

THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION
JAN / FEB 2020 VOLUME 34 - No. 1



SEALING SHIFT
ROD LEAKS

MT. HOOD RAILROAD

HOW DID YOU GET IN THE HOBBY?



Cold and snowy conditions didn't dampen the holiday spirits. Photo by Gary Shrey

TOYS FOR TOTS IN PENNSYLVANIA

REP. LYNDA SCHLEGEL CULVER 108TH LEGISLATIVE DISTRICT



On Saturday, I attended an annual event hosted by North Shore Railroad promoting the Toys for Tots campaign. Toys for Tots is a program run by the United States Marine Corps Reserve to distribute gifts to families and children in need.

At 8:30 a.m., a group of “speeder” car owners from across the northeastern United States left from Northumberland and traveled via the North Shore Railroad to Berwick and returned. Along the way, they made stops in Danville, Rupert and Bloomsburg where the riders collected new, unopened toys and cash donations for the annual gift-giving campaign.

Additionally, for the first time, the North American Railcar Operators Association (NARCOA) made the trek up through Union County for collections on Sunday. They traveled via the Union County Industrial Railroad from New Columbia to Allentown, then to West Milton, to Lewisburg and finally to Winfield, stopping anywhere they saw people waiting to donate toys.

I was honored to be a part of this event to spread the joy of the Christmas season, and I thank the North Shore Railroad for their hard work and dedication to aid the United States Marine Corps Reserve’s campaign each year.

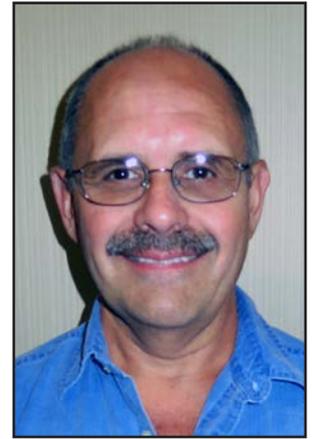


Submitted by Joe Kantz

Business & Development Manager North Shore Railroad Company

PRESIDENT'S MESSAGE

ROSS BAXTER



Hello Ladies and Gentlemen of NARCOA. We have had a very productive couple of months, and I would like to share some achievements with you.

The Toys for Tots campaign wrapped up this year with three excursions, which I am happy to say did very well. According to Toys for Tots Chairman, John Gonder, the totals are:

November 9, 2019- Youngstown Southeastern RR- Brian Davis- \$350.00 and a van load of toys too numerous to count.

November 16, 2019- Southwest Pennsylvania RR- John Gonder- \$1759.00; 700 toys collected.

November 23, 2019- North Shore RR- Larry Maynard- \$3163.00; 1154 toys.

I would like to thank all the NARCOA members, the operators of these railroads, and all the other people involved for assuring that literally thousands of kids had a happier Christmas. Job very well done! I would also like to encourage more ECs/affiliates to host toy runs in their areas in 2020. It's a very rewarding experience!

I am sure that most of you have heard that the *Wall Street Journal* ran a story about NARCOA on November 18, 2019. If you have not read it, there is a link on the NARCOA website. This was a well written and very successful article; we gained 32 new members who found out about us from this publicity. I would like to personally welcome each and every one of these new members to NARCOA. Thanks go to Ken Wells of the *Wall Street Journal* for writing an excellent piece, member William Hookway for making the necessary connections, Richard Dunton for arranging a ride for Ken so that

he could get firsthand experience with what we do, and Bob Knight, who coordinated all the efforts to bring all this

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

IN THIS ISSUE

Toys for Tots	2
President's Message	3
From The Editor	3
NARCOA Officials	4
Directors' Messages	5
Public Relations Update	9
Safe Following Distances	10
Columbia Basin RR	11
Getting to Know NARCOA	12
Company Store	13
How did you join the hobby?	14
Setting Gauge and Alignment	17
Nominations for Directors	18
Sealing Shift Rod Leaks	19
Mt. Hood Railroad	23
Upcoming Excursions	24
Membership promotion	25
Suppliers	26
Short Lines- NEREX in VT	27

FROM THE EDITOR

ROBIN DOUGLAS



I got my Christmas wish...a full In Box with lots of material for this issue. Thank you to each one who spent the time to write or draw or take the pictures, as well as to send everything to me. 2020 looks to be an exciting year, so stay involved, come to excursions, support your EC's and most of all, have fun riding the rails.

THE SETOFF

VOLUME 34 No. 1

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.

Robin Douglas, SETOFF Editor
1809 N. Thistle Dr.
Kuna, ID 83634 (661) 713-9295
setoff@centurylink.net

The SETOFF is printed by
Greg Kightlinger, GEK Printing

Membership in NARCOA, which includes a subscription to The SETOFF, is \$40 per year, and is available from the Membership team at the address below. Please send your check made out to NARCOA to:

NARCOA
P.O. Box 9035 Cincinnati, OH 45209
membership@narcoa.org

All subscriptions and address changes must be sent to NARCOA at that address.

All materials for publication must be sent to the SETOFF Editor (master of time, space and ink).

Materials received by the 15th 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, docx 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 and/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

© Copyright 2020 NARCOA. All rights reserved. Reproduction, by any means, in whole or part, by any party, is strictly prohibited.

ON THE COVER:

Spectacular Mount Hood provides a breathtaking backdrop for an afternoon break.

—Photo by Mike Steiner

NARCOA OFFICIALS

President: Ross Baxter
Vice-President: Leland Stewart
Secretary: Bob Hastings
Treasurer: Tom Norman

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

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

Area 3 Director
(IN, MI, OH)
Brian Davis (330) 554-448
briandavis@neo.rr.com

Area 4 Director
(WV, VA, KY, NC, SC, TN, AR)
Jim Hopkins (864) 859-0189
hopkinsjim@bellsouth.net

Area 5 Director
(MS, AL, LA, GA, FL)
Bill Delmar (404) 636-3450
bdelmar.mt19@gmail.com

Area 6 Director
(MN, WI, IL)
Dale Brix (217) 254-8854
rocketman@pwr-net.coop

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

Area 8 Director
(Canada, World outside U.S.)
John Brown (705) 538-1196
johnbrown_42@hotmail.com

Area 9 Director
(CO, KS, MO, NM, OK, TX, UT)
Leland Stewart (210) 863-5397
poppermaker@gmail.com

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

Area 11 Director
(CA, NV, AZ, HI)
Steve Paluso
(408) 956-8070
sbpaluso@gmail.com

Director-at-Large (non-voting)
John Gonder (724) 244-753
up3706@gmail.com

Director-at-Large (non-voting)
Rich Gunn (916) 687-8510
dblgunn@gmail.com

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

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

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

Nominations,
Elections,
Operator & EC Qualification Testing
Manager.
Company Store Operation
Dan Page (714) 847-5906
dan.h.page@gmail.com
**6432 Mukai Ct. Huntington Beach CA
92647-6160**

Committee Chairs:

Affiliates Dave Verzi
wm340@aol.com

HyRail & Custom-Built Motorcars.
Tom Falicon raildawg@gte.net

Judiciary
John Gonder (724) 244-7538
up3706@gmail.com

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

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

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

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

Public Relations
Bob Knight (815) 786-3096
railbuff@indianvalley.com

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

Safety
Rich Gunn (916) 687-8510
dblgunn@gmail.com

President's message, continued
to fruition. Additional thanks go to our members who spoke with Ken and were quoted in the *Wall Street Journal* piece. As an added note, we are scheduled to be featured in a *Trains* magazine article next year as well which hopefully will bring in even more new members. If any other members have any connections such as these, please get in touch with Bob Knight, PR Chairman, or me, so that we may keep this positive momentum going.

In line with our plans to increase member education, within this edition you will find an article from Dave Verzi, our Affiliate Chair, explaining his position and discussing what exactly an Affiliate is. This follows up the membership committee article in the last issue by Dan Page. Rich Gunn has also produced another great safety article with the help of Rob Bertekap about the dangers of following too closely. There is also an article of interest to new members from a fellow new member who learned about NARCOA at a museum and within 16 days was riding in his own car with insurance and everything done. He's an inspiration to us all as to what can be accomplished if you set your mind to it.

Until next time-

Ross Baxter

AREA ONE



ROSS BAXTER

Good day to Area One-

By the time you get this, winter will have a firm grip on the Northeast. I hope you all had a wonderful holiday and want to wish you a happy New Year. While waiting on the spring activities, it is an excellent time to reflect on maintenance and updating our cars as well as our knowledge of NARCOA operations. I would encourage all of you to visit our website and just start clicking and reading. There is a lot of information there that is very informative as well as interesting and useful. Take a snowy evening to read the policies, operations manual, and become more familiar with the rule book. The JC Policy is in the process of being updated and is currently in review with our attorney. Hopefully it will be ready for the next issue. Remember an educated member is a safe member. See you on the rails after the thaw.

Ross Baxter

AREA FIVE



BILL DELMAR

It's December as I write this, but it will be 2020 when you read it. I hope everyone had a great Christmas and New Year. Now is the time to do maintenance and get your motorcar ready for this year's runs.

There were three runs on different railroads in Area Five during the Fall- Autauga Northern, Ogeechee and St. Marys. Congratulations to Bert Burrell, Elba, AL, who was mentored on the Ogeechee RR.

Area Five welcomes eight new members: David M Antoniak, Clearwater, FL; John Staton Atlanta, GA; Mike D. Floyd, Pensacola, FL; Mike McNerney, New Smyrna Beach, FL; John Richard, Fort Myers Beach, FL; David Kirkland, Panama City, FL; Zandra Overstreet, Newington, GA; and Paul Bruha, Howey In The Hills, FL.

These folks bring the 2019 total for Area Five to nineteen, while only eight members have let their membership lapse.

Several of the new members were a result of the *Wall Street Journal* article.

Remember that effective Jan 1, NARCOA dues are \$40, and the Insurance fee for a COP is \$75. It is also time for ECs to renew their certification by passing a new online test.

Bill Delmar

AREA SIX



DALE BRIX

As I sit here writing this article, the new year is just around the corner and I can not wait for spring to get here. The two-page spread in the *Wall Street Journal* was a big boost to NARCOA, in membership and letting the general public know all about our great hobby. At this time I would like to welcome new members Marty Flicek, Bernard Rubeis, Michael Scheck, Kirby Olson, Chris Ernster and Carl Zachmann.

In January and February, I will be working with three railroads in Illinois in hopes of getting permission to hold excursions on their railroad. Past President Bob Knight and EC Dave Otte

are working with railroads in central Wisconsin.

One of the hot topics at the annual meeting in September was turntable safety. Not only were there turntable failures, there was accidental turntable activation while going down the track. A committee was established to study this safety issue and put some new recommendations together and report back to the board of directors. In the near future you will be learning more about turntable safety.

Our hobby is growing and the future looks bright for NARCOA. So long,

Dale Brix

AREA SEVEN



CARL SCHNEIDER

I hope you all had a great holiday season and are anxiously waiting for the 2020 ride season to begin in a few months when the weather improves. It will get warmer! The First Iowa Division finished the season on a positive note with no incidents to report and that is all thanks to our members who

take safety seriously and operate accordingly. Let's continue our safety record into 2020!

Our motorcars have been put away until the 2020 excursions start up. This is a good time to take care of any maintenance issues that may have popped up during the year while they're fresh in your mind. Check those brakes because shoes do wear during the season and re-adjusting might be in order. Remember, good brakes and paying attention to the cars in front of you are your first line of defense to avoiding rear end collisions.

EC's have a big job in setting up the excursions and it's important that everyone listen to and follow all of their instructions completely before and during the rides. This will save time and keep the excursions on schedule. If the paperwork is sent to you ahead of time, follow the instructions provided by the EC and print off any waivers as required and have them filled out when you arrive. If inspection forms are included, check your car at home and fill out the inspection form accordingly. The operator is responsible for the safe condition of their car. If mentoring is required, advance notification must be made to the EC in charge of the ride so a mentor can be arranged. Just showing up and expecting to

be mentored does not ensure that you'll be mentored that day and you could miss the ride entirely.

Three new members were mentored on the COLT ride at Columbia, MO back in October. They are Larry Burch of Aldrich, MO, Steve Meek of Carthage, MO and Kevin Love of Dadeville, MO.

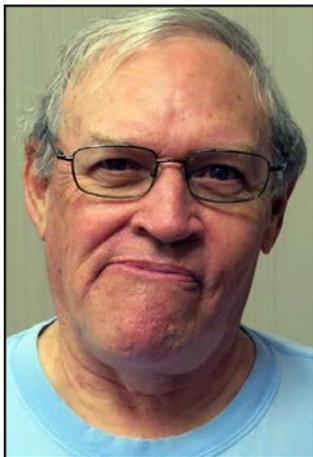
I've just received word that Max Folkerts from Allison, IA passed away on Dec. 5th. He leaves behind his wife Marianne and his many friends of the First Iowa Division. Max was an FID member for many years and rode several excursions with us in his CN MT-14 with bright red CN colors. He will be missed.

I hope to see many of you on the rails soon.

Carl Schneider

AREA

EIGHT



JOHN BROWN

Fellow NARCOA members

This fall I thoroughly enjoyed going to Elkins, West Virginia for a John Gonder excursion.

I am a modeller in HO of the Thurmond area, so it was nice to see it 1.1 scale again. The run was great, and we had a different schedule for this year. The group left Elkins after the Salamander and we returned around 6 pm at night. With the late arrival there were a lot of deer and turkeys to view near the tracks and some deer were too close for comfort.

It was great to see Brian Davis and his wife Ann, as well as Jamie Haislip. Gary Smith, whose article I enjoyed in The SETOFF a few months ago on how he brought his new speeder back from the west coast to the east coast also attended. I got see Brad Kehrer, Chuck Badger and his wife, Rob Piliagian, Bobby Peoples and Eric Clark whom I met at last years Board meeting when Eric accompanied John on his being nominated for the Hank Brown Award. Thanks to John and Eric for another wonderful weekend in "Almost Heaven West Virginia".

As you look forward to this year's excursions, remember to look forward to the motorcar ahead of you. A rear-ender could possibly be the end of an excursion for you and the people you hit.

John Brown Area 8

AREA

NINE



LELAND STEWART

Greetings to everyone in Area 9. As we rolled through the holidays many of our motorcars have been put away for the winter. This is a good time to do any maintenance or repair. However, even though the winter is upon us, there are still some opportunities to run.

There have been a number of good runs this fall. Drake Rice of Oklahoma Railway Museum held a run on the A-OK RR in October with 9 cars attending this scenic run. In November, Drake had a 2-day run on the FarmRail RR with the rare opportunity to run north out of Clinton, OK. Railroad Partner's Inc. hosted their annual fall run out of Llano. Some new trackage was opened up in Eastern Colorado with the Rocky Mountain Division's run on the ex-MoPac Towner Line.

The winter still holds some opportunities for excursions in Area 9. In January, on the 18th, Heart of the Heartlands

will host an excursion on the Stillwater Central RR out of Stillwater, OK. On the weekend of February 29 and March 1, Railroad Partners, Inc. is running their annual excursion on the Border Pacific RR near Mission, TX. All of these are great runs and will allow you to avoid the winter doldrums and keep running your motorcar year-round.

If you haven't done so yet, check out the November 18 issue of the *Wall Street Journal* article about the motorcar hobby and NARCOA. This is a great promotion of our hobby and NARCOA and has already generated a number of new member requests. Kudos to Bob Knight and his NARCOA PR team for getting the word out.

I would like to welcome the newest members in Area 9. They are Mike Smith of El Dorado, KS, Bruce Yelen of Boulder, CO, Charles Prince of Eads, CO, Charles Rice of St Louis, MO, James McDonald of Jacksonville, TX, and James Trimble of Houston, TX. We all look forward to meeting you on the rails.

Finally, I would like to extend my sincere thanks to all of you for your continuing support to the hobby and to NARCOA. I wish all of you a Happy New Year.

Leland Stewart

AREA TEN



BILL ANDREWS

NARCOA Northwest! I am giving you a challenge for the rest of the chilly winter and into spring. Let's use these cold, snowy, foggy, rainy days to come up with some great ways to lure new members to our hobby!

Think outside the box—invite some card playing buddies, coffee drinking neighbors, church friends, work friends, etc. to join you in learning about our hobby. Perhaps your local Historical Society would like to broaden its focus by including historical railroad equipment and its role in your geographic area in one of its presentations. Visit the local model train enthusiasts, show them there is life beyond the tiny tracks! Also, foamers can find out there's a new dimension to rail travel.

Spend some time with the curious guys in the parking lot who want to know what you do when the train comes! Nancy and I recruited someone who

grew into a very active operator in a McDonald's parking lot in central Oregon. Also, a young man, along with his father-in-law, watched seton/setoff at my Coos Bay run, asked many questions and are now the proud owners of a motorcar; they will be mentored this spring. I'm fairly certain I recruited a couple on our 6-day Amtrak trip to and from the annual meeting in Chicago!

Get prepared by making some inexpensive hobby/business cards with a motorcar photo, NARCOA website and your contact info that you can give to interested bystanders. Carry a couple in your wallet or purse and be ready to pass them out.

Opportunities are there... you can also create them. Visit your schools, ask questions to see where you can integrate into the curriculum, especially from the historical view. Do a static display at a train show, work with Operation Lifesaver in schools and businesses. Be a participant in local events, parades, county fairs.

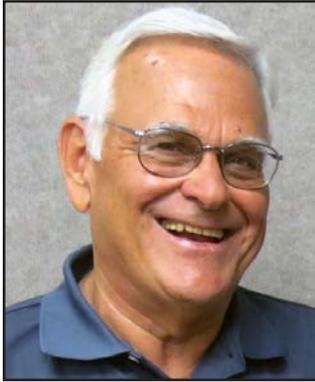
Convince your local newspaper that NARCOA is THE place to be, the coolest hobby ever—let them know you are ready to be interviewed. If there is a seton near your area — and in a safe location— invite the curious to observe, maybe enjoy a short jaunt. Hands on works great!

Once you are involved in the process, you will feel proud you contributed to promoting our hobby and to keeping it thriving!

See you on the rails —with your new recruits!

Bill Andrews

PR



BOB KNIGHT

“All Aboard, with NARCOA...A Trusted Choice” This is the title and new theme running through the next new booklet publication to market our great organization. As your newly appointed “PR Chairman”, I am happy to report that the preliminary copy is being developed in preparation for the next ASLRRRA convention taking place in Grapevine, Texas, May 2nd through the 5th, 2020. It seems like a long way off in the future, but time has a way of traveling fast when there are so many hoops to be jumped through. The booklet is being designed to tell our NARCOA story to new host railroads and incorporates their railroad language and terms. The booklet also has a two-fold design. First, being

for the national conventions and second, for our great team of excursion coordinators (EC’s) usage when they contact and promote a positive conversation with railroad management for a possible excursion. On another ASLRRRA convention note, we have secured a double booth in the convention expo area this time in the middle of the display area for better exposure to promote NARCOA. The booth will again make good use of the backdrop that member Gary Smith designed for helping to display a motorcar and also following his advice to use red carpet to make the motorcar on display “pop” to the convention participants. Keith Mackey has been busy developing a listing of our current host railroads and Keith Knowlton now has a publication listing the railroad management for us to contact ahead of the convention. Member Steve Heir has been working with his son-in-law to develop a new video to also display the NARCOA story on the TV monitor being used in our booth. Also thanks to John (Boomer) Schmidt for helping to develop the booklet copy. As the months develop, the PR committee will have more to share as plans have been developing in a positive direction to promote NARCOA in the *TRAINS* magazine coming this spring, 2020. It was also quite an

adventure to have NARCOA so well promoted in the November 18th, 2019, issue of the *Wall Street Journal*. Who would have predicted that 20 plus readers would join NARCOA???

Bob Knight, PR Chairman

BIENNIAL EXCURSION COORDINATOR TESTING IN 1ST QUARTER 2020

All NARCOA certified Excursion Coordinators must pass a written test during the first three months of 2020 to retain their certification. The NARCOA Board directed this action at its annual meeting in September of 2019.

This test is the second biennial test for EC’s. The first was in 2018. The 2020 test will be like the 2018 test and will use the same online testing system.

The purpose of testing EC’s every two years is to ensure that all EC’s have a good understanding of the current policies and procedures for safely conducting NARCOA excursions.

All certified EC’s and EC’s in training for certification will receive an email with the link and password for the test in January. Testing must be completed by March 31, 2020.

Dan Page, Operator and EC Qualification Test Manager, at dan.h.page@gmail.com, will be happy to answer any questions you might have about the biennial EC testing process.

BE SAFE BY FOLLOWING CAREFULLY

BY BOB BERTEKAP

It was pleasing and reassuring to read Brian Davis' update in the last issue of the Setoff, as he mentioned that rear-end incidents were on the decline after a recent upward trend. I know that there has been a specific emphasis on following distance during the safety meetings of the excursions I have attended lately, and it appears that such reinforcement of the subject is starting to pay dividends.

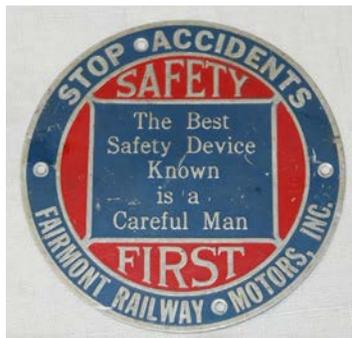
The question we all have to continually answer while operating is "what is the safest following distance?" After all, as I often have to explain to people not familiar with our hobby, we cannot steer our way out of a problem. Our rulebook guides us by mandating we follow at a distance that will allow us to stop within half the distance to the car in front of us. This comes from the rule covering restricted speed – defined as a speed that allows stopping at half the range of vision short of any on track equipment or other problem. You may wonder as to why restricted speed specifies half the distance, but when you consider that equipment might also be travelling towards you the reason becomes clear. What then also becomes obvious is that if we are truly operating according to the rule, there is absolutely no reason for a rear end collision to occur.

Note that restricted speed, and thus following distance, is circumstantial. It varies depending on rail conditions (dry vs. wet rail, greasy rail, steepness of grade) and motorcar conditions (condition of brake rigging, weight in car, towing). It is good practice to continually monitor braking conditions during a run. When first starting out, do a brief brake test to make sure everything is in order with the car in actual service. While running, take advantage of a nice, measured

stop to briefly push harder on the brake lever to see how the car responds. Better to find out that your car WAS about to start sliding rather than find out later that it IS sliding into the car in front of you! When you know how fast your car will stop you will know your following distance is at least twice that - never less.

That covers how close is too close, but how far is too far? While it may first appear that a larger following distance is always better, safety issues creep in when it becomes too far. Losing contact with the car in front of you denies you of the information it can provide. The display of a flag, or illumination of a brake light, provides you with a valuable warning that there could be something to watch out for ahead. An agricultural crossing, a deer or other animal, ATV rider, maybe even a slow order you did not realize was coming up – all things that are hard to see, but yet are easy to pick up with the extra warning you get from the other car. Grade crossings also tend to be safer when cars are in a steady parade. Drivers are often happy to wave us along and watch the show (but of course never assume and always be ready and able to stop), but a large gap in the line makes them uncertain and impatient, increasing the risk of the crossing. It can mean the difference between a safe, measured crossing and a true test of your stopping distance.

Determining the safest following distance is a matter of situational awareness. Remain far enough behind to safely stop within half the distance, but do not stray so far back to create a break in the consist. And always pay attention – there is no following distance that can safely account for a distracted operator. Safe travels!



FALL ON THE COLUMBIA BASIN RR

BY ROGER FARRELL

We arrived in Othello, Washington Friday afternoon, September 6. The seton site was a little obscure, and it took a couple of tries to find it. It was also a bit challenging as it was not paved, and simply ballast up to the rails. We all muscled through it and the railcars were ready to go for Saturday morning. Kudos to EC's Bill Taylor and Bryan Adams for enduring a longer seton process.



EC Bryan Adams leads the Pack near Othello

Following the safety meeting Saturday morning, we departed for Warden, on to Wheeler, and then Schrag first using historic Milwaukee Road rails and then Northern Pacific lines. The day was hot and, in the afternoon, a bit muggy. Steve Paluso and his wife Barbara generously donated cooling towels, one to each motor-

car. They worked very well and helped stave off the heat. Thank you, Steve and Barb! The arid landscape must be good for cattle, as we passed numerous grand scale cattle operations. I have traveled through Othello many times, but never realized how big the cattle industry was here. Once again, traveling by rail through the countryside gives such a different perspective on things. After several turning moves, we returned to Wheeler, and took a short lunch break in the shadows of some old speeder sheds before we headed back to Othello.

We had thunder showers Saturday night and a fair amount of rain; Sunday provided vastly different weather. We closed the side curtains several times because the wind was chilly, but it did gradually warm up in the afternoon. Following the safety meeting, we first headed north to Warden, turned, and then headed south to Connell. The trip to Connell was pleasant with more agricultural lands. The descent into Connell from the high ground was fun as we followed the canyon walls on a one percent grade. We were able to view a couple of BNSF unit trains below us. We turned quickly at Connell and headed back toward Warden, and then Othello. A railroad employee operated a drone and took some video of our return trip. Perhaps we will have access to it in the near future. The railroad was very friendly and accommodating. The setoff went much smoother and faster than the seton as someone provided some long 2 x 6 lumber. We laid them 90 degrees to the rails, raised the



Motorcars on the move through Warden Junction

smaller cars with the turntable, slid the lumber flat under the wheels, and across the tracks. We then lowered the cars and rolled them off to the hard pack. Genius! Thanks to EC's Taylor and Adams for getting us access to the track and also to the operators who chipped in with help as needed. It was a great weekend!

-GETTING TO KNOW NARCOA- AFFILIATES AND THEIR FUNCTIONS

BY DAVE VERZI

As part of the NARCOA educational series of articles, the following information will provide details associated with the NARCOA affiliate program and description of the role of the NARCOA affiliate administrator, a role that I have filled since program inception. There are three documents of note that regulate affiliates that will be referred to in this article. Those documents are the NARCOA Bylaws, The NARCOA Policy Book, and the NARCOA Operations Manual.

A NARCOA affiliate is the actual entity that hosts the excursions which you, as a NARCOA member operator, travel on. The program, and administrator position, was implemented in 2001 by the Board of Directors to establish that NARCOA affiliated groups would be the mechanism to negotiate and host rail events for NARCOA members. A recognized affiliate is essentially a member of NARCOA and can be an individual or a group. The NARCOA Bylaws provides the definition of affiliate membership in Article 11. The affiliate provides the mechanism to transact the business process associated with excursions.

The Operations Manual Section 2.05 defines the supervisory responsibility that the affiliate has in operating its excursions. It is important to note that NARCOA does not regulate the type of business entity that an affiliate is, as they can be non-profit hobby or educational, limited liability corporations, or corporations, as a few examples. Regardless of the type of entity, affiliates support the NARCOA community in that most of the funds generated in association with affiliate sponsored events go toward the costs and fees associated with running excursions, and frequently affiliates are the means to fund additional activities such as NARCOA's

participation at rail industry events to promote the NARCOA organization and goals. The Operations Manual, Section 4.03 otherwise provides general guidance in affiliate financial management. The Operations Manual, Section 6, address



territories and the process for when an affiliate wishes to operate on the host railroad of another established affiliate. The affiliate administrator may provide guidance in any dispute resolution.

When there is an individual NARCOA member who decides to operate as a NARCOA affiliate under their own individual membership, a second NARCOA membership is not required. The NARCOA sponsored insurance coverage the individual operates under will also cover their affiliate related activities related to hosting excursions. When there is a group who wishes to establish themselves as an affiliate, a NARCOA membership for that entity is required, and insurance is extended as an option to provide excursion related insurance to the affiliate. In the NARCOA Policy Book, Section 1, provides in detail the process of establishing the definition and process of becoming a NARCOA affiliate, and the role of the affiliate administrator. After the initial approval process, the affiliate administrator may grant temporary privileges for the affiliate to host excursions until formal review and approval by the NARCOA board at the annual meeting.

The process of affiliation does take some time

to implement, is interactive, and typically there is correspondence between the applicant, area director, and affiliate administration through the process. To become a NARCOA affiliate, the affiliate administrator is contacted by the prospective affiliate, and in return, the application will receive an emailed application package to complete basic information. Guidance is provided related to operating within the NARCOA community and insurance program. Associated prospective affiliate documents are reviewed for any potential conflict with NARCOA policies.

At the annual insurance and membership re-

newal time, the affiliate administrator will receive the affiliate renewals and enter and update their data in the NARCOA NED data base. This task is routine as opposed to the initial application process.

Additional details involved with affiliate coordination may be found in reviewing the details contained the above document references. The documents are all available via document links off the NARCOA web site.

There are presently 22 NARCOA affiliate members for 2019.

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.*

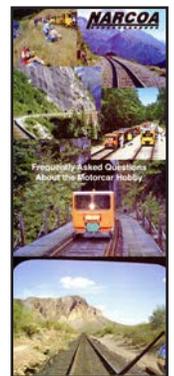
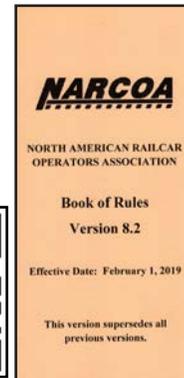
NARCOA Items STILL AVAILABLE at our on-line store include:

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



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

2019 Rulebook
Version 8.2 \$5 +shpg.
Carry one with you!



NARCOA

Safety Tee 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.



HOW DID YOU GET INTO THE HOBBY? A NEW MEMBER'S FIRST 16 DAYS

BY LINAS MASTIS

As one of the newest members of the NARCOA family I am honored to have the privilege of sharing the story of how my involvement came about. In the middle of October, I was involved with repositioning a yacht from the Great Lakes to Fort Lauderdale for the winter months. Due to an approaching storm, we were forced to stop in the Portland, Maine harbor to wait out the weather. During those five days of sitting put I got antsy for something to do. My wife, who has a “real job” and was not traveling with us but knows my interests well, did some internet exploring and discovered that the Seashore Trolley Museum was located in Kennebunkport only 45 minutes away by Uber.

One of the track demonstrations happened to be of a rail car owned by Jon Miner. I am so grateful that the weather did not deter him from bringing his speeder to the event.



Big smile thanks to John Miner



As luck would have it, the museum was hosting a members-only open house on October 12 featuring rides on their many trolleys and other demonstrations. Of course, I became a member in order to enjoy the festivities. It was a cold, drizzly Saturday, but not bad enough to dampen my spirits or affect the event. In fact, the few times we dodged raindrops taking cover in the museum itself gave me an opportunity to delve a little into the history. I highly recommend a visit to all railcar enthusiasts.

He was generous with his time and patience not only in answering countless questions from the curious crowds but also giving rides to share this remarkable experience of riding the rails. I probably asked more than my share of questions about railcars and the hobby, yet he was very patient and informative. With my request to get more information, we exchanged contact details. A few days later, on Tuesday October 15, he sent me an email with three website links: one to narcoa.org, the second to rail-speeders.com, and the third to cottonvalley.org, (Mr. Miner's local NARCOA affiliated railcar club). If not for this relatively chance meeting, I probably wouldn't have discovered this very well-organized group of railcar enthusiasts.

As a kid at heart, which was pounding with enthusiasm, I immediately turned to the advertisement section of the NARCOA website and within minutes found two railcars that caught

my eye. Being “old-fashioned” and not afraid of the phone’s original purpose, I called for the first one in California offered by Mr. Dorman, only to find out, to my dismay, that it had just been sold and picked up on Tuesday. My second call went to Phil Strine, a long-time NARCOA member, located in Georgia. Luckily his car was still available, and I was thrilled to hear of all of the TLC it had undergone, however, my exuberant enthusiasm to make such a purchasing commitment set off a red flag with the seller, who questioned if I was a real buyer. Apparently, in the last several months some members had fallen victim under some scams from false buyers and, although Phil was very kind and patient, he was leery to proceed with the sale unless I was verified as a member of NARCOA. Fortunately, NARCOA has a well-organized website and a very responsive leadership. I quickly became a NARCOA member on Oct 17th, downloaded and read the informative rule book and operations manual. On Sunday night Oct 20th I took the NARCOA operators online written exam, administered by volunteer member Dan Page and passed it! Now I had a membership number but learned that I also needed insurance and to be mentored before I’d be able to participate on an excursion. First things first, I was still working on acquiring a railcar.

The railcar I was looking at had no radio in it, so I called Tom Phair in California (from a classified ad on NARCOA’s website) on Oct 21 and ordered a pre-programmed Motorola radio. On that same busy Monday, I called the director of region two Mark North, as well as of region three (my region including Michigan) and spoke to Brian Davis. Being a young cub to the hobby, I received extremely useful information on my quest to participate in the upcoming Sunday Oct 27 excursion in mid-Ohio. The excursion coordinators Jaime Samuel and Ted Poesse were exceptionally kind and extremely helpful.

I also scrambled to get insurance. I contacted Michael Ford in Indiana, who is the volunteer that coordinates NARCOA insurance for its members. He advised me that it was unusual to grant insurance at such a late date in the year, since it will still expire at the end of January, and I would have to renew it at full premium again with the entire membership. Nonetheless, I managed to convince him with my Fed-Ex’d application and am extremely grateful for his professionalism and expedience. By Thursday, October 24, I had my policy number. My wife and I planned to pick up our new speeder on Saturday Oct 26 in Georgia and, on the way back home to Michigan, to participate in the second day of the mid-Ohio excursion in the hopes of being mentored, which, I found out, is taken very seriously in the interest of truly promoting safety.

Being a very new member of the NARCOA family and still not having met anyone face-to-face, I was an unknown and the recommendation was to come to the event as a guest of NARCOA members Mr. and Mrs. Poesse and ride along in their Beaver-8, which is a spectacularly gor-



geous large speeder propelled by a Caterpillar diesel engine. I would call it a dream machine: it even had air-conditioning (which we didn’t need to turn on this late in the season, but an enviable feature for hot summer months). I was

as excited as a kid in a candy store! I couldn't believe my ears at such a welcoming invitation and excitedly said "thank you, thank you, thank you, I'll be there".

On Friday, Oct 25 my wife and I drove 13 hours down to Georgia to pick up our new speeder. The seller Phil Strine, and his kind wife Karen, were unbelievably warm and generous with

an early morning set-on. What a great group of members! We learned more than one could read in a book looking at the various trailers and specialized rail systems as well as the variety of rail-



cars. Jaime Samuell, the EC, brought his Mini Cooper converted into a rail car as the lead car for our excursion. Yes, it was red, head-turning gorgeous, and definitely an attention grabber!



their time and information. We spent over 10 hours going through all the features of the car, its operation and maintenance schedule, as well as adding rails to a trailer that I had borrowed. Although Phil parted with a railcar filled with many memories, we promised to keep adding to the list of adventures for this Fairmont MT-14, and that we would surely meet again on the rails.

Heading back to Ohio, the long, rainy drive went by quickly and we found ourselves at the scenic Hocking Valley Railway's Nelsonville depot at approximately 5:45 in the morning. Yes, we drove all night. Soon members started filling the parking lot with their trailers for



Ted and Rita Poesse were extremely generous in sharing knowledge regarding the hobby. The ride was on a spectacular fall day with beautiful scenery, which only reaffirmed for us that this was an amazing hobby allowing us to explore the glory of rural America. After the event both of the EC's were kind enough to take a look at our newly acquired speeder to see if it needed any attention prior to our first excursion with it. Fortunately, they both gave it a thumbs up. Now all we needed was to be mentored. Part two next issue.



HOW TO SET GAUGE AND ALIGNMENT

BY MARK SEIDL

I am doing a ground up restoration on my Fairmont MT-14-L Milwaukee Road #8035 motor car, and the next step was to set gauge and align the wheels. In everything I read, I didn't find any mention of a tool being used to set gauge. So, I made one allowing me to set my gauge and alignment with one simple tool, all by myself. This method will help you achieve a motorcar that rides safely on the rails without hunting.

First, make sure that the frame is straight, measuring back to front, left to right. Then measure diagonally, left front to right rear and right front to left rear. When those are right, you'll know you have a frame that is square. Then measure center to center on the axles, and they should be parallel. Adjust the frame and location of the axle bearings as needed. Starting with a frame that is straight and square will make the remainder of the restoration that much easier.

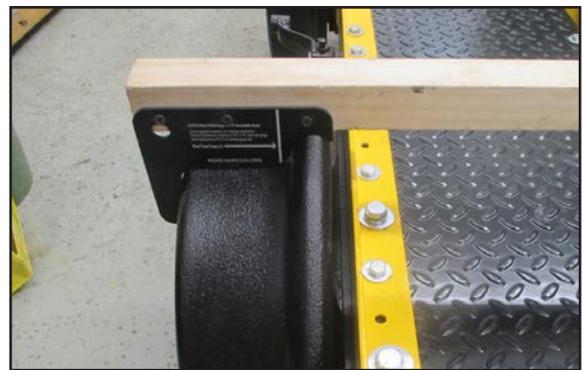
Now came the time-consuming job of installing new insulator cones on the wheels and in turn setting the gauge of the car. Working by myself a majority of the time, I had to come up with a way of measuring gauge, as this measurement is critical. Even with 2 people and using a tape measure and the profile gauges, how accurate can that measurement be? The tape may flex just a little bit giving a wrong measurement.

I have a pair of the NARCOA wheel profile gauges and found a straight piece of 2x2 wood about 60" long. You can also use a straight piece of metal or even a 6' level. Just make sure whatever you use is STRAIGHT and rigid! I took the two wheel profile gauges and securely mounted them to the piece of wood. The profiles have the gauge line marked on them and was recommended by Fairmont to be set at 56 1/4", or approximately 1/4" under gauge. Make sure the flange part of the profile clears the wood/steel.



Wheel profile gauge attached to 2X2

I bolted up the wheels to the hubs, installed new insulator cones on the axles, installed the wheel/hub assemblies and tightened up the axle nuts on each side. Using the gauging tool, I measured the gauge and found it to be off about a 3/4". By sanding down an equal amount off both insulators on each side, I was able to get



the gauging tool to fall right on each wheel flange. Double checking measurements, which others have used to set gauge on their cars, this method was very accurate! The measurements

used are 59-1/2" outside-of-hub to outside-of-hub. The other measurement used to check gauge was outside face of wheel to outside face of wheel. Fairmont recommended 1/4" under gauge at 62 11/16" face to face; mine measured 62 9/16" or 1/8" less than recommended.

Next, I made sure all the wheels had the same distance between the back of wheel and the frame. I tightened up the thrust collars on the axles so the axles didn't slide. Using the straight piece of wood, I held it up to the face of the front and back wheels. I needed to make sure it touched each wheel in two spots. These



are marked on the photo above as X and Y. By rotating the wheels several times, you can make sure the alignment is consistent. If it doesn't touch on all 4 places, you may have to loosen up the thrust collars and slide your axle in or out to get them to touch. Once you have one side done, check the other side, if all your measurements were identical front to back, the other side should line right up using your straight-edge! Make sure all your thrust collars are tight and secured with safety tie wire.

Using the simple tool, my car is now safely in gauge and properly aligned. I can't wait to get it out on the rails!

NARCOA BOARD OF DIRECTORS NOMINATIONS ARE OPEN

FOR ODD NUMBERED DIRECTORS

The success of any organization depends upon having good leaders in key positions. In 2020, NARCOA will elect Area Directors for the positions listed below. Incumbents are automatically re-nominated unless they decline.

Any active NARCOA member can nominate another active member in their Area who they think will do an excellent 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 April 1, 2020.

Please send me your nominations either by e-mail at dan.h.page@gmail.com or to:
NARCOA Elections
6432 Mukai Court
Huntington Beach CA 92647

Positions to be elected:

- Area 1 - CT, MA, ME, NH, NY, RI, and VT
Incumbent: Ross Baxter
- Area 3 - IN, MI, and OH Incumbent: Brian Davis
- Area 5 - AL, GA, FL, LA and MS Incumbent: Bill Delmar
- Area 7 - IA, ND, NE, and SD Incumbent: Carl Schneider
- Area 9 - CO, KS, MO, OK, TX, NM and UT
Incumbent: Leland Stewart
- Area 11 - AZ, CA, HI, and NV Incumbent: Steve Paluso

Dan Page
Nominations and Elections=

SEALING TRANSMISSION SHIFT RODS

BY TOM SOPCHAK

If you are like me, you don't care for the transmission oil leaking on the garage floor, over your engine or wiring. Others have shown how to seal the bearing that goes through into the bell housing, but what about the oil that gets out around the shifter rods?

The gear shift *levers* attach to gear shift *rods* that go through the side of the transmission case. The gear shift rods slide through Oilite bushings that are pressed into the transmission housing. Oil splashes up onto the gear shift rods and the oil ends up running down the rods and out of the case and all over the side of your engine area. There is nothing inside of the bushings to keep the oil in the transmission. Here are two ways to correct this situation: Method One adds O-rings inside the bushings, Method Two add seals to the transmission case. Both of these methods were devised by others; I am grateful for their expertise.

Ok, I will tell you up front that the space inside the tunnel is very limited. I do not know if you will be able to utilize either upgrade to fix the trans oil leaks without removing the driver's side of the tunnel. The alternative is to remove the transmission. In method 1 you need room enough to remove the gear shift slide rods; with method 2 you have to have room enough to insert a tool over the ends of the gear shift slide rods.

Method One: replace the Oilite bushings with ones having O-rings

The original Oilite bronze bushings that your gear shift rods go through have a smooth internal bore, left bushing below. You need to have a groove turned into new bushings to accept O-rings. The bushings are 0.812"OD x 0.625" ID x .75" long. The Oilite part number is AA810-10B, the McMaster-Carr part number is 6391K253. Groove is 0.723" x 0.085" wide O-ring size is 01-016

You will note that I had 2 grooves machined into the bushings on the first set I had done, right bushing in photo. The idea here was to have an O-ring that keeps the dirt and dust out, and a second O-ring that keeps the oil in. After installing one with double O-rings I felt the drag on the shift rod was too great and I removed one (the outer) O - ring.



Transmission cover with 6- 3/8"bolts. You need to remove the cover for this method. The cover holds two springs in place, so be aware before taking it off.



2- gear shift levers that need to be removed. The gear shift levers have threaded holes, and the top bolts are threaded through so be careful.

2- 5/16"bolts with 1/2"nuts The nuts need to be removed and the bolts need to be backed out of the gear shift levers in place.

Smooth bolt with 4 washers and a single cotter pin holds the bottom of both shift levers. Make note of where the washers are and put them back in the same positions during re-assembly.

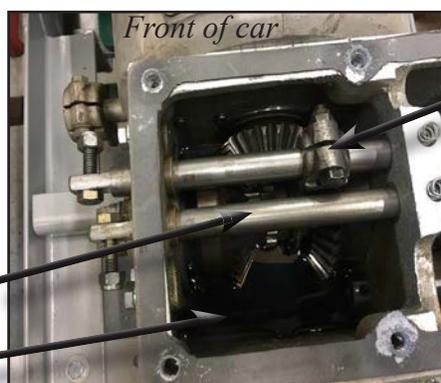


Shifting levers have been removed. The gear shift rods are going through the bronze bushings and into the transmission case.

A gasket seals the transmission cover to the housing. If damaged, it will need to be replaced.

Rear, longer shifting rod selects High or Low gear ratio

Inspect and change your oil?



Front, shorter shifting rod that controls forward or reverse gear selection. You will need to loosen this nut and bolt to remove the forward/reverse shift rod.

CRITICAL:

Don't lose these two springs or the small balls under them. They fit into detents in the shifting rods and hold the transmission settings.

Hole for ball and spring



There is a ball underneath this spring

Before you remove the shifting rods, be SURE to get the 2 springs and 2 small balls out or catch them when you slide the shifting rods out of the transmission case



Detent in shifting rod. The small ball sits in this detent to hold the rod's position

View from outside of transmission case



These are the 2 Oilite bronze bushings that need to be replaced

View from inside the transmission case.



You will need to remove the gear shift rods. That means loosen the clamp nut/bolt inside of the transmission housing and slide the gear shift rods out of the transmission. BE CAREFUL not to lose the ball and spring for each of them. Once you get the gear shift rods out of the bushings, you'll need to back the bushing out. I used a simple flat head punch and hammer. They backed right out. You could use a press or a bolt with nut and some fender washers in place of the punch. Up to you. You do NOT want to damage the new bushings that you are installing. So, pounding on them and flattening the edge out is not a good idea. You want to make sure you don't cause damage while installing them.



High/Low gear shift rod removed. Be VERY careful to avoid dropping any parts or debris into the transmission.

Original bushing- no O-rings

New Oilite bushings pressed into the case.

You can see there are two O-rings. I later ended up removing the outer O-ring as I felt it added too much drag.



Once the new bushings are installed, slide the gear shift rods back into the housing and into their associated clamps. This groove is for the bolt that goes through the clamp that squeezes and holds the shifting rod. Tighten back in place. (I'm showing the shifting rod aligned to the hole in the clamp. This rod will be inserted into the clamp and bolts.)



Detent in gear shift rod that the spring-loaded ball falls into when shifting. It is what provides the feeling of shifting and it holds the position.

Put everything back and you're all done.

Method 2: install seals in the transmission case for the shift rods.

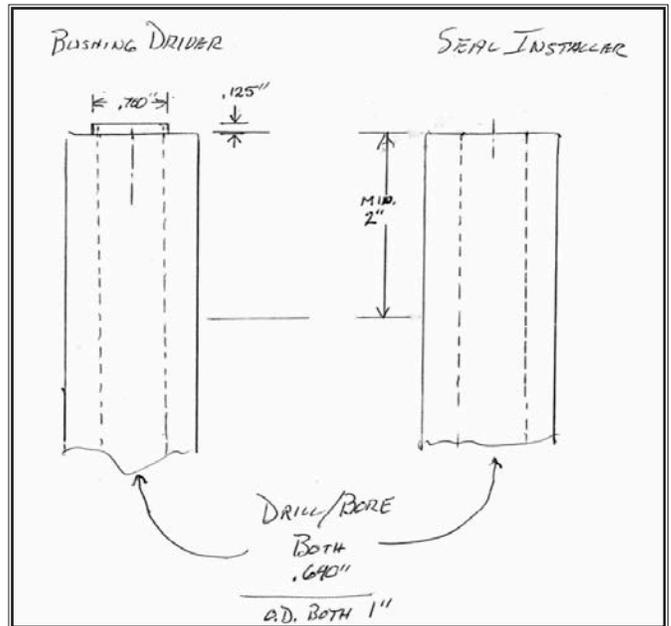
One advantage of this method of sealing the transmission shifting rods is that you don't have to remove the cover from the transmission or the shift rods. If your bushings are badly worn, they should be replaced otherwise the seals might not work. There's not a lot of flex in the seal lip due its small size. If you remove the shift rods to replace the bushings, please re-install the shift rods prior to installing the seals. If you insert the shift rods after you have installed the seals, you might catch an edge of the shift rod on the seal and rip it.

There is plenty of room inside the case for the additional 1/8" of bushing that will be inside the case. The case wall is about 9/16" thick. Driving the bushing inside the case will leave 7/16" of the bushing still in the case wall.

The suggested seal is National (Oil seal) part number 340387. You will need a pair of these; one for each shift lever.



This sketch shows two simple tools created by Dave Johnson. Mind you that these are NOT required to install these seals, but they sure make the job easier. The 0.640" drilled or bored hole in the center of each tool allows them to slip over the gear shift rods. They also provide great alignment to the hole in the transmission case.



On the black Seal Installer, the wide, flat surface fully contacts the seal so there is nearly equal pressure on it as it is driven into the bushing space. This face will also contact the case and prevent you from over driving the bushing inside the case.

On the yellow Bushing Driver, the 1/8" step controls the depth that you drive the bushing back inside the case. It provides exactly the right amount of space to install the seal.

Disconnect the shift levers at the shift rod outer ends and lift the levers out as described in Method One.

Clean the transmission case around the bushings, don't miss the debris that will be below the rods (on top of the bearing retainer). There's not much room between the rods and the retainer, so if it's dirty the installer tools won't seat properly. Make sure all debris is removed around the shift rods. The two tools must slide of the shift rods and fully seat on the side of the case.

Check for and remove any burrs on the shift rods caused by worn lever pivot bolts; a sharp edge might damage the seal lip. Slide the flat ended (black) tool onto each rod and make sure it slides all the way to the case and doesn't hit the retainer below. This is just a check to make sure everything fits and seats as it is supposed to.





Using the bushing driver/spacer tool (yellow), slide the end with the 1/8" step over one of the shift rods. Using a small hammer drive, the bushing into the case until the shoulder of the tool hits the case. This doesn't require much force so take it easy. The bushing will be inset about 1/8" on each shift rod, creating a space for the seal. If you are using a socket or other device, drive the bronze bushing only 1/8" inside the case.

This is a view of what it looks like inside the transmission case after the bushings have been moved 1/8" inward.



Note the seal on the shift rod prior to being seated.

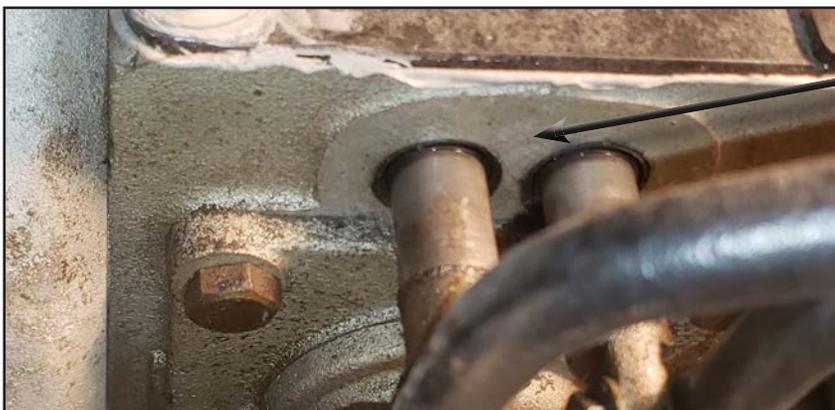


You can see the 1/8" space in the bore of the case where the seal will be located.

Since there is no pressure in the case, install the lip of the seal face out, it will act as a wiper/scraper to keep dirt out. Put a little lube on the seals (Inner Diameter (ID) and Outer Diameter (OD)) and slide them onto the shift rods. Slide them up to the side of the case.



Using the seal installer (black), slide the end with the hole over the shift rod and use it to seat the seal into the space you created with the spacer tool. The end of the installer tool is flat and should distribute the installation pressure equally on the seal. With the seal against the case and the tool against the seal, give a couple light taps with a hammer until the tool hits the transmission case. The seal should be in the 1/8" space in the case, and flush with the outside of the transmission. The National (brand) seal is rubber-covered and requires no gasket sealer/adhesive to keep it in place.



Both seals have been installed and fully seated within the wall of the transmission case. All that's left now is to reinstall the shift levers and the work is finished

It's up to you to choose the way to stop oil from leaking out your shift rods. Either way, get it done and go for a ride!

MT. HOOD RAILROAD

BY NANCY ANDREWS

It was beautiful, nippy, colorful fall day in the foothills of Mt. Hood, Oregon on the Columbia River — the perfect setting for a motorcar run with friends! It is a much-anticipated run even though we have traveled it many times. Setting out at the base of an 1,800-foot climb in a very short distance, we progressed along the Hood River through the colorful woods to a switchback, one of only five still in use in the United States. Once we were assembled in the switchback, the next stage entailed a 3.4 % grade, which happened to be wet and slippery with leaves. Never a dull moment! In the last car, EC Bryan Adams, situated himself about 3/4 of the way up where the track curves but continues to climb. From there he radioed when a car was safely at the top and another car could attempt the climb. He was also able to give an assist to those who were slipping. Our rubber wheeled motorcar zoomed right up with not a slip!



Photo by Al Fisher

Once all emerged victorious at the top, different landscape surrounded us. Huge pear and apple orchards with snow-covered Mt. Hood before us and unexpected lavender farms nestled in the surrounding valleys. After passing the busy Mt. Hood Lumber Company, we took a break in Odell before moving on to lunch in Parkdale, a thriving fruit producing community.

Unfortunately, this very scenic route used by the Mt. Hood Railway Excursion Train is closing soon as a result of business complications. Our EC Rich Wilkins, a Mt. Hood Railway brakeman and conductor for 5 years, has organized 8 excursions here. In 1908, the line was built by the Mormons to access lumber for shipments to Utah. In 2008, the line was purchased by Iowa Pacific. Rich relates it was a fun place for him to work, meeting a host of colorful characters as well as making friends. Playing his guitar, Rich hosted his own Blues Train excursions twice. His commercial plumbing career was put to use in the new locomotive facility, as well as repairing rolling stock. Plus, he was able to satisfy his previous railroad employment railroad retirement months of service agreement with them; all in all, a great experience making up trains, switching freight and loading/unloading excursion train passengers as well as making lots of friends.



Photo by Al Fisher



Photo by Mike Steiner

One of our A-car operators, Dave Klein, noticed a sheared bolt when he lowered his turntable to turn in Parkdale. Although his turntable operated correctly, he was concerned as to “how” it happened and wanted to avoid further damage and possible safety issues. After notifying the EC, he set off the rail, riding a community bus back to retrieve his trailer. The EC and Area Director, also a participant, commended Dave for his observation and decision to set himself off before being asked to do so. This fine example of constant safety awareness and attention to vehicle operation should be noted by all.

A great day, but bittersweet, as we all knew this was most likely the last excursion in this beautiful location.

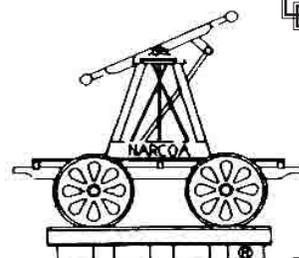
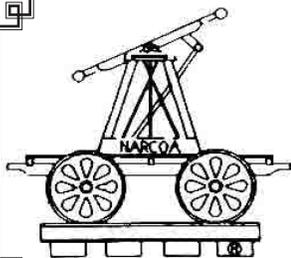
NARCOA EXCURSIONS

AS OF DECEMBER 19, 2019

Please submit all excursions and ads directly to

webmaster@narcoa.org

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



Jan 4 - CA posted 11/08

Napa Valley Wine Train

Pacific Railcar Operators. Run estimated at 38 miles. Mentoring with prior permission. Cost \$105. Limit 30 cars Details [HERE](#). Rain or Shine event. Carl Shellhorn, EC. Phone 707-695-9722 or email.

Jan 11 - CA posted 11/03

Fillmore & Western Railway

Motorcar Operators West one day run in Fillmore, CA. Est. 45 miles. Set-on 6:30 a.m. No trailers with passengers and no home-built cars permitted. \$85.00 per car. Wayne Parsons EC, or 818-631-4805.

Jan 18 - OK posted 10/28

Stillwater Central RR

Heart of the Heartlands excursion on the Cowboy Sub out of Stillwater, OK. Fee is \$40.00, Must be a Heartlands Member, for membership and ride info go to website. Trip from Stillwater to Pawnee, OK, 20.7 miles, with two round trips, one morning and another in afternoon. Drake Rice EC, 405-478-3225.

Feb 29 - Mar 1 - TX posted 11/20

Border Pacific Railroad

Railroad Partners, Inc. 60 RT miles between Penitas, TX and Rio Grande City, TX each day. Track parallels the Mexican border along the Rio Grande River. Trip fee - \$50.00. Details [HERE](#). EC Leland Stewart 210-863-5397 .

Jun 13 - 14 - PA posted 12/16

Steamtown National Historic Site

New Jersey Trackcar Excursions guests of Steamtown National Historic site in Scranton with up to a dozen of our cars representing NARCOA and you, about our hobby, and operating on their yard tracks at their Railfest 2020. EC David Sigafoose, Ken Ciparis, 732-618-4286. .

Excursions Held on a Regular Basis

Feb 1, 2020 - 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) 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. EC Frank Ahouse 229-886-4707

Feb 01, 2020 - Feb 1, 2021 - 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, 2020 - 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

FREE! MEMBERSHIP FREE!

NARCOA New Member Expansion Campaign Continues into 2020!

Based on the continuing success of the NARCOA New Member Campaign, we are going to run the New Member Expansion Campaign again in 2020. This effort is designed to encourage active members to go ‘hunting’ for new members. Please encourage folks to join NARCOA. The Membership Committee will add a membership bonus to any current member who brings in either a new member or a past inactive member in 2020.

Our active members have recruited a total of sixty (60) new members in 2019!!

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

Timing: January 1, 2020 – December 31, 2020

Reward: A **TWO-MONTH** Membership Bonus will be added to the renewal date of any active member who brings in a new member or an inactive past 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 archived former 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 rejoining.

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

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.

ThunderHill Services, thunderhillservices@gmail.com 857-302-3135 Sean McInerney. Quality brake assemblies for Fairmont A-3/4/5, M/MT-14/19 and Woodings. Oak and Pine brake blocks also sold separately. All components manufactured in New England.

Fairmont parts, majority are NOS, all OEM, no reproductions, most came from Brown Railroad Supply <http://www.anchorhockingmuseum.com/AbouttheCurator.html> or email Phil Hopper at royalrubyman64@gmail.com

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.

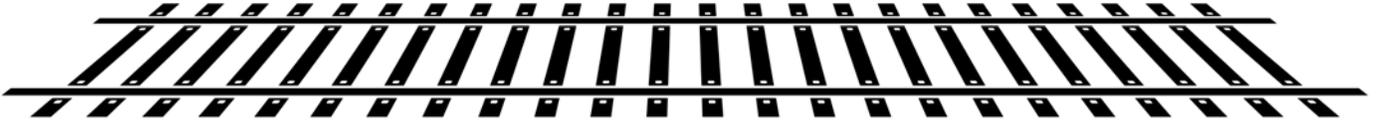
Dave Myers at: dave@redspeeder.com or 928-380-7056 MT-19 Temporary Axle splint. Fairmont transmission sprockets, and special sprockets of interest when re-powering a car with non Onan engines.

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.

SHORT LINES



NEREX excursion
on the Vermont Rail-
way on July 13-14
2019 from White
River Junction VT to
Newport VT

Photos by Mark Whipple



Safety meeting following seton,
Saturday morning.



EC Tom Sopchak walks the lineup





Lunch stop at the Fifteen-Mile



Everyone enjoyed the evening meal at Newport, VT

