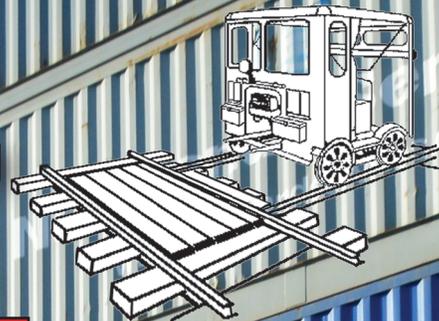


THE SETOFF



THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION

JAN / FEB 2019 VOLUME 33 - No. 1



NORTH TO ALASKA

HERITAGE RAIL ALLIANCE CONFERENCE

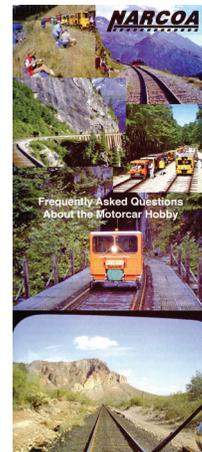
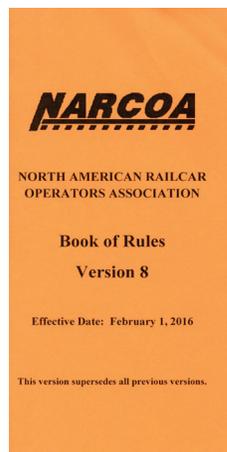
TOYS FOR TOTS EXCURSION

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 Safety T Shirt

Enhance your visibility and display a professional safety attitude with this NARCOA safety T Shirt. Made of a comfortable cotton/poly blend. Sizes M, L, XL, 2XL and 3XL. \$15 plus shipping.

NARCOA Name Badge

\$15 plus shipping.



NARCOA New Member Campaign Continues into 2019!

Based on the continuing success of the NARCOA New Member Campaign, we are going to run the campaign again in 2019. This effort is designed to encourage active members to go 'hunting' for new members. Please encourage folks to join NARCOA. The Membership Committee will pay a membership bonus to any current member who brings in either a new member or a past inactive member in 2019.

Our active members recruited a total of fifty-eight (58) new members in 2018! Chris Thompson was the first member to refer FOUR new members in one year. He has referred a grand total of SIX new members during this program! You can participate in the Campaign in 2019. It's easy.

Purpose: Expand NARCOA membership, communicate the unique experience of NARCOA to the greater Railroad community and Involve the current NARCOA members in the growth of NARCOA

Reward: A TWO MONTH Membership Bonus will be added to the renewal date of any active member who

brings in a new member or a past inactive member.

EXTRA SUPER BONUS: any active member who brings in THREE new members or past inactive members within the campaign period will receive a total of TWELVE MONTHS of membership extension. **HOLY COW!**

Rules: NARCOA will extend the membership of any active member who brings in either a new member or a past archived member. The new member or returning member must pay a full annual membership and MUST include the referring member's name on the membership application. The membership bonus will only be applied to the identified referring member (no trading on the black market). A valid past member must have been inactive for a least two calendar years prior to re-joining.

Please don't scam the system. Anyone suspected of cheating will have their name misspelled in NARCOA forever! ;-). Thanks in advance for your efforts to expand this hobby

Bob Hastings, Dan Page and Bill Delmar
NARCOA Membership Team

PRESIDENT'S MESSAGE

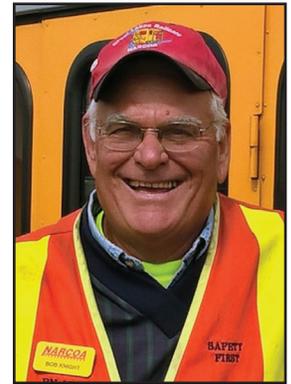
BOB KNIGHT

"WIIIFM"

Happy New Year to all of you out in beautiful NARCOA land. WOW, it is hard to believe a new year is here...Welcome to 2019!

It was several years ago that our member, "Boomer" John Schmidt (Area 2, VA) gave a very interesting PowerPoint presentation concerning finding new host railroads to the annual membership meeting in Chicago. He challenged the area directors and officers of NARCOA to consider the acronym, "WIIIFM" or What Is In It For Me, (or even us or you)? I believe this is a good basic theme as we look into the new year.

If we think of "you" the members, the bottom line is our continued excursions and new railroads to enjoy operating our motorcars/hi-rails on. Our excellent affiliates and EC's are hoping for a good reception from railroad management that might open up some new rail mileage. At this same time our great railroad partners might be looking for a new source of revenue, good PR exposure and maybe help with one of their projects such as an open house or special event. Now that we're right at the start of the year, it is time to ask yourself an intriguing question. How can I be more proactive for NARCOA this year by offering my help doing ?????? Maybe you might give some thought to asking your favorite EC if



there is anything you can help with now or maybe at a future excursion. How about spending some time with a new member going over their car and helping prepare it for the motorcar season? Or maybe write an interesting trip excursion.

Continued on Page 5

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



How did you get started in the adventure of owning and operating a speeder? Did you spot one off in the weeds or see an excursion rolling by? Did you meet a "foamer" who just couldn't stop talking about it? I'm looking for your story, and a picture of your first speeder when you got it plus a second shot of how your favorite motorcar looks now. Send them to me so we can all enjoy your journey!

THE SETOFF

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:
Thirteen motorcars were shipped by container from California to the Alaska Marine Lines terminal at Anchorage. From there they were trailered across the street to the Alaska Railroad yard for seton.
Photo by Nancy Parsons

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President's message, continued
 sion article for The SETOFF and include some great photos you have taken. Consider talking with your area director as you both will enjoy the conversation and maybe some new ideas will flow from the effort!

Behind the scenes, many members are making preparations for the two April 2019 Conventions/Conferences. They are the ASLRRA in Orlando, FL and the HRA in Sacramento, CA. Please enjoy Area 8 Director, John Brown's article and photos of his HO gauge motorcar shed diorama to help promote NARCOA when the ASLRRA silent auction takes place in April. Just added to the event is a double vendor booth featuring a motorcar for the convention participants to sit in and have their photo taken. Anyone who provides us a host railroad lead or helps NARCOA network a good new railroad referral will be invited to come aboard. Featuring a motorcar should be a hit for the participants and NARCOA. Our exposure has been excellent and we must always keep in mind that this conference exposure is the process of delayed results and requires a great deal of patience. Please also enjoy reading Jim McKee's (NARCOA Rules Chairman) report covering the recent HRA Conference in Santa

Fe, NM, found in this issue.

So in closing, please consider taking some time for creative thinking, friendly conversations or just sharing your motorcar skills with a fellow member. You will feel good and our NARCOA organization will prosper in 2019! And that's what's in it for YOU!

Bob Knight, President

AREA
FIVE



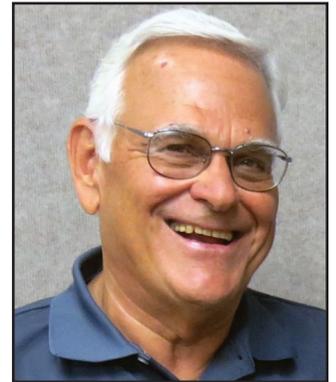
BILL DELMAR

Happy New Year to all! I hope everyone had a great holiday season and is looking forward to another year of riding the rails. Now is the time to make those repairs and adjustments so your motorcar will be ready to go. Remember you must pass the new version of the online rules test. When I wrote this there were 700+ members who have 2018 insurance but have not passed the new test. This time the test includes a few questions from the Op-

erations Manual in addition to those from the Rule book. I want to mention the New Member Campaign, which continues in 2019. You get bonus months of membership for each new member you recruit. For details check the article in this SETOFF. Let's all focus on safety on the rails this year.

Bill Delmar

AREA
SIX



BOB KNIGHT

Greetings and Happy 2019 New Year to all of you in area 6 and beyond. It is with good news that we welcome, new member, Charles Shotts, Jr. from Martinsville, Illinois to our area 6. Nice to have him on board and we all look forward to seeing him on the rails this next season.

Now on a sad note I want to make sure all of you know of our Great Lakes Railcars member, Dennis (Denny) Croft, who passed away this last October 18th. We all express our best to his wife, Patty, and their family. Denny was on many excursions over the years and

always had a camera ready, even though we gave him a hard time asking if he had any film in the camera. He did provide the bus service for us for many years on Mike Ford's Great Lakes RR excursions while in the Petoskey, MI area.

Now that the new year is upon us, please make sure you watch the NARCOA website for excursion listings as they fill up fast this time of the year. It is also a good time of the year to give your motorcar(s) a good inspection. If you want a very good check off list, please check the NARCOA Website, listed under Documents and review the "NARCOA Rail Vehicle Inspection form". If you follow this list, you will have your motorcar in good condition. And of course, make sure you change oil and grease all suggested areas. Please don't forget to give your brakes a very complete inspection as we need to think about how all members can help put a stop to our rear end collision problem.

Happy New Year
Bob Knight

AREA
SEVEN



CARL SCHNEIDER

I hope everyone had a great holiday season and is looking forward to an exciting motorcar season in 2019. The EC's of the First Iowa Division have been working to come up with what appears to be a very busy season riding the rails. There will be plenty of opportunities to shine up those wheels and we hope to get a good turnout at each excursion. Participation is the key to being able to continue offering these rides so come join us as often as you can.

One item that was discussed on our First Iowa Division (FID) officers conference call in December concerned lift handles on motorcars. Lift handles are listed on the NARCOA inspection form but they are shown as an optional item but not required. After a discussion about an incident where a turntable wouldn't retract after turning on a rainy night run, the FID has now made it a requirement that all motorcars must have lift han-

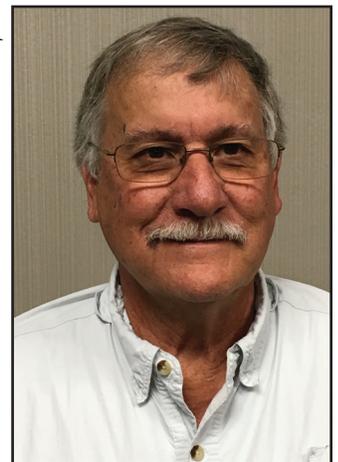
dles on FID excursions. Lift handles are necessary if cars with turntables have a malfunction where the turntable fails to operate correctly when turning cars. Lift handles are also necessary if a car derails and there is no other way to lift the car. The extra leverage provided by the handles reduces the risk of suffering back or other injuries when moving the car back up onto the rails.

At our last ride of the 2018 season which was held on the Boone & Scenic Valley Railroad, Jeff Flicek of Erhard, MN was mentored on his first ride as a new member of NARCOA. Welcome, Jeff, to NARCOA and the First Iowa Division.

If you haven't taken your operator's certification test yet, be sure to get that done soon. We'll be on the rails again before you know it and taking the test is necessary to get your 2019 insurance.

Carl Schneider

AREA
NINE



LELAND STEWART

We have enjoyed the holidays and as winter sets in, things get quiet in the motorcar world. As the New Year begins, EC's are putting together plans for the 2019 season and coordinating dates and venues with our host railroad management teams. It is sometimes a daunting endeavor to plan a motorcar excursion around the day to day issues that railroads must face. Dates are set months ahead of time while trying to predict scheduling windows as well as weather.

For the motorcar operator, this time of year is a perfect time to take a good look at your motorcars and perform routine maintenance and inspections. Take a thorough look around and under your car for loose hardware, cracked or broken parts, and make any needed adjustments. It's also a great time to check your fire extinguisher for pressure and settled powder. Look into your first aid kit as well, as there may be outdated or missing items. Fire up your motorcar occasionally to keep the gas fresh in the carb and the battery healthy. These small tasks will pay off in the spring giving you a trouble free and enjoyable first seasonal run.

I would like to welcome the following new members: Jim Robertson of Norman, OK, Jeffrey Robertson of Dallas, TX and Darin Inglehart of Mans-

field, TX. We look forward to meeting you soon on the rails.

Speaking of being on the rails, I would like to tentatively announce the 2019 Border Pacific RR excursion that is being planned for March 2 & 3. We are still waiting on final confirmation from the railroad but should have it by the time this goes to print. Be sure to watch for the 2019 NARCOA Insurance application and get them in quickly. The 2019 excursions will be popping up on the NARCOA run calendar very shortly.

Meanwhile, stay warm and have a Happy New Year.

Leland Stewart

AREA TEN



BILL ANDREWS

Our last Southern Oregon forest fire is officially contained — after 4 months. Fortunately, no lives or homes were lost, but thousands of forest acres and habitat destroyed.

Our Christmas tree stood in all its glory, with our favorite model train chugging around the base. We're counting our blessings including planning for next motorcar season.

Steve Healy, a member of the Board of Directors of PRO, has retired from the hobby after many years of enjoying the rail — which he will miss! Hitch a ride sometime, Steve.

NARCOA continues to focus on excursion safety, with the main thrust on operators adhering, without fail, to rule 4.15; it is imperative we eliminate rear end collisions caused by operator error/negligence. In our continued quest of promoting safety, PRO affiliate has adopted the following rule, effective January 2019: All PRO excursions will require a permanently mounted radio capable of transmitting and receiving messages. It is vital that operators have the most current rail info when operating. We cannot be safe if we are not aware of consist status.

Hope all had safe, enjoyable holidays with loved ones. Looking forward to an early spring.

See you on the rails.

Bill Andrews

AREA

ELEVEN



STEVE PALUSO

As I am sitting here writing this column, I want to reflect back on the year we have had in Area 11. We had many great runs coordinated by MOW, PRO and the Amador Central. With this in mind as we are now in wintertime, we should all do a thorough inspection of our motorcars. Check your brakes especially and get them ready for the new year. Also, I attended both the MOW and PRO annual meetings. Both clubs have exciting runs coming up in the new year so check their websites for run updates. Now on another note, if you are running with an organization that requires you to put shunts on your motorcar you must remember to remove them when you come to a NARCOA event. Failure to do so will result in you being sent home and a report filed for violating NARCOA's rules. Last, I would like to wish everyone a great 2019. See you on the rails.

Steve Paluso

NOMINATIONS ARE OPEN

FOR EVEN NUMBERED SEATS ON THE NARCOA BOARD OF DIRECTORS

The success of any organization depends upon having good leaders in key positions.

In 2019, NARCOA will elect Area Directors for the positions listed below. To ensure a robust election, we should have at least two persons nominated for each position. Incumbent directors are automatically re-nominated unless they decline.

Any active NARCOA member can nominate another active member in their Area who they think will do a good job as a NARCOA Area Director. Before nominating someone, please check with them first to ensure they are willing to serve. Nominations will close on March 31, 2019.

Please send me your nominations either by e-mail at dan.h.page@gmail.com or send a note to me at:

NARCOA Elections
6432 Mukai Court
Huntington Beach CA 92647

Positions to be elected in 2019:

Area 2 - DE, MD, NJ and PA Incumbent: Mark North

Area 4 - AR, KY, NC, SC, TN, VA and WV
Incumbent: Tom Stallings

Area 6 - IL, MN and WI
Incumbent: Bob Knight

Area 8 – Canada and International
Incumbent: John Brown

Area 10 – AK, ID, MT, OR, WA, WY
Incumbent: Bill Andrews

Dan Page
Nominations and Elections

GRAND CANYON RAILWAY

MOW FALL EXCURSION

BY STEVE HART



I want to pass along a few pictures and comments about the October 2018 Grand Canyon run. I am new to the Speeder hobby this year and learn something on each excursion I go on.

It was a cool Monday morning. Once we got rolling with the wind blowing it made me glad I had a shirt, sweat shirt, hoodie and a jacket on! Gloves helped keep my hands warm, but soon figured out I will need something more on my legs next time.

When we arrived at the South Rim it was quite nice, warmer, and we were able to get out and see some of the Grand Canyon you see in the photos. The views were beautiful views as you can imagine. The sunset was marvelous. With our hotel room assignments completed, we settled in for the night looking forward to getting up the next morning to watch the sunrise.

Early the next day, I awoke, got dressed and ran outside to see...SNOW! It was snowing; not only that but the Grand Canyon was nowhere to be seen. It was covered with clouds and yes, snow. Who knew!?! It snowed and stayed socked in the whole day. The good news is the rim trail was empty; nobody out hardly at all.



I should mention at this point that I live in California. Snow is not something that I have to deal with. Having been to the Grand Canyon before I was not too disappointed and actually somewhat enjoyed the fact that it was snowing and I was in it. It was nice to remember what snow, a first snow, is like. I made the best of it walking on uncrowded trails and eating at the restaurants with little or no waiting. It was quite pleasant and wonderful. As the day came to a close I started to think about the return

trip the next day. Oh man, what is that going to be like? I remember falling asleep thinking and praying, “Dear Lord, please do not let it snow tomorrow.”



Wednesday morning came and the snow had stopped. The clouds were still around but there were brief peeks at the sun now and then. As departure time came the weather cleared some and it was a clear, snow and rain free ride back to Williams. Prayer answered!

Lessons from this trip: you never really know what the weather will be, and dress in layers from top to bottom.

All photos by Steve Hart

HERITAGE RAIL ALLIANCE CONFERENCE

BY JIM MCKEEL

November 6 through Nov 10, 2018, NARCOA President Bob Knight, his wife Laurie, and I “flew the flag” of NARCOA at the Heritage Rail Alliance Conference in Santa Fe, NM. We were also assisted by our new Director at Large, Drake Rice, who also happened to be attending the conference representing the Oklahoma Railway Museum. The Heritage Rail Alliance

it. We next went across the city to the location where the ATSF 2926 steam locomotive is being restored by the New Mexico Steam Locomotive & Railroad Historical Society. We were broken down into small groups for a tour of the facilities and the locomotive which is nearing completion of a thorough restoration to operating condition. We then returned to Santa Fe on an evening Rail Runner train. This event was an excellent way for us to network with other attendees during the trip and visit about their operations and about NARCOA.



membership is comprised of tourist railroads and railroad museums across the United States and Canada.

On Tuesday, November 6, we took part in an activity including riding from Santa Fe to Albuquerque on the New Mexico Rail Runner commuter train. This pre-conference activity was an extra fare event for which we each paid our own way. After arrival in Albuquerque we were given a tour of the Rail Runner maintenance facility that is located near the Amtrak station. We then were taken by motorcoach to lunch at an excellent Mexican buffet, followed by a two-hour tour of the National Museum of Nuclear Science and History. What a fascinating vis-

 A large graphic titled "2018 HRA Fall Convention Sponsors" featuring a grid of logos for various sponsors. The logos include:

- HERITAGE RAIL ALLIANCE
- WHISTLE & TIX (AN Otix COMPANY)
- CUMBRES & TOLTEC SCENIC RAILROAD NATIONAL HISTORIC LANDMARK
- McRAIL (A Borden, Perlman, Salisbury & Kelly Co.)
- MOUNTAIN VIEW (Southern Arizona's safest and most reliable charter company)
- Rio Grande Railway Preservation Corporation
- HMBD insurance services (Railroad Division)
- STEAM OPERATIONS CORPORATION
- NRMS (Nevada Railroad Materials Services)
- HERITAGE RAIL ALLIANCE (top right)
- RAIL EVENTS INCORPORATED
- MATTEL
- TOURISM SANTA FE
- DYNAMIC TICKET SOLUTIONS
- FAREHARBOR
- great ideas! Promotional Products
- NARCOA
- RTD (RAIL TRIP DEVELOPMENT)
- USI
- CASTLE ROCK CARBON & COAL
- 3T Rail PRODUCTS

 At the bottom of the graphic, it says "Thank You for your Support!".

Wednesday was set-up day for the vendors and exhibitors. We got our display table set up shortly after the venue was opened. Our table location was excellent! We were located right in the middle of the main ballroom where all the receptions and meals were held and where attendees mingled when not attending the various seminars. Our table was right next to TRAINS Magazine and adjacent to Adlake, the railroad lantern and equipment manufacturer.

motorcoaches transported attendees to Chama where we all enjoyed a fifteen car, double headed, steam powered train up the thirteen and one half mile, four percent climb from 7,863 foot Chama, NM to 10,015 foot Cumbres Pass, CO. The motorcoaches met us at the summit and we were then taken to Antonito, CO to tour the shop where the Denver & Rio Grande steam locomotive #168, originally built in 1883, and a couple of late 1800's wooden coaches are being restored to operation. We then returned to Santa Fe for the evening banquet which was the final event of the conference. Once again, this tour provided a fantastic opportunity to visit one on one with various attendees from across the United States and Canada about how their organization hosting a NARCOA event could be mutually beneficial to both organizations.



Thursday and Friday were full days of various educational seminars in the four meeting rooms and time for attendees to browse the vendor and exhibitor displays. It was a busy two days as attendees gathered in the ballroom for meals and networked when they had a free period from attending seminars. Our table was located right in the center of the ballroom and could not have been in a better place. We had a steady flow of visitors throughout both days giving us the opportunity to explain what NARCOA is all about, how we do things, and why hosting an excursion at their tourist railroad or railroad museum could be of benefit to their organization as well as to members of NARCOA.

It was an honor and a privilege for me to attend the conference with President Knight and his wife to represent NARCOA, explain our operations, and respond to any questions and concerns they might have about NARCOA.



The final day of the conference began early with a motorcoach trip to Chama, NM and the Cumbres & Toltec Scenic Railroad, which was the host organization for the conference. Four

2018 ALASKA RAILROAD TOUR

MOTORCAR OPERATORS WEST



NORTH TO ALASKA

Anchorage, AK – September 8, 2018. Twenty-two motorcars set on at the Alaska Railroad yard to begin Motorcar Operators West sixteen-day event “North to Alaska.” (Four motorcars came from the east coast!) Nine days of rail operations—totaling approximately 970 track miles—were interspersed with seven layover days at Denali National Park, Fairbanks, and Talkeetna. The trip was part scenic vacation and part railroad tour at the same time.

The summer tourist rush was over. Everywhere was like going to the head of the line at Disneyland. Yel-

low fall colors dominated the forest of Denali National Park. Several of our group took shuttle buses into the park to see wildlife including bears, wolves, caribou, and moose beginning their annual mating season. Others took whitewater rides on the glacier-fed Nenana River just before the rafting businesses closed for the season.

A short ride out of Fairbanks is where the Alaska Pipeline emerges from the ground to begin its elevated journey south over the tundra. In Fairbanks is the Fountainhead Antique Auto Museum, one of the finest car collections in the world, that includes many historic cars once used in Alaska. A paddle wheel boat ride took us to an Indian riverside fish

camp to see how salmon is smoked and how the native people lived off the land. While on our group farewell dinner cruise at Seward, we saw stellar sea lions, sea otters, bald eagles, and mountain goats.

The Alaska Railroad (ARR) has over 470 miles of main line. Above Anchorage all the rail is CWR; below there it is heavy sectional bolted up tight and laid laser straight. The track is in fabulous shape everywhere with many recently installed solar powered remote control and communications facilities. In fact, the ARR is a test bed for many coming technologies such as positive train control.

The ARR operations include freight (mostly container) and pas-

senger trains. The ARR is connected to the lower 48 states and Canada by rail barges that sail between the ports of Whittier, Seattle, and Prince Rupert, BC, with some ship traffic into Anchorage.

In 2011 coal exports peaked and then fell until 2016 when exports were suspended indefinitely waiting for the price of coal to rebound. ARR currently transports some coal from the Usibelli mine at MP 362 north to Fairbanks MP 470. The record high number of coal trains in 2011 made motorcar movements difficult for the last NARCOA event on the ARR. The 2018 North to Alaska event waited for only one coal train the entire time.

In general, safety meetings were at 8:00 AM and operations ended at 5:00 PM; having covered up to 132 miles each day. With smooth rail and all experienced operators, our track speed for the group was consistently 25 MPH. Our longest day on the rail was ten hours; and two hours of that was pleasantly spent socializing while waiting for passing trains.

In the spirit of giving back to the community, our group dinner and auction raised over \$4,200 for the Alaska Museum of Transportation in Wasilla, AK.

Excursion Coordinator Dave Balestreri and his wife Carol did a wonderful job of setting up and running the excursion.

Thank you to these Alaska Railroad officials who generously allowed us onto the ARR: Douglas Engebretson, Retired COO; Clark Hopp, Chief Operating Officer; Jon Garner II, Superintendent of Transportation; Dale Wade, Vice president of Marketing & Customer Service; David Greenhalgh, Director Strategic Marketing & Guest Service; Lloyd Tesch, Maintenance of Way. Special thanks to our Escorts Gene Lewis and Shaun Sandertlin, who made our rail days a delight.

Text by Wayne Parsons

Photos by Nancy Parsons



Southbound passenger meet at Sunshine, MP 215, on Sunday our first day. The best way to *really* see Alaska is on the rail.



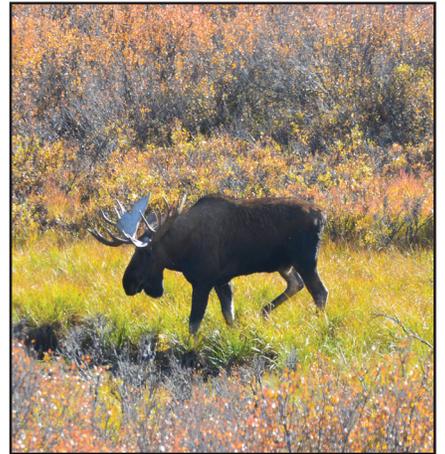
Curry, MP 248, was the site of a luxury hotel in 1922 where passengers stayed overnight on the two-day trip between Anchorage and Fairbanks.



Above: Out of service Rotary 3 is on display at Curry.

Below: Cantwell, MP 313, was a welcome rest stop where we waited for passing trains.





Clockwise: Scenic stop near Garner, MP 355, with Princess Lodge and “glitter gulch” shops along Denali Highway. Tony Queirolo from Lathrop, CA, finds edible mushrooms in the woods. Moose in Denali park. Escorts Gene Lewis and Shaun Sanderlin. Leaving Fairbanks yard MP 470. Nenana, MP 411, ceremonial site for the 1985 ARR ownership transfer from the FRA to the State of Alaska.





Clockwise: Flag stop at Chulitna, MP 273, on the “Hurricane Turn.” Indian, MP 89. Rich Gunn crosses Trail Creek, MP 33. Southbound along Turnagain Arm near Rainbow, MP 93. Tundra Swan native to Alaska.



OLD SOD EXCURSION

BY DAVE VOELTZ

September 15th, 2018 was the weekend selected for our return visit to the Minnesota Prairie Line while the following day marked the historical first NARCOA excursion to be held on the Twin Cities and Western Railroad. The MPL line is the former Minneapolis and St. Louis Railway line that ran from eastern Minnesota to Watertown, SD while the TCWRR is the former Milwaukee Road Transcontinental line from Minneapolis to the west coast via Aberdeen, SD.

Our Saturday excursion coincided with “Old Sod Day” which was being held at Belview, MN. Our group has passed through that town during previous excursions and they contacted me to see if our excursion could participate in the celebration by stopping at the historical Belview Depot and displaying our cars. While the plan was to travel easterly from Redwood Falls to Norwood this year, I agreed to modify our itinerary to help them with their event.

We were allowed to set on Friday evening and most attendees chose that option. The previous year, we were greeted by the largest swarm of hungry mosquitoes witnessed by most of us. Thankfully, it was a bit dryer this year and the pesky bugs were nearly nonexistent. The remainder of the attendees set on Saturday morning. While the calendar said it was mid-September, the temperatures felt like mid-July with temperatures in the 90’s.



Sam Sherman and Dave Colman were our escorts for the day. They escorted us in the past and are great guys to work with. After our safety meeting, the group departed for the short 14-mile trip to Belview. We arrived, turned our cars, and pushed them for display in front of the Belview Depot. We enjoyed fresh coffee and cookies provided by the depot committee. We also visited with the public who came to look over our cars and answered questions about our hobby.

The railroad decided to donate the excursion payment to local organizations along the line and the Belview Depot Committee was one of the recipients. Not to be left behind, the First Iowa Division also donated some of their proceeds to them as well. Railroad and FID officials presented checks to the committee and pictures were taken to share with the local media. This theme was to be repeated later and again on Sunday.

After spending an hour displaying our cars at Belview, our group departed and returned to North Redwood for lunch at a trackside restaurant. A reporter from Minnesota Public Broadcasting joined us. He is working on a program featuring Fairmont Motorcar Manufacturing and of course, our cars were their main product. He rode along to interview some of the operators and to capture video to use in this upcoming feature.



After filling up our bellies and rehydrating, we departed for our easterly destination of Winthrop. Another historical depot is located along the line at Fairfax. Our afternoon break was scheduled there and the Fairfax Depot Committee opened the depot for our inspection. They also generously provided cookies and copious quantities of lemonade to quench our thirst brought forth by the high temperatures. The committee was also thrilled to receive a donation from the railroad and FID. Again, pictures were taken and shared with the local media.

After spending around 45 minutes touring the depot and getting more to drink, we departed for our easterly destination of Winthrop. New continuously welded rail was recently installed between Gibbon and Winthrop and the change in ride was noticeable. There is welded rail in place from Winthrop to the junction at Norwood so an additional 10 miles of CWR was a welcomed addition.

We arrived at Winthrop, turned our cars, and retraced our route to North Redwood. We made a quick stop on the way back at Fairfax for a comfort break. Unfortunately, we had an additional unplanned break, namely that of an axle of an MT19. We had to limp the car 3 miles down Franklin Hill to the nearest crossing to set the car off the track for later retrieval. Luckily, this only affected the last quarter of the group so by the time we arrived at North Redwood, the rest of the group had already set off for the evening.

Sunday dawned clear and warm as we set on at Olivia, MN for our first time ever excursion on the Twin Cities & Western Railroad. Sam Sherman and Dave Coleman were again our escorts and they gave us permission to set on. They also graciously helped with set on activities. Everyone was excited to be part of this historical event and we smoothly got everyone on the track. We were soon underway after the completion of the safety briefing and finding last minute seats for the local newspaper reporters that asked to tag along and document the event.



While the track is joined, it is heavy rails and the joints are very smooth. The track is well ballasted and the surfacing is almost perfect. We could probably travel as fast as our cars would run but the pace was more in tune for that of a Sunday afternoon ride.

We traveled westerly through some small towns and by the Southern Minnesota Beet Sugar Cooperative where we saw piles of coal used to fire the plant. We then arrived at Sacred Heart where we took a bathroom and refreshment break. But we needed to hurry the attendees a bit as we had an appointment to make further west.

We were soon underway and came to some freshly distributed ballast that looked a bit



high for motorcars in a few places. To assure we could cross over safely, several of us got out our switch brooms, shovels, and even used our boots to spread the ballast and make certain the rail was clear. We then slowly but successfully passed over this quarter mile section of track before getting back to 'regular' track.

The ride was silky smooth and we soon arrived at Granite Falls. There we noted the old main line that passed through the heart of the city but is used primarily now for car storage. There was a brief stop on the west edge of Granite Falls while our escorts secured permission for us to cross over the BNSF diamond. We then travelled alongside the scenic Minnesota River for quite a way before arriving at our destination of Montevideo, MN.

The Milwaukee Road Heritage Center is located there and they opened their facilities for us. The depot was also opened for us and lunch was catered by a local eatery. The public was

invited to come by to see our cars and visit the facility. Both the railroad and the First Iowa Division presented checks to the Heritage Center. By now it was approaching 95 degrees so the cool water and lemonade was very welcomed by our group.



After spending a couple of hours enjoying the facilities, the group was rounded up and we departed for our return trip to Olivia. A few participants had Milwaukee Road speeders and they were happy to be able to ride over some new-to-us Milwaukee Road tracks. Too soon, we arrived back at Olivia. Things went smoothly at set off and everyone was on their way home, hot but happy to have been a part of the historical first time motorcar excursion on the TC&WRR.



All photos by Carl Schneider

SILENT AUCTION ENTRY FOR NARCOA ASLRRA 2019 CONVENTION

BY JOHN BROWN

This was the year for several very unexpected situations to take place while I was attending the 2018

Annual NARCOA membership meeting this last September in Chicago. While attending the meeting on Friday, I received an email from “Model Railroader Magazine” stating that they had accepted my article on scratch building the Mankin-Cox building in Thurmond, West Virginia. Even though I am Master Model Railroader #449, an achievement presented by the National Model Railroad Association, I was overwhelmed. I have been very fortunate to have been published 11 times in “Railroad Model Craftsman” but never in “Model Railroader”. I model the Chesapeake & Ohio Railroad in the Thurmond, WV area in 1956 and to anyone knowing Thurmond, it was and still is, a peek into the past. The Mankin-Cox building is one of the three commercial buildings built in the early 1900’s that are still standing in Thurmond, West Virginia.

At one of our coffee breaks, I mentioned this exciting news to my good friend Dan Page (Membership Manager West, Rule Book Testing and Nominations/Elections) and much to my surprise he announced it to the entire NARCOA board and guests. Shortly after the meeting, President Bob Knight talked with me about the 2019 American Short Line Railroad Association’s (ASLRRA) convention taking place in Orlando, Florida, and explained he would like to have a model of a motorcar and shed donated to the ASLRRA silent auction at their convention. He explained that over 2000 participants bid on donated items and the funds help with the ASLRRA education programs. The silent auction adds some fun into the convention and a donation would give NARCOA very positive recognition and support our organization. In addition to participating in the silent auction, the NARCOA board has approved our own vendor booth complete with a motorcar. Keith Mackey (NARCOA Webmaster) and living in the Orlando

area has agreed to assist finding a Florida member to lend their motorcar for participants to sit in and have their picture taken. I would say probably a first for many! Keith Knowlton (retired DAL) our First Lady, Laurie Knight and Bob will work the booth in April. After the meeting and with many emails between Bob Knight and Bob Hastings (NARCOA Secretary) I said I would build a suitable entry to be added to the silent auction.



I started with a Tichy Train Group HO scale model of a Chesapeake & Ohio hand car shed (#7011). I am familiar with Tichy’s model as I have several on my HO scale C&O which I have modeled in the 1957 era. This is a great plastic kit and Tichy also includes a pump hand car and trailer. I had decided that the pump hand car and trailer were not of the current era let alone prototypically the equipment NARCOA runs on excursions. I therefore purchased a Durango Press Track Maintenance Equipment Fairmont Speeder (#37) Motor Car Kit that will be more representative of the units NARCOA members are allowed to run on our host railroad tracks.

I ACC’ed the metal castings together then, once ACC had dried and set, I spray painted the MT14 a safety yellow. The Tichy kit goes together very easily and comes in a gray color. I spray painted the

hand car shed a red primer. Tichy instructions mention you can either have the house doors open or closed; I decided to have them open. The roof of the shed has lines that represent roofing, but I decided I wanted to have the roof stand out to the auction bidders eyes. I cut strips of 400 sandpaper, glued it to the roof and spray painted it black to represent tar paper. Once the roof was dry I glued it to the hand car shed's sides and ends, then added a stove pipe as I am sure the track workers would enjoy a pot-bellied stove to warm them up to first thing in the cool mornings before setting off to work on the track. Then with a short section of code 70 track installed on foam core building material, I ballasted the track and the complete area of the model scene with Woodland Scenics fine grey ballast (B1393).

Tichy's model also includes a short stretch of plastic track on plastic ties that goes from the track to the hand car shed and a plastic piece to represent the turning platform between the rails. I have used it on my layout, but for the auction model, I didn't think it portrayed the NARCOA safety issue and instead used scale 4X8's with scale 2X6's (Hunterline) for planking to represent a safer platform for moving the motor car from track to motor car shed. I also made the platform wider and then removed the plastic rails and glued them onto my wood platform. I stained the wood platforms with Hunterline Weathering Mix Creosote Black.

I continued to email Mr. Knight and Mr. Hastings my progress and that figures should be present on the scene. With this in mind, I purchased Rail Workers (A1898), tools, barrels, grass and weeds from Woodland Scenics. Garbage can (#80) from Durango Press. Since I am a fan of West Virginia, I decided a cardinal (state bird) from "Lil' Critters"



would be appropriate sitting on the roof of the shed.

As a finishing touch I cut out "SEC 26" and "No Accidents This Year" from paper signs I had photocopied from an old "Model Railroader" Magazine and glued to the front of the shed.

Bob Hastings mentioned to me after I sent photos of the 80% completed model, that NARCOA signs would look nice. Going through past issues of The SETOFF on NARCOA's Company Store page, I found black NARCOA lettering on a yellow background. I cut this out and glued it to .010" styrene sheet and then trimmed the edges of the sign with 1/32 angles from Plastruct.

I now packaged and mailed the finished product to President Knight and he assured me that he and Laurie would find a plastic case to hold the model and present it at the ASLRRRA for their silent auction this coming April. He also asked my thoughts on the amount for the starting bid, as the ASLRRRA will ask that important question. After emailing a few people and asking for an appropriate bid amount, their responses were \$150 to \$250 as a good suggestion.

I was pleased to be a part even with such a small project for NARCOA. I hope members of the ASLRRRA do notice NARCOA's commitment and enthusiasm in being allowed to venture out on short line railroad tracks with safety as NARCOA's #1 concern. I must admit now that the project is completed I hated to give it away and I hope it gets lots of bids and brings a very high price for such a little item.



TOYS FOR TOTS 2018

WEST MORELAND COUNTY, PENNSYLVANIA

BY STUART & CATHIE EDMONDSON

Christmas joy came to Pennsylvania on the rails on a beautiful day just before Thanksgiving 2018 when Appalachian Rail Excursions organized another successful Toys for Tots event. EC John Gonder, Eric Clark and Chuck Badger, in cooperation with Savage Intermodal and Southwest Pennsylvania RR in 2015 started this annual Toys for Tots day. Larry Maynard of Central PA Excursions was the first to do a NARCOA Toy for Tots day on the former Lackawanna RR tracks back in 2003.

Here's a little history on the Toys for Tots organization, what it's about, how it came to be. In 1947 a USMC reservist Major Bill Hendricks' wife wanted to donate a Raggedy Ann doll to a less fortunate child and found no organization to do so. At her suggestion, the Major gathered local Marine Corps reservists and put collection bins outside Warner Bros. movie theaters, collecting over 5000 used and new toys that season! Bill was the director of public relations for Warner Bros. Studio and gathered celebrity support for the cause. He got Walt Disney Studios to design the red train logo still used today. The program was so successful that in 1948 Toy for Tots was launched as a national campaign. In 1956 a Toy for Tots theme song was written and recorded by Peggy Lee, Nat King Cole and others. Up until 1980 Marine Corps reservists in their dress blue uniforms collected used toys and refurbished them. After that, only new toys were collected and given out to avoid sending a mixed message. In 1991, Toys-for-Tots became a 501c3 non-profit organization, and in 1995 the Secretary of Defense and Marines ordered the Toys for Tots program an official mission of the Marine Corps Reserves. Since the program began it has collected over 530 million toys and over 244 million dollars! Our collection effort was for the 'Greater Greensburg

Marine League Detachment' and the 'Rolling Rock Detachment' both of Westmoreland County, PA; Doug Hurst was their coordinator.

The day started early on November 17 at 6:45 with the seton located at the Savage Intermodal rail yard. John Gonder, Eric Clark, and Chuck Badger with the support and help of Tony Durco of Savage Intermodal, (plus the permission from the host railroad) made this a great day! It was delightful seeing so many cars decorated for the season being unloaded and set on. After the safety meeting and learning details of the day's events, we were off and running. But as we exited the rail yard and made a slow climb, the ice and snow covered rails brought the group to a stop. John used up his sand and could not pull the toy cart further up the grade. What to do now; the excursion stopped and people waiting up the line? Cathie and I brought our A4-E motorcar with 20" cast wheels weighing 4500 pounds, so we asked John if we could pull the toy cart. The toy cart change out was quick and we were on the move again, off to meet the folks wanting to meet us and ready to give.



We had several families and groups of people along the tracks waiting for us. We stopped safely, accepted the packages, and wished them all a Merry Christmas. We then proceeded to Everson, PA, where we turned our motorcars and headed to the Scottdale, PA station. This station is where the offices for our host Southwest Pennsylvania RR are located. Behind the station, there were 5 engines sitting on a siding, some idling. There were many families and people waiting to donate both new toys and cash. We used the restrooms, had a hot drink and enjoyed great fellowship really feeling the spirit of giving and Christmas. Our next stop was Tarrs, PA at the Route 31 crossing where families and individuals were waiting to give too. We then travelled to the Youngwood, PA station where we were greeted by well over a 100 families and people wanting to make a less fortunate child's Christmas a little brighter.

“these are in memory of my late son.” Cathie didn't ask her how old he was or when she lost her son, just said thank you and Merry Christmas with tears rolling down her face now too. When I saw Cathie, I asked her what was wrong. She said, “Nothing,” then told me about the woman and her late son. It was a truly touching Christmas moment.

We then went to our next stop and turning point at Greengate, PA. After we turned our motorcars, and collected more toys and money from passing cars on the street, we proceeded back to Savage Trucking's railyard for a quick and safe setoff.



The day went very fast. We all had a wonderful time assisting Toys for Tots as they help less fortunate children, with the hope that Santa won't forget about them.

Appalachian Rail Excursion collected countless new toys, and over \$1,280 with more cash coming in daily. Cathie and I want to thank all the United States Marine Corps Reserve detachments for their efforts since 1947! NARCOA has decided that Toys for Tots will become a nationwide effort; think about how you can participate in 2019. Plan to attend a future Toys for Tots excursion; you will not regret it and experience the spirit of Christmas giving.



Our motorcars and the toy cart were now filled completely, so John called the Toys for Tots people who came and unloaded what we already collected into their vans. Some of the children wanted to sit in the motorcars and parents were taking pictures of the children in the motorcars. The spirit of giving and Christmas was all around; you could see it and feel it. As we were collecting packages and bags, an older woman came up to my wife Cathie with a bag of toys and handed it to her. With tears rolling down her face she said,

FIRE SAFETY TRAINING

BY CARL SHELHORN

What does a speeder operator in South Dakota have in common with 300 Sea Scouts in San Francisco CA? Safety on the rails is a primary goal of NARCOA, while it is safety on the water for Sea Scouts. Training people on how to deal with potential mishaps requires knowledge and preparation by leaders to ensure success. Staying up to date with changing rules and regulations requires flexibility and creativity and bit of cross-hobby pollination.

Every October since 1993, the Sea Scouts in the SF Bay Area have held a training event called Safety@Sea. This is an opportunity for Sea Scout youth (boys and girls) to learn about maritime safety and life-saving skills in eight different scenarios:

- 1- Pyrotechnics—when, and how, to use distress flares
- 2- Pipe Patching, use of fire hoses.
- 3- Use of Coast Guard Emergency Drop Pump (usually dropped from aircraft to a boat in distress)
- 4- Law Enforcement—learn what rules and equipment are required in your local area
- 5- Survival at Sea—the use of a survival suit, how to get in and out of a life raft
- 6- Damage Control—how to patch holes and leaks in boats, and how to pump out water
- 7- Towing—how to tow safely, towing astern on a line, towing alongside
- 8- Flash Pan and Fire Extinguisher Training



Original diesel fuel flash pan training is now banned by EPA regulations

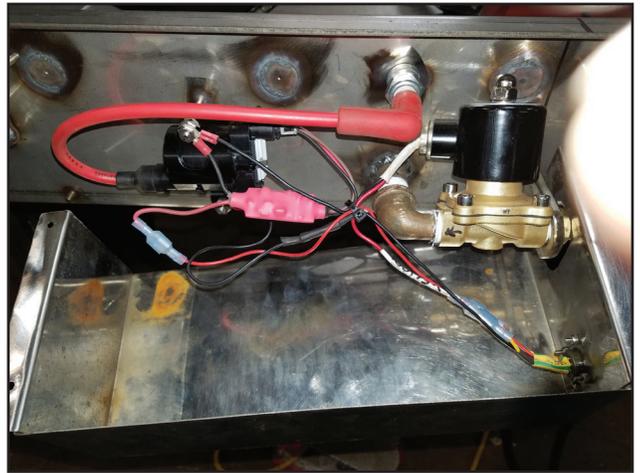
The Flash Pan training is the basis of this article. In the San Francisco Bay Area, the Environmental Air Pollution Laws and Ground Pollution Laws have changed. In the early years of Safety@Sea, up until 2015, we used halved oil drums filled with diesel fuel for our fire demos. The fire extinguishers were dry chemical powder, which was the standard of the industry.

In 2015 we were told that none of the old-style equipment was acceptable and we had to stop using it immediately. This cancelled the Flash Pan Event for that year's Safety@Sea, much to the disappointment of the youth participants.

The search was on for a way to save the Flash Pan Training, but with no diesel and no dry-chem powder. We had to devise an environmentally clean, non-polluting unit. It was decided to use propane as fuel, in lieu of diesel, but all new, more sophisticated equipment was needed. This equipment retailed for about \$10,000 each, which equates to roughly ten times our budget.

But a good Sea Scout leader and motorcar owner never says die! We built our own stainless steel pans, water baths, regulators and gas controls. The gas controls are where we hit a snag. We needed an electronic igniter that could be turned on and off remotely, by an instructor. Two-cycle speeders have a spark coil, but the Model T coils weren't durable enough.

In comes Brett Scott to the rescue. His DX electronic spark coils were just what we needed. Brett's conversation with me, another Speeder operator and fellow NARCOA member, led him to the conclusion that he could help 300 youth in this very important training activity, far away from the snow of South Dakota. All the controls to our flash pans, gas valves, and auto shut-down valves were 12-volt DC. Scott's coils were a perfect fit. With a custom-built oil furnace spark plug, we were in business. Scott sent us two coils he had used in his Research and Development work and could not sell as new.



We installed them in our flash pans and they worked perfectly, with a steady spark, hot harsh environment, 12 volts, with a high voltage spark that would jump the gap of our custom spark plug. We have used his igniter now for three years with no problems, and the almost-one-thousand Scouts who have trained in that time owe a great debt to man they've never met. Thank you, Brett Scott.

Even though we didn't use the igniters as they were intended, they worked perfectly for our purpose, and were very simple to hook up. I would recommend them to everyone with a two-cycle motorcar.

(Brett Scott's DX Ignition- check out his website, www.dakotaskies.net or call 605.227.4693.)

The author is a Sea Scout Leader, Skipper of the Chaser, Ship 90, in Napa California, chairman of the Safety@Sea event for 25 years, NARCOA EC, PRO and MOW member.

Our maritime training for the Bay Area youth would not be possible without the continued cooperation of the United States Coast Guard, Sector San Francisco, and its partners.



Compliant flash pan training exercise with hotter propane fire, ignited by DX coil, and put out with water mist extinguisher.

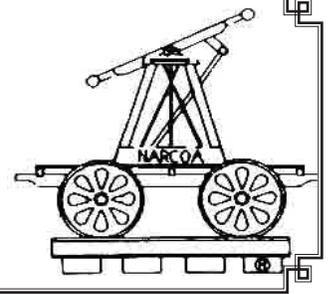
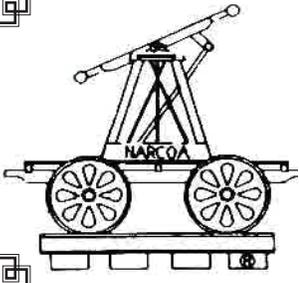
NARCOA EXCURSIONS

AS OF DECEMBER 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.



Jan 5 - CA posted 12/03
Napa Valley Wine Train
Pacific Railcar Operators. Estimated 38 miles.
Mentoring with prior permission. Includes tour of Walt
Disney Railroad exhibit at Napa Valley Museum. Cost
\$135. Carl Shellhorn EC, phone 707-695-9722

Jan 6 - CA posted 12/03
Amador Central Railroad, RRCHS
New Year's Run on January 6th, weather permitting.
In conjunction with the PRO run on the 5th. One run
from Ione to Martel and return. Second run to half
way point at Sunny Brook, daylight permitting. Not a
Rides for the Public run. Fee is \$45. Contact EC Tom
Correa 209-296-4356

Jan 12 - GA posted 12/11
St Marys Railroad
St. Marys, GA, South Eastern Railcar Operators, Inc.
affiliate, Approx. 30 mi. Cost \$40. EC Jay Boggs, (904)
910-5648, Keith Mackey (352) 502-5021.

Jan 12 - CA posted 11/06
Fillmore & Western Railway
Motorcar Operators West run estimated 50 miles.
No trailers with passengers and no home-built cars
permitted. \$85 per car. Wayne Parsons EC, or 818-
631-4805

May 11 -12 - PA posted 12/10
Reading and Northern RR Tentative dates for our 2019
Reading and Northern excursion. Papers to be signed
soon. To be added to the notification list, contact Gary
Shrey: gshrey@aol.com 717-227-9628
Excursions Held on a Regular Basis

Feb 1 - Dec 31, 2019 - 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

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.

Fairmont M14, MT14 and ST 2 suspension kits. These are the identical suspension kits developed by Fairmont and installed on 50 prototype cars in Australia. This is the exact same kit Les King used to manufacture. I manufactured several kits and have a few left available for sale. They are \$1,900 each plus shipping. Shipping is exactly what I pay, no mark up. These are highly engineered and come with a comprehensive set of installation directions. Contact Tom Sopchak @ (802) 578 - 7427 or e-mail me: up2665@gmail.com

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*Yellow car M1 J4 Rich Gann, Orange car M19AA Ron Zammit, and Yellow car S2 Craig Kent round a curve near MP 46 on Sept. 23, 2018, the last day of the Alaska run.
Photo by Nancy Parsons*