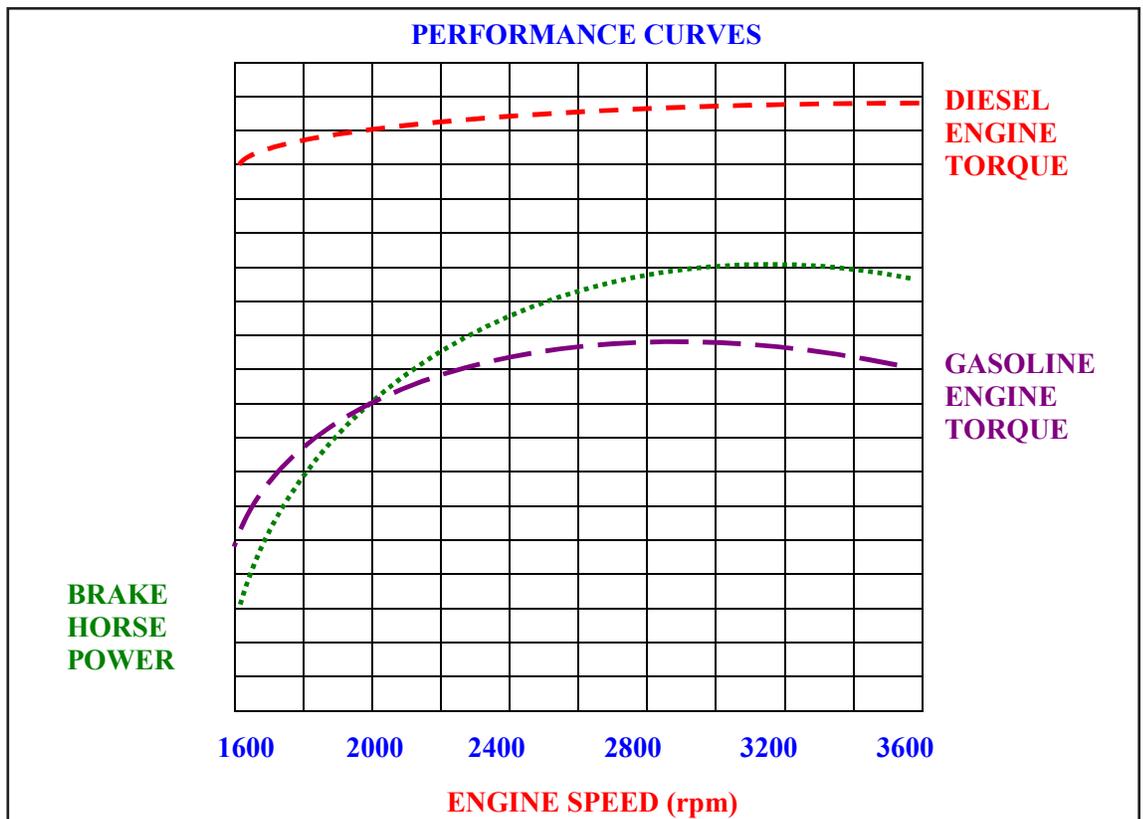
Even though diesel engines are extremely efficient, you generally can't rely on other operators to provide fuel if you run out. Carrying extra diesel fuel is vital. You definitely do not want to run out of fuel. If this should happen the fuel system must be purged of air. The purging process usually requires "cracking" each individual injector line open and actuating the manual fuel feed pump (if the engine has one) or turning the engine over with the starter, to expel the air from the lines. Once the

air is purged and all the lines are tightened, the engine will start.

The diesel engines tend to have a very high profile so they will not fit in a standard motorcar without extending the engine compartment upwards about 10 to 12 inches. The engines will be noisier and heavier than equivalent gasoline engines. The engine weight might not be a factor for most applications, but it will certainly influence the spring selection in motorcar suspension systems.

### CONCLUSION

Your decision to run a gasoline or diesel engine should be based on many factors. Examine your finances, where you run your motorcar (altitudes), availability of reliable maintenance, the size of the motorcar you desire to operate, and short supply of diesel powered motorcars on the market. Weigh all the factors and then make an informed purchase. Either way (gas or diesel), enjoy your purchase!



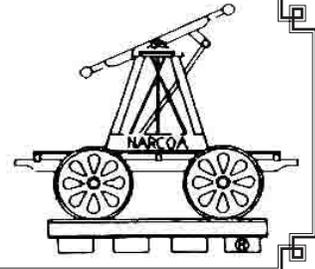
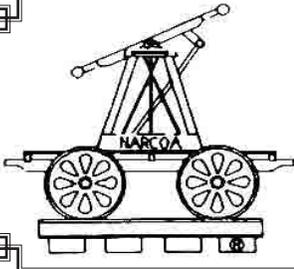
# NARCOA EXCURSIONS

AS OF FEB 10, 2018

Please submit all excursions and ads directly to

**webmaster@narcoa.org**

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



**Mar 10 - CA** posted 01/05

## **Amador Central Railroad, RRCHS**

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

**Mar 16 - PA** posted 01/25

## **Colebrookdale RR (former Eastern Berks RR)**

Test & Tune your car between Boyertown to Pottstown (aprox. 17 miles per R/T). Multiple trips will be made. Northern Central Rail Car Assn (NCRA); 25 car limit; cost estimate - \$30 per car, EC Gary Shrey.

**Mar 17 - PA** posted 01/25

## **Allentown & Auburn RR**

Test & Tune your car between Kutztown and Topton (aprox. 8 miles per R/T). Multiple trips will be made. Northern Central Rail Car Assn (NCRA); 25 car limit; cost estimate - \$30 per car, EC: John (Boomer) Schmidt.

**Mar 18 - PA** posted 01/25

## **West Chester Railroad**

Test & Tune your car between West Chester to Glen Mills (approx. 16 miles per R/T). Multiple trips will be made. Northern Central Rail Car Assn (NCRA); 25 car limit; cost estimate - \$30 per car, EC Jamie Haislip.

**Apr 7 - 8 - PA** posted 01/16 **FULL – Waiting List Started**

## **Reading Blue Mountain & Northern RR**

2-day excursion starting in Pottsville, and returning each day. We will travel to Good Spring with side line trips one day, and to Haucks the other day. Over 200 miles total expected. Send email to Gary Shrey to be put on

our list. Applications will be e-mailed soon.

**Apr 14 - CA** posted 02/07

## **Niles Canyon Railway**

PRO run. EC Steve Paluso.

**Apr 14 - CA** posted 01/05

## **Amador Central Railroad, RRCHS**

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

**Apr 20 - 22 - FL** posted 02/04

## **Florida Central RR/Florida Northern RR**

SERO excursion. Friday - Eustis, Mt Dora and then toward Sorrento. Saturday, Winter Garden to Tavares & return. Sunday, Ocala, Candler, Lowell, Ocala. Approx 140 miles total. \$175 per car. EC Keith Mackey 352-502-5021

**Apr 20 - 22 - WA** posted 01/16

## **Eastern WA Gateway RR**

Set on in Wilbur. 2 day NARCOA/PRO excursion. 195 RT miles. No car limit. No Hi-Rail. Non-mentoring. Fee \$250 USD. Check to Peter Wolfgram, 2701 Sheepshank Dr, Belgrade, MT 59714, 406-580-4761. EC Bill Andrews. ECITs Peter Wolfgram and Bryan Adams. Details on Pro website.

**Apr 28 - OK** posted 02/02

## **A-OK Railroad**

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

**Apr 28 - CA** posted 01/05

## **Amador Central Railroad, RRCHS**

Photo run. Two runs from Ione to Martel with

stops at scenic spots. This is a NARCOA sanctioned run for motor car operators and their friends and family, not a Rides for the Public run. Run fee is \$45.00. Contact Tom Correa 209-296-4356

**May 12 - CA** posted 01/01

**Amador Central Railroad, RRCHS**

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

**May 19 - IN** posted 02/12

**French Lick Scenic Railway**

Great Lakes Railcars 50 mile round trip from Jasper to French Lick. Fee \$70. For details contact EC Andy Sargent at 812-525-4856. Registration deadline is 5/12/2017, no exceptions.

**May 25 – Jun 1 – CO/NM** posted 02/05

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

The Rocky Mountain Division of NARCOA is hosting a 338 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 \$725 per car. ECs Philip Walters & Alan Borchardt.

**May 25 - 28 - ID** posted 02/10

**Eastern Idaho Railroad**

MOW excursion Burley to Buhl, Burley to Jerome and Burley to Oakley and River Raft industrial leads. 246 rail miles \$320 MOW website for info. Joe Schnyder EC.

**May 26 - CA** posted 01/01

**Amador Central Railroad, RRCHS**

Memorial Day Weekend Run, Saturday only. Two, possibly three, full Runs to Martel and back for operators and rides for the Public from Lane's Station. If you can provide seats to sell then there is no run fee. Otherwise regular run fee is \$45.00. Contact Tom Correa 209-296-4356

**Jun 1 - 3 - MI** posted 01/01 **FULL – Waiting List Started**

**Great Lakes Central Railroad**

Great Lakes Railcars, Inc. is hosting an excursion covering approximately 236 rail miles. Set-on in Cadillac with overnights in Petoskey and Traverse City. Trip fee is \$575, includes 2 nights lodging. 30 car limit. EC Michael P. Ford (317) 839-9320

**Jun 9 - CA** posted 01/01

**Amador Central Railroad, RRCHS**

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

**Jun 30 - Jul 1 - WV** posted 01/25

**West Virginia Central RR**

Approx. 170 miles over two days. Mountain railroading, steep hills, and lots of scenery and trains. 30 car limit, No Hy-rails. Appalachian Rail Excursions LLC. EC John Gonder

**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 – Waiting 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

**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 01/25

**South Branch Valley Railroad**

Romney WV. Confirmed. Info out soon. Appalachian Rail Excursions LLC

**Aug 25 - 26 - IN/MI** posted 01/01 **FULL – Waiting 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 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

**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 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 22 - CA** posted 01/01

**Amador Central Railroad, RRCHS**

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

**Oct 13 - CA** posted 01/01

**Amador Central Railroad, RRCHS**

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

**Oct 13 - 14 - WV** posted 01/25

**West Virginia Central RR**

Elkins WV. Confirmed. Info out soon. Appalachian Rail Excursions LLC

**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 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.

**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

## Excursions Held On A Regular Basis

**Feb 1 - Dec 31, 2018 - CA**

### **Amador Central Railroad, RRCHS**

RRCHS will be having NARCOA Motor car 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 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

*The ladies kibitz during a break at Emporium on the Western New York and Pennsylvania Photo by Mike Whipple*



# 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).

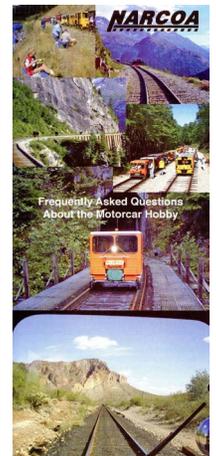
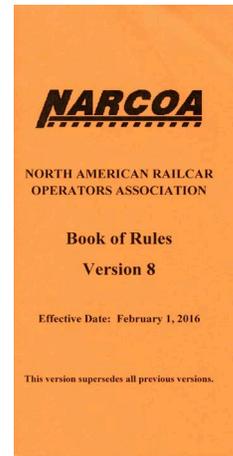
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# NARCOA COMPANY STORE

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

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

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



## NARCOA Name Badge

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

\$15 plus shipping.

## NARCOA Safety T Shirt

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

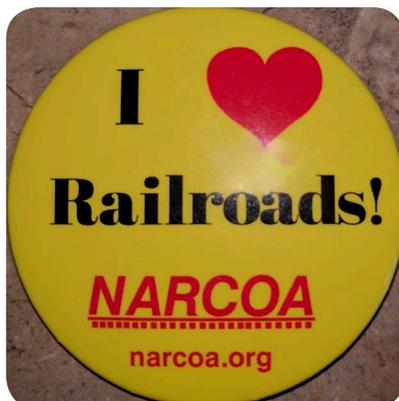
Sizes M, L, XL, 2XL and 3XL.

\$15 plus shipping.



## I Love Railroads Button

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



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