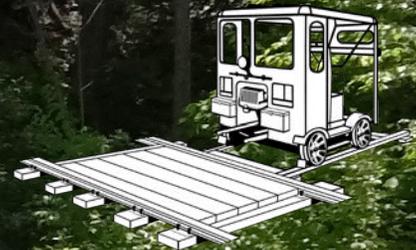


THE SETOFF



THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION
JULY / AUG 2019 VOLUME 33 - No. 4



READING, BLUE MTN. & NORTHERN
MOTORCARS AT THE SANTA FE DEPOT
HERITAGE RAIL ALLIANCE

MOTORCARS AT THE DEPOT

NATIONAL TRAIN DAY

BY LOU HOUCK

Railroad Partners Inc. (RPI), a Texas affiliate of NARCOA, once again took part in the National Train Day festivities on May 11th at the Historic Santa Fe Depot in Temple, Texas. The day dawned with a cloudy sky, but the water-resistant motorcar operators packed their rain gear and set off for the historic depot and museum.



One of RPI's five stalwart and steadfast Excursion Coordinators, Frank Glatzl, brought his M-19 from his home about 50 miles away. Mike Harris, experienced popper operator, brought his M-9 and small trailer. Martin Reimer and I left our speeders home in San Antonio and Boerne, Texas, and made the short (by Texas standards) 160-mile trip to Temple. We wanted to devote our full attention to passenger boarding and safety for the day's activities.

Experience informed us that it would be a busy day. Temple depot officials say that our motorcar rides are one of the most popular events at Train Days, and RPI has been on hand for at least 5 previous events. As has become our custom, we lashed the M-9, the trailer and the MT19 together in push-pull fashion for the hundred yard each way, out and back run on the museum's house track. The crowd began to form as soon as Frank and Mike fired up their engines. Families and children stopped to find out about the speeders, and we were equipped with our popular "What is this thing?" information cards. The cards include pictures of our motor cars on the front, part of the NARCOA FAQ on the back, along with the URLs for the RPI and NARCOA web sites. Then we helped the eager passengers board for the exciting 2.4 minute out and back ride! They couldn't stop grinning, and naturally some of the youngsters came back for multiple rides.



Those cloudy skies I mentioned at the outset did open up a couple of times, and folks scurried inside the depot museum to check out the displays, model train layouts, coloring tables for the little ones, and swag that BNSF and others offered. But as soon as the rain stopped, the lines formed again! Frank Glatzl estimates they made nearly 50 roundtrips from opening at 10 am until the event ended at 4 that afternoon, with 5 or 6 passengers each time. From grandparents to parents, teens to toddlers, the crowd was very enthusiastic, and the excitement was magnified by the BNSF main track with freight traffic lumbering by...plus a stop by Amtrak's Texas Eagle.

It was a most enjoyable day for everyone, and very gratifying to be reminded that no matter what age, there is still a lot of interest in trains and railroading!

PRESIDENT'S MESSAGE

BOB KNIGHT



Greetings to all of you out and around the NARCOA landscape. I have several items to share of general interest to you in this message. First, during our stay in Orlando, FL, at the ASLRRA Convention, I celebrated my birthday. Our First Lady, presented me with a special gift of the book, "All Aboard, The Wonderful World of Disney Trains." I discovered Walt Disney had quite a passion for steam engines as witnessed by his worldwide Disneyland properties all having some form of steam railroad ride/attraction. It was a great find in the book that the Walt Disney Company was one of the original sponsors of the Toys for Tots campaign. With Walt's love of trains, and his compassion and support for the program, he designed the Toys for Tots red engine logo in 1948 that is still in use today. In 1956, he designed the first poster for the campaign. As you know, NARCOA has been promoting more membership participation in the Toys for Tots program each year. Now we have an official connection to a piece of history to share when we promote these events in the Fall of each year.

The second item to share is that NARCOA is going to be featured in the "ASLRRA Connector" summer publication that their members receive including management personnel in the offices of many regional, shortline and Class 1, 2, & 3 railroads. The article was generated from an interview that took place while sitting in our display motorcar at the Orlando convention and is planned to include a photo of our booth display. I am also happy to report that we have been interviewed by the Wall Street Journal for a possible article this summer/fall, as well as for one in "TRAINS" coming in the late fall or winter timeframe. If these featured publications come to fruition, it will be a great shot in the arm for our organization. Please keep your fingers crossed that these will happen for our benefit!!!

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



Thanks to everyone who sent me short lines about your adventures on the rails. Your participation in my production of The SETOFF is really appreciated. Keep taking great photos and sending them into me. Next, your votes are critical to forming the best leadership team. Be certain to mail your completed ballot in by July 15th. Thanks for your support of NARCOA.

THE SETOFF

VOLUME 33 No. 3

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
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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:

NCRA EC Dale Steiner flags approaching motorcars as they exit Vosburg Tunnel on the Reading & Northern Railroad excursion. Operator Dave Simmons has his Fairmont S2 under control and is prepared to stop. Photo by Rob Pilgian

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President's message, continued

The third item is to enjoy the Heritage Rail Alliance convention report by Carol & Dave Balestreri, (Area 11, MOW Affiliate). Also included is an ASLRRA Convention report written by Keith Knowlton, (Area 1, NEREX Affiliate). I am glad they have taken the time to share their observations for each of the national conventions and sharing their time to help along with other members, to help promote our NARCOA Organization in the Railroad Community.

Now in closing, please take time to vote in all NARCOA's "even" numbered areas. Please vote for the member candidate of your choice and remember, your vote counts!

Keep it safe on the rails this season,

Bob Knight

AREA

ONE



ROSS BAXTER

I want to use my space in this issue to address another growing safety concern. We have had several incidents and near

incidents over the years involving turntables dropping while riding down the rails. Most of these have been due to operators inadvertently activating their turntable down switches or levers from inside the cab. As the car moves down the rail, it is generally noticed when the turntable hits an obstacle within the grade. Depending on the speed at the time, this could cause anything from a minor jolt, to damage to the turntable or the car's under frame, to flipping the car onto its nose. Thus far, most of these instances have been minor but obviously could be quite serious.

I would like to suggest that everyone take an afternoon to check your turntable setup against the rule book to first be assured that it meets the current requirements. Then go beyond this to be sure that you cannot activate your turntable from inside the car. This can be easily done if you have an electrically operated turntable, by just moving the switch to the outside rear of the car. The hydraulically operated cars with an electric pump can have an electrical control switch added at the rear of the car to interrupt power to the pump. These rear switches should require the operator to be at the rear of the car to activate the turntable down circuit. Engine operated hydraulic turntables will need

the hydraulic control levers positioned at the rear of the car. These modifications will eliminate all possibility of activating the turntable down accidentally from inside the car. For most people these modifications likely can be made without much work or expense. Otherwise you may find yourself and your passengers being injured, being set off with a damaged car, missing out on a run you wanted to do and facing the JC with points against you. Which is the cheaper option?

Also, be sure that your turntable is protected from passively dropping by having a good sturdy mechanical locking device. This can be made in several ways but needs to be strong enough to hold the turntable and foot in the up position at all times until you are ready to use the turntable from the rear of your car. Bungee cords and springs will not suffice for this safety feature.

Another thing to check is to verify your turntable alarm activates just as the turntable leaves its up position. If the alarm does not sound until it is midway down you have cut your reaction time in half, which could make the difference between stopping before an obstacle in the grade and hitting it. The alarm should be easily heard over the engine and rail noise with your head-

phones on. If not, invest in a new one. Should you hear your alarm while your car is moving immediately stop your car as quickly as you safely can. Some incidents may have been avoided with a speedy stop rather than trying to find the switch to raise the turntable. Reaction time is short so be prepared with a plan before it happens.

I would like to see EC's add a turntable clearance and operating mechanism check to their pre-excursion car inspection if they are not already doing so. This could also be done at the first turning point although it would be less ideal.

If you have additional ideas to prevent this potential hazard, please send me an email, text, or give me a call. We will more than likely be formulating some new safety requirements regarding turntables this September if not sooner and I would like to hear ideas from the membership.

If you think it can never happen to you...you are wrong. No one sets out to purposefully be unsafe. Every incident has a root cause and it is often as simple as "I never thought that could happen". Think about all the possibilities and then be cautious, be aware, be prepared, and above all be safe. See you on the rails.

Ross Baxter

AREA THREE



BRIAN DAVIS

Greetings to all members of Area 3!

Earlier this spring I had the opportunity to attend the annual meetings of two affiliates, Great Lakes Railcars and Ohio Valley Railcars. Both groups had good attendance at their meetings that were held in very rail centric locations, and they have many excellent runs planned for this season. Safety was a major agenda topic, as it should be. We discussed the kinds of accidents that happened last year, and talked about what we can do to reduce the chance of accidents.

I see a correlation between the type of accident and the time of day it occurs as many of our accidents happen in the early afternoon. In the hour or so after lunch the body experiences a slump in its energy level, and this energy slump can cause drowsiness and inattention which can lead to an acci-

dent. So, what do we do about it? These items will help:

1) Have a conversation. Talk to your passenger, or play a game like "I Spy". Or with the EC's approval talk on the radio to other cars.

2) Stay hydrated. Proper hydration has a major effect on energy levels. Drinking plain water is best but flavored water or sports drinks are also good. Avoid soda or anything with more than one cup of coffee's worth of caffeine as large amounts of caffeine and sugar will cause dehydration.

3) Be rested. Get a good night's sleep before a run, and don't over exert yourself at seton. If there is time for it take a quick 'power nap' before the excursion restarts.

4) Keep moving. Staying loose helps improve blood flow which improves energy levels. While sitting in the car try to stretch your legs and arms, do torso twists, or do shoulder lifts. When the EC schedules a stop walk to the far end of the group and say hello.

Remember, if you are feeling tired, tell somebody! Our safety and NARCOA's future depends on all of us operating safely.

Brian Davis

AREA

FIVE



BILL DELMAR

Spring weather did not last long in Area 5, it has turned hot quickly. Area 5 members have been able to participate in many runs already this year. The season started with the March 16th Test, Tune and Mentor event on the St. Mary's RR. In April, there was the Hiwassee River RR and TVRM run on the 7th and 8th, followed by the Florida Central – Florida Northern run the next weekend. The Alabama Southern RR run on the 27th and 28th finished April, with the Great Smoky Mountain RR run the first weekend in May. A busy and safe Spring!

Area 5 welcomes three new members: Danny Waters, Helena, AL; Mike Couture, Trenton, GA; and Dan Green, Malabar, FL. Hope to see you folks on the rails soon!

Bill Delmar

2019 NARCOA ANNUAL MEETING

FRIDAY, SEPT 27TH AND
SATURDAY, SEPT 28TH
SHERATON - CHICAGO O'HARE
AIRPORT HOTEL 60018

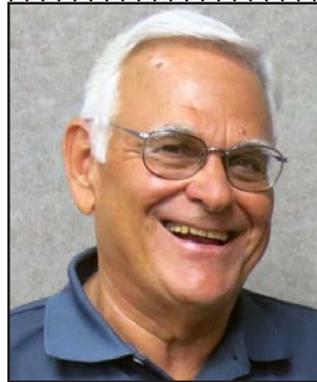
This meeting is open to all NARCOA members. Any members wishing to address the Board or add items to the Agenda must contact the current President, Bob Knight at (815) 786-3096 or e-mail railbuff@indianvalley.com

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

Please note, the cut-off date for room reservation is Friday, August 16th, 2019 for this year's rate of \$153.00, plus taxes.

AREA

SIX



BOB KNIGHT

Great to have the season excursion schedule underway and meet many of you on the rails. Our NARCOA secretary, Bob Hastings has informed me that we have two new members to welcome to our Area 6. Please welcome Chris Ernster from Cedarburg, Wisconsin and Loren Johns from New Ulm, Minnesota and I do hope to meet them on the rails soon. I am glad to report that Mike Ford's Great Lakes Central RR has been completed this last weekend and was incident free! He and EC, Fred

Lonnes escorted the group from Cadillac, Michigan to the towns of Petoskey & Traverse City for overnight stays and a lot of good fellowship. Many thanks to Mike and Fred for another great and safe excursion.

We did start the motorcar excursion season by traveling to be part of EC, Gary Shrey's Reading and Northern RR excursion located in the Scranton, Pennsylvania area. It was combined with a Mother's Day visit to our children in Delaware and to have member Ed Lee re-build our Fairmont MT-19 transmission. Ed and Sue Lee live very close to our children and have a transmission shop in Newark, DE. The transmission was getting very hard to shift and needed some attention so the timing worked out very well for a fun visit and transmission encounter.

As a friendly Area 6 reminder to please vote as there are only a few weeks left in the process. Let's give Dan Page some big thanks for taking care of the election process in all the even numbered areas. Oh, yes we do have two members asking for your consideration, Dale Brix and Hal Johnson.

Please be safe on all your future excursions,

Bob Knight

AREA

SEVEN



CARL SCHNEIDER

Excursions with the First Iowa Division are running smoothly with several great trips still coming throughout the summer. Dave Voeltz hosted runs on the Red River Valley & Western and the Dakota, Missouri Valley & Western railroads in North and South Dakota over the Memorial Day weekend that were well attended. With all the rain this summer in the Dakotas, it was obvious where water had been over the tracks and even bridges in certain locations on the DMV&W.

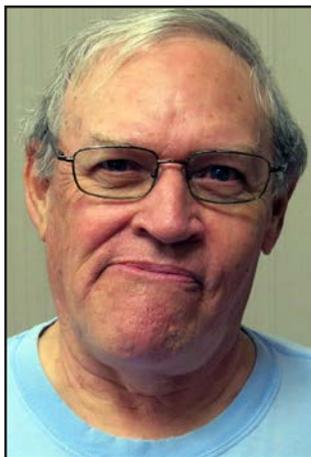
I would like to welcome John Ohde of Manning, Iowa as a new NARCOA and First Iowa Division member. I look forward to mentoring him on his first trip with us and wish him many enjoyable years riding the rails.

Have a safe and enjoyable ride season.

Carl Schneider

AREA

EIGHT



JOHN BROWN

Fellow NARCOA members

As I mentioned in the last SETOFF, weather in Ontario is still on the side of winter and I do hope by the time I get to run this summer it is a lot warmer. Up here in Mid Ontario they are calling this Juneuary with nighttime temps in the 6 to 10C and day temperatures in the mid teens. I think I have only seen temps in the 20's once or twice this year. Heck on Sunday June 2nd there was a snowfall over night up in Ontario's Algonquin Park, about 2 ½ hours northeast of me.

I am hoping for warmer

weather when I head to Paul Crouse and Gary Shrey's PA weekend in July. This will be the first time for my blue MT19 since the great VT run last July. I am looking forward to being back on the rails again this year. The PA weekend is always a great run and I usually head to Steamtown on the Friday for a visit and since Bowser Hobby shop (Montousville) is on the way to my motel for the weekend that is good for an hour or so adding to my modeling side of life. I am hoping for a run in Meadville, PA and will soon send my registration off to John Gonder for the October Elkins run.

On behalf of NARCOA I welcome a new member to the family, Michael Drake from Bellville Ontario. Michael mentions he has been interested in the motor car hobby for quite some time. He emailed me saying he saw an ad for an MT14L from a fellow NARCOA member in Northern Ontario, Mike Gravel, whom has been on many a trip with me in Ontario.

He hopes to have the MT19L once the snow disappears from Northern Ontario, but as I said above snow in June up that way might delay him. Michael informs me he has passed his operators test but doubts he will be on the rails till next year. Naturally with not being

on the rails till next year Michael decided not to get insurance which is understandable. He is a truck driver by profession for a Construction Company in and around Bellville with 32 years and working on 2 million accident-free miles. He has his amateur radio license and has found a few NARCOA members including Dan Page our Western Membership and NARCOA stores manager. Michael is also a model railroader with an "N" gauge layout. Welcome Michael and I do hope to meet him on the rails or at a local model train show.

Louis-Francois Garceau has informed me he is starting up a new bilingual rail group for Quebec. If interested he can be reached at 5408, rue de la Rapsodie Levis, Quebec G6X 2Z6 mobile 418-955-2466.

John Brown

AREA

NINE



LELAND STEWART

Summer is upon us and the motorcar season is underway. At least 6 runs here in Area 9 are in the logbooks with several Colorado runs coming up

soon. There are also many work sessions where our affiliates are actively battling weeds, brush, and washouts. While the weather has been a factor on some run dates, there has been a noticeable decline in participation on several runs. This is raising some concern as EC's move forward in planning future excursions. We all need to keep in mind that many motorcar venues, as well as the sponsoring affiliates, depend on active participation to remain viable. Let's make every effort we can to support these runs.

On a sad note, it is with deep regret that I report the loss of two of our motorcar friends. Art Wilson, 81, of Richland Hills, TX passed away on June 4. Art and his wife Susan have shared many miles on their motorcars. Bert Dockall, 68, of Rockdale, TX passed away on June 11. Bert was an active supporter of Railroad Partners, Inc. as well as a tremendous contributor to railroad preservation. Our deepest condolences to their families. They will be sorely missed.

I would like to welcome the following new members to NARCOA and Area 9: John Kalka of Wellston, OK, Jim Calloway of Dallas, TX, Wesley Ungeheuer

of Centerville, KS, Sara Rook of Dayton, TX, and Bill Speer of Mont Belview, TX. We look forward to meeting these new members and sharing this great hobby.

In the meantime, let's get those motorcars on the rails and shine up the wheels. See you soon.

Leland Stewart

AREA
TEN



BILL ANDREWS

Our PRO schedule is finally coming together nicely! The June Coos Bay Run was successful and fun with good participation. Don't forget, we have the August and October runs there also. Also in October there will be a Christmas toy run; it's always exciting to plan, so plan to come join in the Christmas spirit.

Guy Howard's Joseph Run is coming up July 27-28, just after Lewiston's Great Northwest Railroad July 25 with Bill Andrews. Albany Eastern, Oregon Coast Scenic, and Chelatchie Prairie occur in

Sept. Bill Taylor and Bryan Adams are organizing Columbia Basin Rail that month from Moses Lake to Connell WA; rail we haven't seen for a while. Later, Rich Wilkins will lead us on Mt. Hood railroad east of Portland. Always check PRO website for up-to-date scheduling.

We like it when we're busy with rail choices; hope to do them all!

Closer than we realize is the NARCOA annual meeting in Chicago at the end of September. I will gladly receive any of your ideas, suggestions, concerns regarding our hobby and Area 10. Just give me a call or email and we'll talk.

Be safe and courteous on the rail - - I'll see you there!

Bill Andrews

AREA

ELEVEN



STEVE PALUSO

Hello to all the Area 11 members. I was involved in April at the Heritage Rail Alliance (HRA) convention with Dave Balestreri, Jim Culbertson and John Haverly. NARCOA had a booth at the convention to promote motorcars to the tourist and museum

railroads. In May, MOW held a joint run with PRO in the Oregon and Washington area. In June, PRO will be back on the Coos Bay railroad in Oregon. There are also additional runs to be held on Coos Bay this summer so please sign up for those runs...they are fantastic. Amador Central Railroad continues to have monthly runs out of Lone, CA throughout the year. Please check out their website. The annual NARCOA meeting is scheduled for September 27 and 28 in Chicago. I would urge you to attend the meeting to find out first-hand how NARCOA runs and operates. If you have any questions or concerns, please don't hesitate to talk to me. In conclusion, please check out the upcoming runs PRO and MOW have scheduled for the remainder of the year. See you on the rails.

Steve Paluso

SAFETY



BRYAN ADAMS

Safety First: Avoiding Rear-End Collisions

As we know, NARCOA is dedicated to the preservation and safe, legal operation of railroad equip-

ment historically used by railroad maintenance of way personnel. NARCOA members are privileged to operate their motorcars on railroads throughout the U.S.

Safe operation of our speeders is critical to the continuing success of our fine organization. Yet, we find ourselves in the midst of a very common type of recurring accident—Rear-End Collisions.

There may be those that think rear-end collisions are unavoidable; to a very small extent—yes. However, the majority of the time, operator error is the proximate cause.

Rear-End Crashes are often the evidence of following too closely (especially in wet conditions). These crashes often occur due to motorcar operators being distracted or traveling too fast. Rear-End Crashes are most often preventable.

Prevention starts wherein the operator strives to do everything reasonable to avoid the collision. As an organization, NARCOA has taken great measures to encourage its operators to reduce the risks of being involved in rear-end collisions.

To begin with, NARCOA's Rule 4.15 requires operators to travel at a distance that allows stopping within half the range of vision short of the preceding operator. Particular caution must be exercised with wet or greased rails.

NARCOA requires the operator to conduct regular safety inspections and maintenance of

their speeder. Brakes are always checked and inspected for proper functionality before the start of an excursion. Lights are checked. Wheels are measured. NARCOA is one of the most safety-conscious organizations I've encountered. So why are these crashes frequently occurring?

What may be lacking are operators who purposely strive to be aware of their surroundings. Operators may not be staying alert to the conditions around their motorcar. If these things are improved, there is far more time to react to unexpected situations such as a stopped or stalled speeder ahead, or a fallen branch on the track.

An operator should regularly anticipate an issue in a blind curve and be ready well in advance to slow immediately rather than a two- or three-second reaction time to a hazard. All operators should increase following distances when lack of site distances decrease or when bad lighting conditions appear.

Please be proactive in your operation of your motorcar. Improve your cognitive ability to anticipate potential hazards. There simply is no substitute for alert and attentive operation of your motorcar. Proper practice of safe operations makes permanent the operator's quick and proper response.

Stay safe out there.

Bryan Adams

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.



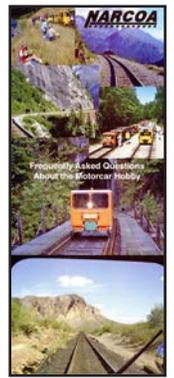
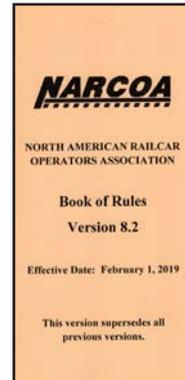
We now have NARCOA hats! Safety yellow with reflectorized trim. One size fits all; embroidered with our logo. \$15 plus \$5 shipping.

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

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

2019 Rulebook
 Version 8.2

Carry one with you!



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.



ASLRRA NATIONAL CONVENTION

APRIL 6-9

ORLANDO WORLD CENTER MARRIOTT

(AMERICAN SHORT LINE AND REGIONAL RAILROAD ASSOCIATION)

BY KEITH KNOWLTON

Last July, when Bob and Laurie Knight joined us on the NEREX Vermont Railway excursion, Bob began talking to me about having a NARCOA booth at the ASLRRA National Convention and how he would like to be able to have a motorcar on display. Our discussion continued after the run and plans began to take shape as both Bob and I felt strongly that after 30 years it was time to introduce NARCOA to the railroading mainstream and we could think of no better way.

With the board's help, Bob obtained some funds from NARCOA and I was willing to chip in both time and money so the die was cast. Bob contacted their office and explained that we wanted to exhibit and obtained a booth layout early enough that we had the opportunity to get a premium location: two adjacent booths overlooking the food court. Bob took care of the paperwork and we both made room

reservations at the Marriott. Now, about the Marriott . . . I had no idea of the size of that resort! After a 20-mile cab ride from the airport, I stepped inside; three days later I stepped back outside for a 20-mile cab ride back to the airport. My cell phone told me it was hot outside, but the temperature never changed where we were. Talking to one of the managers I found out the World Center is the largest Marriott named property in the world. (They own one larger but under a different name.) It has 2000 guest rooms and 480,000 square feet of exhibit space under air conditioning. That's about **12 acres** of space! The walk from my room in the west tower to our booth was a little over a half mile.

The motorcar problem was solved at the annual meeting in Chicago where Bob convened a marketing meeting for ways to promote NARCOA and discussed the upcoming convention and the need for a motorcar to display. Our webmaster, Keith Mackey, lives about 80 miles from the convention site and has a beautiful Tomah Cab Les King motorcar that he said he would bring to the convention.

As Bob and Laurie had almost all the other material for the booth they decided that the best plan was for them to make the 1200-mile drive to Orlando, planning to arrive early and not only enjoy the Florida weather for a few days, but also do the necessary legwork prior to the event to make everything go smoothly. Fortunately, Bob and Laurie had attended their national conventions before and made contacts with the folks that set up and run the mechanics of the show so it wasn't a totally new experience for them. I quickly learned that we have not only a president, but a team getting things done, and done they were! Delta changed my early morning flight from Hartford to a late morning flight which got me to the convention hall about 2:30 p.m. on Saturday, and by that time Keith, Bob,



and Laurie had the red carpet, the motorcar, and the tables all in place and were putting up the great backdrop for our booth.

The plan was for folks to sit in the car and we'd take a photo for them with their phone, but a quick trial effort with Laurie as the subject, showed that the roof of the car shadowed her face in a most unpleasant manner. From somewhere, Bob produced a fluorescent mechanic's drop light which I hid in the front corner of the car, and that problem was solved. I lost count of how many pictures we took but it is safe to say there were a LOT.

After the booth was finished the four of us adjourned to one of the many restaurants in the resort for a fine dinner and some "adult beverages".

The show schedule for Sunday had a lot of committee meetings during the morning while final touches were put on the many, many booths in the exhibit hall. The hall opened to the more than 2000 registered attendees at 1:00 p.m. and continued as the site of the Welcome Reception from 5 to 7 in the evening. To enter the hall, you first had to be a member of the ASLRRRA, and also be registered for the convention which was an \$875 expense by itself, so, the people who visited our booth were knowledgeable railroad decision makers...no foamers! Contrary to our expectations, Sunday turned out to be far busier in the exhibit area than did Monday when meetings and seminar sessions were scheduled throughout the day. It was interesting to see what a cross section of railroaders came to our booth, from folks who had never seen a motorcar up close (majority) to folks who had stories of running them for years for different railroads (minority). Nonetheless, they all had one thing in common and that was that they wanted to talk to us about NARCOA and the motorcar hobby which was very gratifying.

Monday was less hectic than Sunday which gave us time to not only meet with both Lou and Julie from United Shortline Insurance, the agent that handles our liability policy, but also get to spend time with folks from Liberty Surplus Insurance who are the underwriters for NARCOA, and who are very happy with our safety record for 30 years.



Laura Chenworth, our insurance underwriter, in Keith's motorcar.

Tuesday was teardown day and we arrived at the booth early so that by 9:00 the booth was packed, the motorcar back on Keith's trailer and I had plenty of time to catch a ride back to the airport.

In the last issue Bob did a fine job of explaining how the convention went in terms of contacts that we made so I have tried to give more insight into the experience of exhibiting itself. Spending those three days with Keith, Bob, and Laurie only reinforced what I knew all along . . . that we have some great folks volunteering their time and efforts for NARCOA. Getting to know Keith Mackey better was a treat as we have many other common interests including amateur radio and aviation. I always thought of myself as a pilot but after some great discussions with Keith, well, let's say that I sometimes fly airplanes while Keith is a Pilot! Next year the ALSRRA National Convention will be in May in Grapevine Texas and I hope we will be exhibiting there again to tell more folks about NARCOA.

OK Leland Stewart; get your Area 9 crew ready!

HERITAGE RAIL ALLIANCE

2019 SPRING CONFERENCE

BY CAROL AND DAVE BALESTRERI

In late April, the Heritage Rail Alliance held a conference in Sacramento, California. The Heritage Rail Alliance members are the staff and owners of various museum railroads and tourist railroads throughout the country. HRA members from the East and West Coasts and many places in between attended the convention. The event was held in a hotel near the well-known California State Railroad Museum in “Old Sacramento”. Historic Old Sacramento is the birthplace of the Transcontinental Railroad.

Motorcar Operators West, (MOW), NARCOA’s Western region affiliate, was asked by

NARCOA President Bob Knight to represent NARCOA as a vendor at the HRA convention. NARCOA has recently been attending Heritage Rail Alliance and the American Short Line and Regional Railroads Association conventions. President Bob Knight believes, as do MOW members, that attending these conferences puts NARCOA in contact with people in authority at various railroads who are able to offer us access to their rails.



-Jim Culbertson with attendee Jeff Badger, Operations Manager & Chief Mechanical Officer of the Georgetown Loop Railroad. Photo by Dave Balestreri

*-Steve Paluso (Area 11 Director & PRO Vice President), Jim Culbertson (MOW President), and Cheryl Marcell, HRA Conference Co-Chair and President & CEO of the California State Railroad Museum Foundation
Photo by Dave Balestreri*

It also gives those same people an opportunity to meet NARCOA in a professional setting and to get to know us and our organization. Many railroad people are not familiar with NARCOA so it is an opportunity to present NARCOA to the railroad organizations and to explain the benefits NARCOA brings to their railroads and the communities in which they operate.

The other vendors attending the convention ranged from steam locomotive boiler builders to insurance companies and rail equipment vendors. It was interesting to see the how many oth-



-Dave Balestreri and Jim Culbertson at the NARCOA table; photo by Steve Paluso

er professional interests associated with the railroad industry were represented by the vendors attending the convention. And that is where the challenge and the opportunities to make connections existed. So, we set up our display and gave away items in attempt to draw people to our table. The chocolate candy worked the best and we did give away many copies of The SETOFF magazines provided by Editor Robin Douglas. It is a little difficult being the 'new guy' on the block but we had opportunities to meet people during various sessions and during meals and other activities. As you can see in the pictures we were wearing long-sleeved dress shirts

with the NARCOA logo and name embroidered on them. I believe the shirts made it easier to get people's attention and helped them understand we are a serious group with a professional demeanor.

So, what did we accomplish? We renewed a couple of acquaintances from years back who may be helpful to our goals. We met people from railroads we had visited in the past and who invited us to return. We made contacts with people who were willing to help us with our efforts to get invitations to railroads whom we have had difficulty contacting. I think our biggest achievement was introducing our organization and its interest to a diverse group of railroad people and organizations. We educated them about what we like to do and what we can do for them. We knocked on few doors, planted a few new ideas and I hope we see the returns from that soon...and often.



-After dinner in the Roundhouse of the Sacramento Railroad Museum, entertainment honoring the Chinese heritage of the railroad included friendly dragons from the Sacramento Lion Dance Team, Teng Fei, shown here with Dave Balestreri & John Haverty. Photo by Carol Balestreri

SHORT LINES



Location: Siding in Williamport, PA
Saturday, April 27th, 2019 around noon
Submitted by Justin Ralston

Motorcar lineup stopped on a siding for the lunch break at the Burger King. Lycoming Valley RR & Nittany & Bald Eagle RR excursion organized by the Northern Central Railcar Association.



Location: Farmrail System in Oklahoma
Time: mid-morning on the 14th of April
Submitted by: Philip Hopper



Oklahoma Railroad Museum affiliate on the Farmrail System, this two-day run was a "mixed bag" of weather. The first day was cold, rainy and windy. The temperatures hovered around 40 degrees with a 40 mph wind out of the north with heavy rain. The second day was perfect; clear skies, warm temperatures and a slight wind. Combine the weather with the excellent track conditions, friendly Farmrail staff, well organized excursion, and low cost (\$100.00) for a run almost 300 miles in length and you have one of the best motorcar excursion values in the United States.



Location: Red River Valley & Western Railroad excursion at Lisbon, ND

Saturday, May 25th

Submitted by Carl Schneider

Here's the ultimate motorcar excursion escort vehicle.



Our motorcar line up at Lisbon, ND.



Location: Dakota, Missouri Valley & Western excursion.

Sunday, May 26th

Submitted by Carl Schneider

These two photos show where the water had been close to and even over the tracks during the heavy rains in South Dakota this winter and spring



SHORT LINES SUBMISSIONS WANTED & NEEDED
Simply send your photo(s) and some details as listed in the examples below to:

setoff@centurylink.net

Excursion: XYZ Affiliate on 5/10 & 11 2019 (NEREX or MOW for example)

Location: Reading, Blue Mountain & Northern's Pittston Yard (for example)

Time: Saturday around 5PM

Photographer: you or someone else

Story: What made this moment interesting to you and/or what we should know about the photo.

HOW DID YOU GET INTO THE HOBBY?

My grandfather instilled in me a love of trains from as early as I can remember. He was a signal maintainer for the old Atlantic Coastline Railroad in the 1950's when I was born, and was assigned to Green Cove Springs Florida, just south of Jacksonville. When I was a preschooler I would tag along with him when he would go to work, and I would hang around the depot or the motorcar shed next to the tracks while he worked. I can remember him taking me for a ride on his motorcar which was an old, open popper car with a windshield. This was long before the days of rules and fears of lawsuits and civil liability I guess, or maybe my grandpa was just a rule breaker! I can't imagine anything like letting a little kid be around railroad operations in today's world. But it did leave an impression on me that persisted for the next 50 years. I took every chance to ride every excursion train or model railroad I could find. Then about 8 years ago, I learned that you could actually own a motorcar and ride the rails as a member of NARCOA. Needless to say, I was immediately hooked.

Jim Garner and Jay Boggs took me under their wings, mentored me and assisted me in buying my very own Fairmont MT-19 in 2011. It was an old Norfolk Southern car with a grey paintjob and original seats that were pretty well worn. I took the car into my garage and preceded to take it apart and replace the seats with new OEM seats and sanded down the metal in preparation of a new paint job.



In honor of my grandfather who had passed on almost 40 years earlier, I decided to paint the car in the colors of the old Atlantic Coastline Railroad. I carefully taped it off and bought purple, yellow and gray spray paint and went to work. I was able, thanks to the internet, to find original decals for ACL and the finished product looked good. I might just have the only purple motorcar in NARCOA. People tell me they always remember my car from one excursion to another. I only wish my grandfather could be here so I could give him a ride like he did for me 60 years ago. Take a child for a ride in your motorcar if you have a chance, you never know how you might make an impression that will begin a lifelong love of trains.



Rick Beseler

When I about 12 years old my friend Kenny and I would wait at the shed where his dad would park the yellow Great Northern track car for the night. We were not allowed to board it until after it was put on the siding. That was when we went to work and officially made a lot of putt-putt sounds and put on many track miles. That was many years ago; now I'm a paraplegic, and reading the local newspaper one day I noticed an auction sale in Hot Spring, SD. If I remember right, they had three "one-lungers" and this covered car with a seat. That picture became glued in my mind. I told my wife we were heading to Hot Spring for the auction to buy it as a lawn ornament. At the auction, I was surprised that there were a few interested bidders for these cars. After all was said and done the auctioneer turned and said to me, "you're the winner." I was now the owner of the car with a seat. I was approached by three of the other bidders and was asked what I was going to do with it. I knew these guys had knowledge of the car as they turned the motor over, put this plastic piece on the wheels, and made a few other checks too. One offered to trade me a car he owned that would be ready for the lawn. Then the car's owner approached me and said that I should join the North America Rail Car Operators Association.



The car turned out to be a perfect fit for me. I had a lot of maintenance to make it NARCOA compliant. I have a trailer built and then pass the test plus buy insurance.

Bob, one of my competing bidders and a BNSF employee, kept in touch with me on my progress. When everything was ready, he made all the arrangements and we were off to Gordon, NE for a shakedown run on an available rail line. Between the rail and Bob, I had quite an experience. Next, I went to Murdo, SD for my NARCOA mentoring with Paul Brewer. This line was out of service line too, but I gained some very valuable experience in Gordon that gave me confidence.

I have been on excursions in Oregon, Washington, Idaho, Montana, Minnesota, Colorado, Iowa, North Dakota, and South Dakota, (my home state). The NARCOA family was always ready to help me set on and off. Being a paraplegic and having a hand clutch installed made this car and me a perfect fit. Transferring from my wheelchair to the motorcar put me into the real world again.



Dan Dewispelaere, Dave Voeltz, Dean Nelson and myself made a run to North Dakota during a Thanksgiving weekend one year. It was very cold but when we reached Rutland ND we received a very warm welcome. This run I will never forget along with three very good friends.

I've recently sold my motorcar, but I'll always treasure my days on the rails. Please welcome Steve Sproul as he is now the winner; the new owner of BN1231M.

Thanks to all my friends in NARCOA,
Rodney Melcher

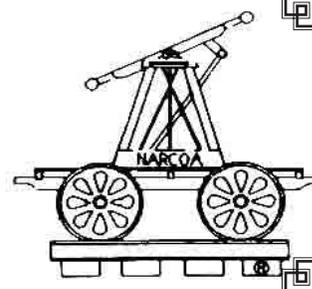
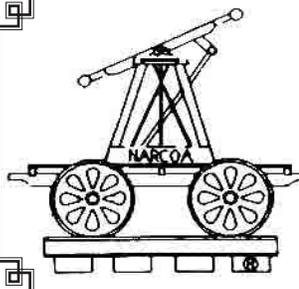
NARCOA EXCURSIONS

AS OF JUNE 27, 2019

Please submit all excursions and ads directly to

webmaster@narcoa.org

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



Jul 1 - 3 - CO posted 01/30 **San Luis and Rio Grande RR**

Rocky Mountain Division will run on the San Luis & Rio Grande Railroad from Alamsoa. Mandatory test run July 2 to Antonito, RT to LaVeta, July 3. Total mileage 182. Cost \$185. EC Richard Reiff, 4364 Blueflax Dr. Pueblo, CO 81001. 719-543-7023

Jul 4 - 7 - CO posted 01/01 **Creede Branch, D&RG RR**

Rocky Mountain Division Excursion, Approx. 125 + track miles, Location, Southfork CO, Run Fee \$85.00. EC John Spiro, Phone 719 495-1943, No Highrails & A-cars only with prior approval from the EC

Jul 8 - 9 - SK posted 01/01 **Big Sky Rail, Ltd.**

North Central Railcars, Ltd 210-mile trip through Western Saskatchewan. We will run South between Macrorie and Beechy, and West between Macrorie and Elrose. Excursion fee \$200 (USD) or \$225CDN. EC Mike Ford. Phone (317) 839-9320.

Jul 10 - 11 - SK posted 01/01 **Great Sandhills Railway**

North Central Railcars, Ltd. 212-mile trip between Cantuar and Burstall, through the Great Sandhills region of Western Saskatchewan. Fee \$200 (USD) or \$225 (CDN). Overnight accommodations are an additional cost. EC Mike Ford Phone (317) 839-9320.

Jul 12 - 13 - SK posted 01/01 **Great Western Railroad**

North Central Railcars, Ltd. 224-mile motor car excursion through the rolling hills of Southwestern SK. We will run east from Shaunavon to Ponteix and west from Shaunavon to Consul. Excursion fee is \$200 (USD) or \$225 (CDN) EC Mike Ford Phone (317) 839-9320.

Jul 13 - CA posted 01/15

Amador Central Railroad, RRCHS

Recreational Railroad Coalition Historical Society rides for the Public from Lane's Station, Ione CA, weather permitting. Contact Tom Correa 209-296-4356

Jul 13 - 14 - VT posted 02/13 **FULL - Wait List Started Vermont Railway**

White River Junction to Newport and return, approx. 220 miles RT. Early seton Friday evening. 50 car limit. The \$410 fee includes one Saturday overnight accommodation, dinner, breakfast and lunch. EC for this NEREX excursion is Tom Sopchak.

Jul 15 - SK posted 01/01

Long Creek Railroad Company

North Central Railcars, Ltd. 80-mile trip, between Estevan and Tribune, SK on the ex-CP Bromhead Sub. Excursion fee is \$80 (USD) or \$90 (CDN). EC Mike Ford Phone (317) 839-9320.

Jul 17 - MB posted 01/01

Boundary Trail Railway Company

North Central Railcars Ltd. 84-mile trip between Manitou and Morden in South Central Manitoba. We will run the 42-mile roundtrip twice, with lunch in between. Excursion fee is \$80 (USD) or \$90 (CDN). EC Mike Ford Phone (317) 839-9320.

Jul 18 - MB posted 02/07

Central Manitoba Railway

North Central Railcars, Ltd. hosting an 80 RT mile excursion between Carman, MB and Winnipeg's Perimeter Hwy. Excursion fee is \$85 (USD) or \$100 (CDN). EC Mike Ford (317) 839-9320.

Jul 19 - 21 - NY posted 02/07

Delaware & Ulster RR

Camp out and run this old line in Arkville. A great time for all as we night run and day run this line in the beautiful Catskills with camping allowed onsite next to the river. About 120 miles over 3 days. EC Ken Ciparis, Cost \$75.

Jul 20 - OH posted 04/03

Ashland Railway

Set on in Mansfield, Ohio. 56 mile round trip, former Erie Railroad main line. Lunch for 2 included. Fee is \$107. NARCOA Insurance, NARCOA / OVR rules. Contact Phil Linne at 740-294-7328.

Jul 20 - 21 - PA posted 03/02

North Shore RR/Shamokin Valley RR

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

Jul 22 - MN posted 01/01

North Shore Scenic Railroad

North Central Railcars, Ltd. "rail and sail" along the shores of Lake Superior. 52-mile roundtrip between Two Harbors and Duluth with a 1.75 hour tour of the harbor, lunch and museum visit. Excursion Fee \$140. EC Mike Ford (317) 839-9320.

Jul 25 - ID posted 06/27

Great Northwest Railroad

Lewiston 144RT miles to Riparia through the Snake River Canyon. EC Bill Andrews, 191 Azalea Drive, Grants Pass, OR 97526. 541-295-5631. \$130 per car.

Jul 27 - 28 - OR posted 06/19

Idaho Northern & Pacific RR & Walowa Union RR

PRO presents a 166 mile round trip run from Island City to Joseph and back. Radio and Spark arrestor required. Complete the PRO run registration form and mail it with the \$300 fee to EC Guy Howard, 94991 Toftdahl Lane, Junction city, OR, 97448. Tel 541-998-5280.

Jul 27 - 28 - SD posted 03/01

Dakota Southern Railroad

First Iowa Division is hosting an excursion at Oacoma. We will ride the line from Oacoma West to Presho and East to Mitchell. Round trip mileage is approximately 210 miles. Cost is \$80. EC is Dave Voeltz.

Aug 3 - 4 - NY posted 06/06 **FULL - Wait List Started**

Finger Lakes Railroad

Saturday run from Geneva to Auburn. Approximate mileage 60 miles. Saturday night run from Geneva to Romulus. Approximate mileage is 35. Sunday ride to Victor. RT. 65 Miles. Fee \$195. Ohio Valley Railcars, Jaime Samuell Phone 606-748-4443

Aug 10 - CA posted 01/15
Amador Central Railroad,
RRCHS Recreational Railroad Coalition
Historical Society rides for the Public from
Lane's Station, Ione CA, weather permitting.
Contact Tom Correa 209-296-4356

Aug 10 - 11 - WV posted 03/05
South Branch Valley Railroad
Appalachian Rail Excursions invites you to
attend the 33rd annual running of the SBV.
102 miles of beautiful WV scenery. Great
track. Two-day run. Romney to Petersburg
and the Romney to Greenspring. John
Gonder coordinator. 35 car limit.

Aug 12 - Aug 18 - CO/NM posted 05/06
FULL - Wait List Started
D&SNGRR C&TSRR – Rocky Mountain
Narrow Gauge Tour
The Rocky Mountain Division 359 mile tour.
3 days on the Durango and Silverton Railroad
followed by a move day then 3 days Cumbres
& Toltec Scenic Railroad. No mentoring. 20 car
limit. \$730 per car. EC's Philip Walters & Alan
Borchardt.

Aug 17 - IA posted 01/31
Iowa Northern Railroad First Iowa Division
- Clarksville, IA. We will ride the line from
Clarksville to Manly and return. If time
permits, we may be able to travel south
towards Cedar Falls and return. Round-trip
mileage is approximately 100 miles. Cost is
\$60. EC Carl Schneider

Aug 24 – 25 - MI posted 01/01 **FULL - Wait**
List Started
Indiana Northeastern Railroad Company
Great Lakes Railcars, Inc. 150 mile, excursion
between Ashley, IN and Coldwater, MI.
Excursion fee is \$280 and includes overnight

lodging in Coldwater. EC Mike Ford.
Phone (317) 839-9320.

Aug 31 - Sep 1 - PA posted 02/23
Steamtown National Historic Site
New Jersey Trackcar Excursions (NJTE) will
be guests of Steamtown National Historic site
in Scranton with up to a dozen of our cars
representing NARCOA, and operating on their
yard tracks at their Railfest 2019. EC's David
Sigafosse & Ken Ciparis, 732-618-4286.

Sep 2 - WV posted 04/15
West Virginia Central RR
Come help a great cause. Feed the City in
Elkins. Need eight cars to give rides for
donations Last year this event went very well.
No fee. Approx. RT miles each ride 2. For info
contact John Gonder 724-244-7538.

Sep 14 - CA posted 01/15
Amador Central Railroad, RRCHS
Recreational Railroad Coalition Historical
Society rides for the Public from Lane's
Station, Ione CA, weather permitting. Contact
Tom Correa 209-296-4356

Sep 13 - 15 - CO posted 03/15
Leadville, Colorado & Southern RR
Rocky Mountain Division, Leadville, CO. 85
miles (approx.) \$100/three days, \$55/one day.
EC Jerry Geiger, 719-568-7966

Sep 14 - OH posted 04/03
Willard Trainfest
Set on in Willard. Approximately 11 mile
round trip after display at the annual Willard
Trainfest. Fee is \$30 and requesting 12
motorcars to participate or more. NARCOA
Insurance, NARCOA / OVR rules.
Contact Phil Linneat 740-294-7328.

Sep 27 - 29 OR posted 04/11

Joseph Alpenfest Excursion

Motorcar Operators West excursion to Joseph on the scenic Joseph Branch rails with a day off to enjoy the world famous Alpenfest and other unique activities. Space is limited. The run fee is \$275. EC Dave Balestreri

Sep 27 - 28 - IL posted 05/02

2018 Narcoa Annual Meeting

Sheraton - Chicago O'Hare Airport Hotel, 6501 Mannheim Rd, Rosemont, IL 60018. Meeting is open to all NARCOA Members. Any member wishing to address the Board or add items to the Agenda, or to secure a room at the NARCOA rate must contact President, Bob Knight.

Sep 28 - CA posted 01/15

Amador Central Railroad, RRCHS

End of Summer Run 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 \$50. Contact Tom Correa 209-296-4356

Oct. 4 - 5 - SD posted 02/24

Black Hills Central Railroad

First Iowa Division is hosting an excursion at Hill City. We will ride the line between Hill City and Keystone twice on Friday and four times on Saturday. Roundtrip mileage is approximately 18 miles. Cost is \$80. EC Dave Voeltz.

Oct 12 - CA posted 01/15

Amador Central Railroad, RRCHS

Recreational Railroad Coalition Historical Society rides for the Public from Lane's Station, Ione CA., weather permitting. Contact Tom Correa 209-296-4356

Oct 12 - OK posted 04/03

A-OK Railroad

Oklahoma Railway Museum run out of McAlester to Howe. Two days of running, approximately 142 total miles. Cost \$60 per unit. EC Drake Rice, 405-478-3225. Details for ride will be available after August 1 and on the ORM website.

Oct 12 - 13 -AL-- posted 05/21

Autauga Northern RR

Saturday set on and run Prattville to Maplesville (75 RTM). Sunday Prattville to Billingsley (50 RTM). Fee \$150 per car, 25 car limit. Mentoring by permission. SERO Affiliate. EC's Chris Thompson & Jonathan Blair.

Oct 19 - MO posted 04/02

Ft. Leonard Wood Army Base

First Iowa Division is hosting an excursion at Ft. Leonard Wood. Round trip mileage is approximately 40 miles. Cost is \$50. EC is Stuart Remmers.

Oct 19 - 20 - WV posted 05/05

West Virginia Central

Two days of fall foliage from Elkins. 170 rt miles. Climb Cheat Mountain on Saturday and Tygart jct on Sunday. See our website for more info. Two days of fall foliage on the West Virginia Central. Elkins WV. 170 rt miles. Climb Cheat Mountain on Saturday and Tygart jct on Sunday. John Gonder EC

Oct 20 - 23 - AZ posted 03/22

Grand Canyon Railway Excursion

Motorcar Operators West – Begin the 135 rail-mile excursion in Williams, travel to Grand Canyon National Park, explore the Canyon attractions and return to Williams on Oct 23. Excursion fee \$895 includes two nights at the Kachina Lodge, national park and railroad

fees. Excursion Coordinator Joe Schnyder at cell (623) 332-0238.

Oct 20 - MO posted 04/02

Columbia Terminal (COLT) Railroad

First Iowa Division is hosting an excursion between Columbia and Centralia. Round trip mileage is approximately 100 miles for the day. Cost is \$50. EC is Stuart Remmers.

Oct 21 - KS posted 03/29

Midland Railroad

First Iowa Division is hosting an excursion at Baldwin City. Full details are being worked out and will be posted on the FID website as they are confirmed. Round trip mileage is approximately 22 miles. EC is Stuart Remmers.

Oct 25 - AZ posted 05/06

Copper Basin Railway

Motorcar Operators West. Hayden Arizona 92 miles round trip \$80. Joe Schnyder EC 623-332-0238

Oct 26 - CA posted 01/15

Amador Central Railroad, RRCHS Pumpkin Run. 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 \$50. Contact Tom Correa 209-296-4356

Nov 2 - IA posted 01/31

Boone & Scenic Valley Railroad First Iowa Division - Boone, IA. We will ride the line from Boone to Wolf and return with three trips during the day and a night run. Round-trip mileage is approximately 22 miles. Cost is \$30 plus membership in the Iowa railroad Historical Society (\$25). EC Carl Schneider.

Nov 2 - 3 - OK posted 06/20

Farmrail Railroad

Oklahoma Railway Museum event on Farmrail out of Clinton. Two days total mileage approx. 240. \$80.00 per unit. Former Frisco and Rock Island Lines. EC Drake Rice, 405-478-3225. Information will be posted on museum website.

Nov 9 - CA posted 01/15

Amador Central Railroad, RRCHS

Recreational Railroad Coalition Historical Society rides for the Public from Lane's Station, Ione CA., weather permitting. Contact Tom Correa 209-296-4356

Nov 23 - PA posted 05/05

Southwest Pennsylvania RR

Mt Pleasant Toys for Tots run .Plan this date to help a great cause. Details soon. Appalachian Rail

Nov 23 - PA posted 6/27

North Shore Railroad RR

Toys for Tots Christmas Ride, 86 miles RT of the North Shore Railroad from Northumberland PA to Berwick PA and return. As part of the fee for this ride, please bring at least one new, unwrapped toy for either a boy or a girl. The public will be invited to bring toys trackside and see your motorcars. Registration fee - \$75.00
EC Larry Maynard (570) 337-3979
firefighter5@jlink.net centralpaexcursions.com

Nov 24 - PA

Union County Industrial Railroad

Ride 30 miles RT on the Union County Industrial Railroad from New Columbia PA to Allenwood PA to Winfield PA and return. We will be stopping at an antique center. Registration fee - \$40 EC Larry Maynard (570) 337-3979 firefighter5@jlink.net centralpaexcursions.com

Dec 7 - CA posted 01/15

Amador Central Railroad, RRCHS

Christmas Toy Run. Two runs from Ione to Martel, daylight permitting. Run fee is \$25. if you bring a NEW, UNWRAPPED TOY/TOYS for our Kids in Amador County. Contact Tom Correa 209-296-4356

Excursions Held on a Regular Basis

Feb 1, 2019 - Dec 31, 2020 - 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, 2019 - Jan 31, 2020 - 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, 2019 - Jan 31, 2020 - 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, 2019 - Jan 31, 2020 - GA

Cater Parrott Railnet

South Eastern Railcar Operators, Inc. (SERCO) South Eastern Railcar Operators, Inc. will have work sessions on Cater-Parrott Railnet between Madison, Ga. and Newborn, Ga. Barnesville, Ga. and Thomaston, Ga. Valdosta, Ga. and Willacoochee, Ga. on various dates. EC 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

Feb 01, 2019 - 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

SHORT LINES



Location: RMD Creede Branch cleanup run at mile marker 301, one mile west of seton in South Fork.

Friday, 5/17/19

Picture taken by John Spiro,

Submitted by: Al Rodi

"I think we'll need a bigger pry-bar"



SUPPLIERS

If you are a supplier of motorcar parts and wish to be included here, please contact the Editor. No endorsement is made of the products, services, or vendors. All listings are for members' consideration only, and are at the discretion of the Editor.

Carey Boney, Careyboney@embarqmail.com or Carey Boney, 1605 Powers RD. , Wallace, NC 28466 phone 910-285-7489. Engine parts for RQ,QBA,ROB,ODB, ROC and parts for F-4,C-5,F-6 and C-8 carburetors. Frame and some body parts.

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

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

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

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

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

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

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

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

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

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

READING, BLUE MOUNTAIN & NORTHERN RAILROADS

On May 11 and 12 the Northern Central Railcar Association coordinated an excursion RBMN. Over fifty motorcars and hybrid vehicles traveled the rails that weekend, thanks to the efforts of lead Excursion Coordinator Gary Shrey with Co-EC's Paul Crouse, Dale Steiner, Jamie Haislip and Boomer Schmidt did a great job.



The lineup was ready and waiting to leave Pittston yard on Saturday morning as soon as the safety meeting was completed.



There was lots of beautiful scenery and bridges along the way. During our lunch and rest break at Tunkhannock, PA, a delicious meal was catered by Greenley BBQ.



At the end of Saturday's travel at around 5 o'clock, the cars were waiting to back into their overnight storage location. It was decided to turn the cars in preparation for the second day's run. Car # 1 was being set off, so there was no need for it to be turned. Terry Stagg suggested to his dad Pete that their position would make good setting for a photo. With the transcontinental events going

on in Utah, it was decided to make a NARCOA version of the Golden Spike Ceremony. A somewhat less than suitable "spike hammer" was located in #2's toolbox and a spike complete with yellow (gold) paint was found allowing Pete and Terry to recreate history.

On Sunday morning it was decided to hold the safety meeting inside due to a heavy rain falling.



Vosburg tunnel near Mahoopany, PA (also on the front cover) was one of three tunnels the excursion participants experienced during their two days on the rail.



Four larger motorcars waiting to move after the participants visited the former engine house...now the library at White Haven, PA.



Overall the track was in excellent condition and was enjoyed by all. NCRA riders found a broken rail on the return trip Sunday and notified railroad personnel who were glad to have it identified. Many thanks go out to Matt Fisher and his crew for being great hosts.

This article was made possible using stories and photos submitted by Eileen and Gary Shrey, Pete Stagg and Rob Piligian. The editor would like to express his appreciation.