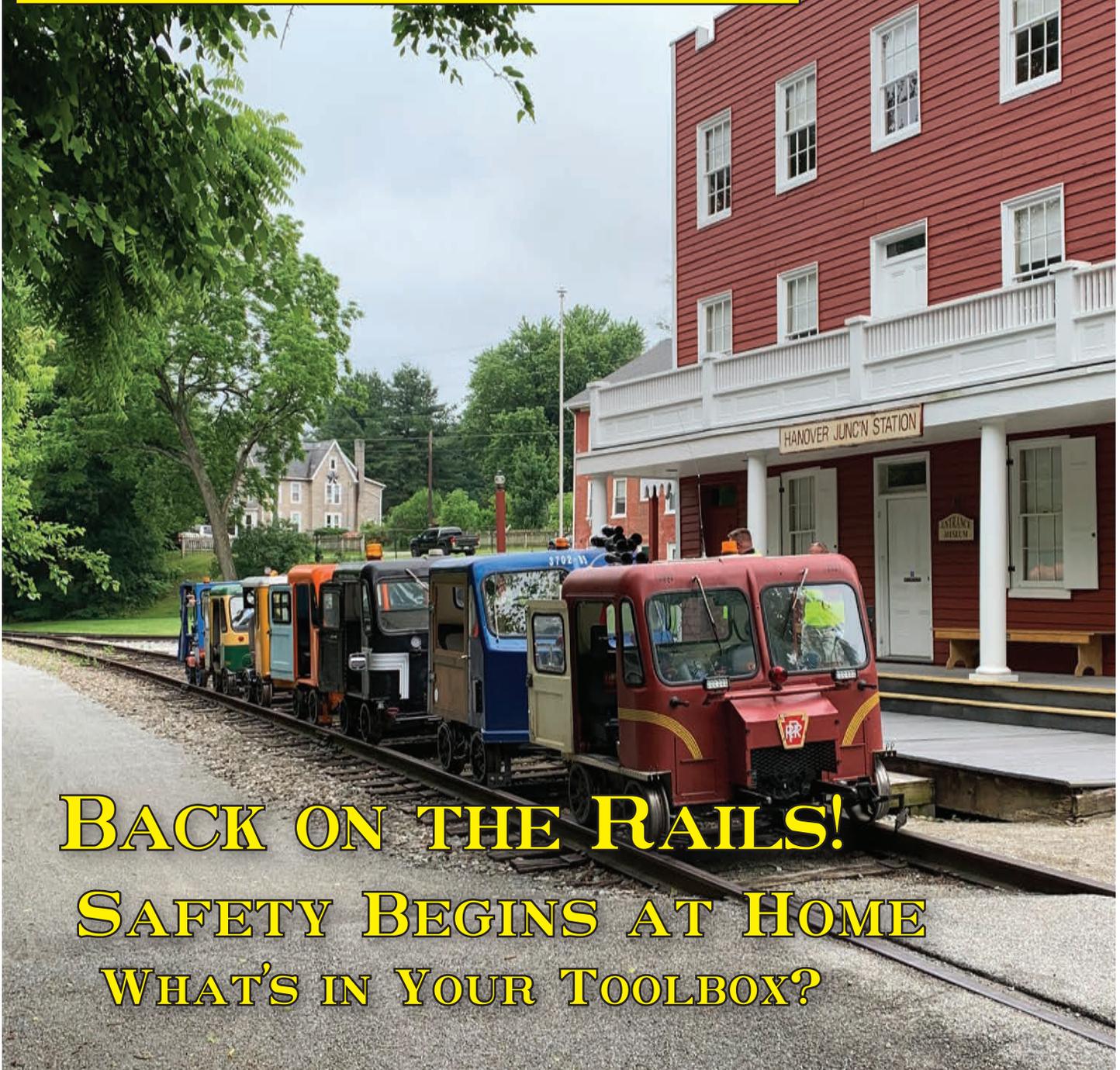
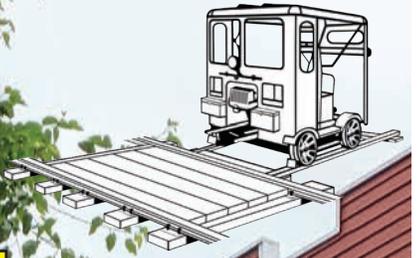


# THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA  
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION  
JULY / AUG 2020 VOLUME 34 - No. 4



**BACK ON THE RAILS!**  
**SAFETY BEGINS AT HOME**  
**WHAT'S IN YOUR TOOLBOX?**

# NARCOA WEBSITE UPDATED

## BY KEITH MACKEY, WEBMASTER



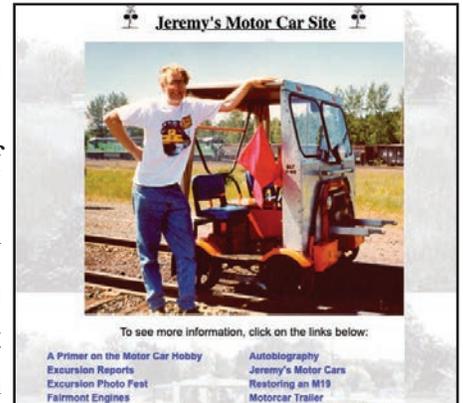
Five significant updates have been made recently to the NARCOA website to help keep you informed, educated and ready to fully participate as a member. The Documents and Forms page has three updates:

1. The complete “Policy and Plan for the Reopening of NARCOA Operations - June 16, 2020” has been added up at the top. Download and review it as appropriate as you plan your calendar.
2. The “Covid-19 Liability Release Form” is the second item on the page. It is interactive, so it can be filled

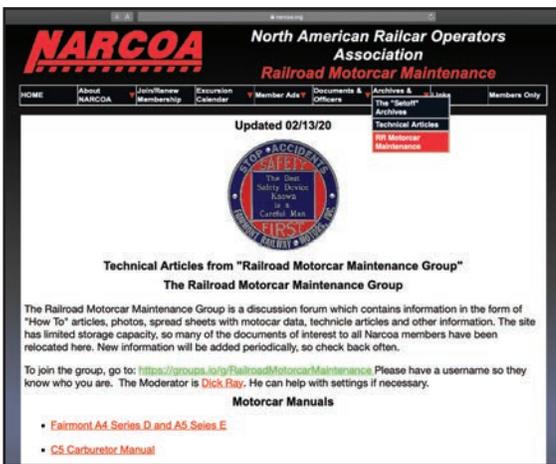
out online and then printed. It can also be downloaded and saved to your computer or device.

3. The “Judicial Policy V2.0” published in The SETOFF V34-3 has been converted into the same format as other NARCOA documents. The page and paragraph numbering format match the standard used in the rule book and operations manual.

Next, we have been in contact with Jeremy Winkworth who was an active NARCOA member in the early days of our organization. He put together a website in the early days of the web that many of us found as the only real source of motorcar information. His article “A Primer on the Motor Car Hobby” inspired many of our early members to get into the hobby. Jeremy has graciously permitted us to place his entire website on the NARCOA site intact, so it won’t be lost or moved over time. He has written a bit of an introduction for the site and it can now be accessed from our links page. We owe him many thanks as this site captures a great deal of our history as well as many “how to” articles.



Finally, over the last few months, Dick Ray who operates the “Railroad Motorcar Maintenance



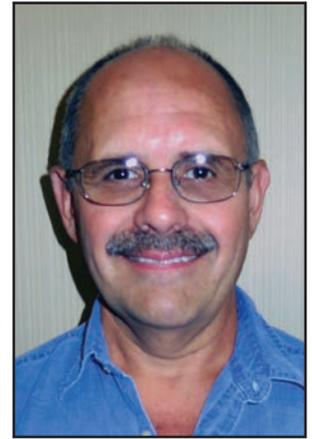
Group” has become increasingly concerned about lack of space available to his site and the possibility the site could go away with the loss of many irreplaceable documents and manuals. To solve the problem, I added a new page to our website that can be viewed by using the last item on the “Archives & Tech Info” pull down tab on our menu bar titled “RR Motorcar Maintenance”. You now have available at a click many manuals and instructional documents from his site that were not previously available on our website. Dick will continue to monitor his situation and as more documents become available, I’ll add them to this page.

I trust you’ll make use of these updates as well as the many online resources available at:

[www.NARCOA.org](http://www.NARCOA.org)

# PRESIDENT'S MESSAGE

## ROSS BAXTER



Ladies and gentlemen of NARCOA,

I know and understand that everyone is getting tired of being trapped indoors with limited access to any recreational or social activities. As the country opens back up, the board of directors has chosen to once again allow excursions. As you all know by now, we compiled a guideline policy to be used as a template for the excursion coordinators to conduct safe excursions.

This guideline contains only four requirements: masks must be worn, social distancing must be observed, hand hygiene is important, and all excursions must meet and follow all national, state, and local requirements at the location of the excursion. In addition, we do not feel that it is safe for our members to be providing rides for the public, such as museum runs etc., since they would be exposed to strangers. Please know that the guidelines were developed only to ensure that our members and their families will have an opportunity to enjoy excursions and feel comfortable participating, while doing as much as possible to keep themselves healthy. I have received only a few negative emails and have made an effort to answer them all personally. If I missed you, I am sorry. Most of the negative responses have been cleared up by now. Regarding the overwhelming number of positive responses, I thank you since it is the only pay that the volunteers on the board of directors receive.

In other news, we have gained some new members who are eager to get started within our avocation. Many of these have met all requirements and are ready to be mentored. I want to welcome you all and we share in your enthusiasm.

You may notice that there is no educational segment in this edition. I decided with so much going on that we would skip that feature and save it for the next edition. I would encourage anyone with an interesting story or a new technique for maintaining or restoring your motorcar to send it in. We could all cer-

*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



We're back on track, and I'm certainly glad to print that news. You'll see I ran a different blend of articles this issue, and even so, there are some neat technical reports you've submitted that couldn't fit in. I will get them in. Now, go out and have some fun in your speeders; we've been inside far too long.

# THE SETOFF

VOLUME 34 No. 4

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

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

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

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

Materials received by the 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](http://www.narcoa.org)

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#### ON THE COVER:

Northern Central Railcar Association was back on the Northern Central Railway and the Stewartstown Railroad on June 16. Mid-day break at the historic Hanover Junction.  
Photo by Darryl Betts

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*President's message, continued*  
tainly use something different to read. I would be interested in having someone provide some run reports from these early excursions as well. Please be safe in all that you do whether on or off the rails. Until next time,

Ross Baxter

# AREA ONE



**ROSS BAXTER**

Members of Area One,

By the time you receive this edition of *The SETOFF*, the election for your Area One representative will most likely have been decided. With that behind us, it will be time to once again look toward the future. We need new members and we need more host railroads here in the Northeast.

If you know of anyone interested in railroading, trains, restoration, mechanics, operation of machinery, seeing nature, or anything else related to what we do, please talk with them about becoming a member. The more people that we talk with, the larger we can grow our group.

If you are friends or acquaintances with anyone who works for or with a northeastern railroad, please provide that per-

son's contact information to one of the EC's over at NEREX so that they may make contact. Often all it takes is getting a foot in the door to be able to make another fantastic northeastern excursion a reality.

One last thing that you can do is to provide Robin, our editor with interesting and thought-provoking material for *The SETOFF*. He is always looking for good stories to include and having more input from our area will surely gain us additional attention. This positive attention will also lead to more members and hopefully more rails to ride on.

Thanks to all members for tolerating the pandemic relatively trouble free with regard to NARCOA. Hopefully there will be a permanent resolution soon.

Remember be safe in all you do and do your part to keep our NARCOA community safe.

Ross Baxter

# AREA THREE



**BRIAN DAVIS**

Hello fellow members, I hope that you and yours are well. As I write this article we have just seen that the announcement lifting the covid-19 related cancellation has just gone out. This is good news and I know that we all look forward to getting back on the rails, safely. Our excursions will operate differently in the future, until the covid-19 threat can be fully eliminated.

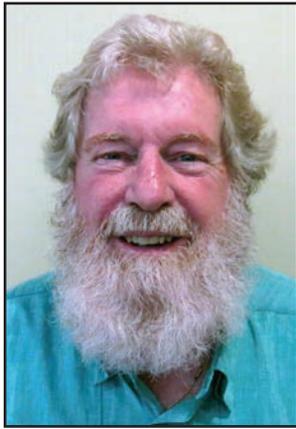
The "Plan for Reopening NARCOA Excursions" is a comprehensive document that I hope everyone reads and understands. Much of the information in this document is what we have been hearing since the pandemic started, but the key areas to note are what we in NARCOA need to do. The board has been working on this issue for a couple of weeks, and I believe that, if we follow these guidelines, we can resume our excursions safely. This will take your help, of course.

Please read the Plan document and be ready to follow the guidelines in it before you attend your next event. Your safety and the safety of those around you depend upon it.

Take care and be safe. We'll see you on the rails.

Brian Davis

# AREA FOUR



**JIM HOPKINS**

Greetings to Area 4 NARCOA members as well as the other members of the organization. A special greeting to those that are new members in our area for this year. I certainly hope that all of you are in good health.

This year has certainly not been the year that we all expected; we have all been self-contained in our homes, some have worked under very unusual conditions, others like me, may have had some employment opportunities removed from us for a period of time. Thank goodness that the employment I was deprived of is not what I depend on to pay all of my bills.

The part that most of us have missed is the social aspect of our lives; we have not been able to enjoy friends, social events and for a great many of us, our churches. My 50-year high school reunion had to be postponed and hopefully it will take place in August instead of April as planned.

The NARCOA BOD has had many challenges during this pandemic. Trying to make decisions that affect our membership has not been the most pleasant rail to

ride on so far...it certainly has not been welded rail. We have disappointed many members by some of our decisions and will certainly not be able to make the rest of the year fully replace what has been lost. Please have patience with us as we try to make sure the excursions that are held this year are conducted in a safe manner, both on the rails and as we travel to attend excursions. We want to be able to get back to a somewhat normal operation in the future if possible. We can only do that if we follow the guidelines as set forth by the BOD so that we are in good health.

Be Safe,  
Jim Hopkins

# AREA

# FIVE



**BILL DELMAR**

There is sad news to report from Area 5. Dave Buice of Locust Grove, GA, passed away on April 30th. Olga Macy, wife of member Jim Macy of Loganville, GA, passed away on April 18th. Kathy Pults, wife of Charlie Pults of East Ellijay, GA, passed away on May 1st. We will miss our friends. Please think of them and their families.

Welcome to new members James Bourgeois of Raceland, LA, and Raymond Stewart of Jasper, GA.

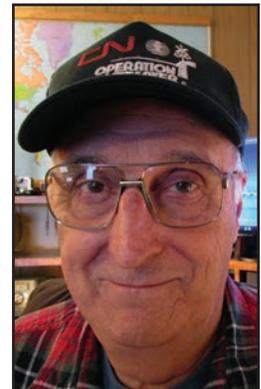
Raymond has had an SCL M19 project car for twenty years. Now he has acquired one of Dave Buice's cars, a Central of Georgia M19, which he is getting ready to operate.

Today is June 2nd. Hopefully, we will begin to have runs soon, but I feel sure things will be different, probably with new rules about hand washing, face masks and social distancing. Hopefully, those that choose to participate will be understanding about the need to stay safe from the virus.

Bill Delmar

# AREA

# SIX



**DALE BRIX**

Hello Area 6

By the time you read this NARCOA should be back in business. With that said, the virus has changed how we conduct ourselves at excursions. There will be recommendations that you will need to follow by the letter. It is not the intent of the BOD to be dictatorial, but rather to provide as safe of excursions as possible. Your safety is everything to me. The EC'S will have the final say on how the excursion is run and what measures you need to follow for good health practices.

Never in my life did I ever think

I would see riots in our cities. Because of the riots and the virus, we just lost two excursions in MN. I hope this is not the new normal. The railroad said that because of these two extraordinary factors it would not be safe to have excursions this year. I cannot disagree with them, but the cool thing is they are willing to talk about excursions for next year.

Now for the good news, stay tuned. I still plan on having two tune-up, mentor and fun “Come out for a Ride” days; one in Illinois and one in Wisconsin. As it looks now, these will have to happen during the week rather than the weekend.

The total mileage for my railcar this year is still at just 40 feet. I have canceled more hotel reservations and received money back from excursions. I will not give up on this season and I am still signed up for two excursions. Please keep the faith, as the old saying goes this too will pass and we *will* be back on the rails.

Thanks for your time,  
Dale Brix

AREA  
TEN



**BILL ANDREWS**

I hope you and your families are well and safe, having weathered the pandemic so far. Thank you for your patience in adjusting to NARCOA changes deemed necessary by the BOD to help keep you well and safe. Our lives have changed —possibly to never be the same.

We welcome new members to NARCOA Area 10: Melvin and Karen Johnson, Elk City, ID and Kyle Ilk, of WA. What an incredible initiation you are having; it won't be hard to remember the year you joined! We're glad to have you and hope you'll join us on a run soon.

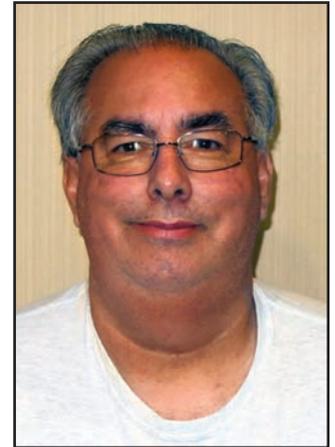
Excursions are up and running; some able to be rescheduled from the earlier months. Here in Area 10 we have Coos Bay in August and October, Joseph and Lewiston in late September, Washington Eastern in October — and a few others lurking in the semi-final schedule. Be sure to check [PRO-Online.org](http://PRO-Online.org) for current run status.

New NARCOA guidelines for excursions during COVID 19 are designed to help keep us safe from the virus. Please respect them. Following guidelines increase our chances for maintaining our health and enjoying more track time!

Look forward to seeing you on the rails soon!

Bill Andrews

AREA  
ELEVEN



**STEVE PALUSO**

Like you, I have been staying home and working to stay safe. Not much has been going on in Area 11 this year so far. Now that NARCOA has opened up runs effective June 16, PLEASE follow the guidelines that we have implemented for safe operation during this pandemic. These have been very trying times for everyone and many of you are eager to get back on the rails. However, we must follow the NARCOA guidelines in order to try to minimize the chance of getting the COVID virus ourselves and/or spreading it to our loved ones and others in the communities we visit.

Also, by now you should have received your ballot for Area 11 for this coming session. I would be honored to be your Area 11 director again.

Steve Paluso



Conducting a more thorough inspection that goes beyond the NARCOA form will give you confidence in the safety and reliability of your car. Actively look for problems! Grab a nice size wrench and “tap around”. This entails taking the wrench and tapping on each and every fastener on the car – it will be obvious whether anything is loose. Pay particular attention to the brake lever bolts; there are only two, and both of them are vital. If you lose one of those your brake lever just pivots around the other – no brakes. (Yes, it has happened but thankfully with no adverse consequences). While it seems like this would take a while, the process is really quite quick. I get around my car in less than ten minutes. You may be surprised at what you find, and if not, you will start your next excursion knowing every single nut and bolt is tight.



*Arrows show area of potential wood rot. Top block (shorter) for M19 and MT19 cars, lower (longer) block for M14 and MT19 cars.*

than we wear out the shoes. Check this carefully – over the years I have had two degrade to the point of visual failure and a third which looked absolutely fine until I poked it with a screwdriver. That last one honestly gave me quite a scare when I realized how close I had come to being on an excursion without half of my brakes.

If you have not done so lately, check your wheel gauge. The best way is to use the wheel profile gauge available from the NARCOA Company store, which (with a set of two) makes the measurement quick and easy. Take a look at your wiring and make sure there are no frayed connections and that no wires are rubbing and wearing down the insulation. Start the car and look and listen, and even smell, for anything that is not normal. Find the problems!

Making thorough inspections of our cars a routine habit will pay off dividends in safer operations. It is tremendously easier to spot problems when you have built up a familiarity with the way everything looks and performs normally. This experience only comes with repeated examination before there are problems. Enjoy some quality time with your vehicles, they really do like the attention.



*Official NARCOA tools help you take accurate measurements of wheel thickness, profile and gauge.*

Brakes are always important, so be sure to confirm they are correctly adjusted. Apply them to the first notch and give the car a strong push – this can even be done while on a trailer. With the brakes still applied, try shaking all of the rigging verifying one side is not loose. Check that the center link is vertical with the brakes applied.

One concern specific to flange brakes is that the wood block rots out at the upper pivot faster

# **BUYER BEWARE**

## **NO INSURANCE FOR NON-NARCOA EXCURSIONS AND EVENTS**

**BY ROSS BAXTER**

While the board of directors and I have obviously known about opportunities to operate your motor cars and high rails at events outside of the NARCOA organization, we have recently become more concerned that some operators may think that their NARCOA insurance coverage extends to such activities.

NARCOA insurance will only cover a NARCOA member if they are operating on a NARCOA sanctioned event, have paid their insurance premium and have been properly tested and mentored, or are in the process of being mentored. It will not cover you while operating at any other event such as a museum run, railroad sponsored event or while operating with a group outside of NARCOA.

While we do not discourage you from operating your on track equipment, safely and legally outside NARCOA, we do want to be sure that you understand the implications of doing so. If you are planning to participate in a non-NARCOA event, I strongly suggest that you look into your coverage. Ask questions and get the answers in writing. What exactly is covered, or not, should an incident or accident occur? What is my deductible? What is the policy limit? Does it cover damage to railroad property, highway motorists' property and health care, or people riding with me? Will my homeowners, health, or other insurances cover me? Is my on track equipment adequately covered? Often when operating non-standard equipment, there may be an exclusion clause in your personal homeowners or health coverage.

Think about what could happen and be sure that you are adequately covered by either the event sponsor or by your own personal insurance policies. In the unfortunate event that you are involved in an adverse incident, you certainly do not want to find out after the fact that you were inadequately covered. To do so could have catastrophic effects on your financial situation and open you to severe legal actions. You could actually lose everything you have worked so hard for in an instant.

NARCOA, through years of safe operation and a large number of members, is able to provide adequate affordable insurance. We are very fortunate to have good coverage. But the operation of ontrack equipment is, as you know, inherently not without risks. Even a single incident perhaps even while participating in a non-NARCOA event could very well cause the demise of our exciting and enjoyable hobby.

As the title of this educational message states "Buyer Beware". It is your personal responsibility to be sure you are adequately covered in everything that you do. Be safe out there and protect yourself and our NARCOA community in every way that you can.

## A NEW MEMBER'S EXPERIENCE PART 3:

# TIPS AND TRICKS

BY LINAS MASTIS (MEMBER SINCE NOV 2019)

Fortunately, I have had an amazing experience right from the start, and cannot be more grateful to Phil Strine of Georgia, from whom I purchased my first railcar. I suppose that is my first tip: tap into the wealth of information accumulated by the previous owner regarding his/her experiences, maintenance schedules, nuances about the specific railcar, as they are all just a little different and throughout the years have been updated or customized in one way or another, even if it's something as minor as the location of switches or the mounting of the radio. You might even develop a great friendship. I did!



After driving from Michigan to Georgia to pick up my first railcar, a Fairmont MT-14, I was warmly greeted by Phil. From the old railroad signs adorning his garage, it was evident that this gentleman was passionate about this hobby, and I hadn't even stepped inside to see my new railcar yet. The warm welcome soon turned into an informative session pointing out all the details of my new railcar. He is an extremely caring, patient, and giving gentleman. Some 11 hours later, I would be in possession of a treasure of maintenance/care knowledge and checklists plus advice and wisdom regarding my MT 14. Much of the information I am sharing here comes from him; I can't thank him enough.

As this was my first railcar, I was exceptionally interested in knowing what one should do prior to an excursion. The obvious start is always to look at the NARCOA website for the required documentation and forms. Download a rail vehicle inspection form and complete this inspection checklist prior to your arrival to the excursion as well as make sure it is signed. Make sure you bring your NARCOA membership and current insurance card. You, as well as your passengers, will be required to sign a NARCOA and affiliate general release form before you can set on. Reviewing the NARCOA Rule Book is also advisable, so that the information is fresh in your mind.

A recommendation is to make yourself a separate "supply list" of all of the lubricants, oils, common spare parts, etc. that you need/use for maintenance in order to make sure you have everything on hand. Being organized helps you be efficient, and also minimizes the chance of skipping over important steps. A suggested sample entry for such a list is offered with each step of additional pointers and advice that I found valuable in my preparations. (Disclaimer- the supply suggestions are just sample entries, offering examples of what you need, where you sourced it, and approximate cost, for your reference purposes only. Everyone should make their own lists of materials that apply to their units).

1. Grease the four wheel bearings as well as the idler pulley bearing and the rear axle mid bearing, and check for any other zerks that are specific to your railcar. (A suggestion is to use, for example, Master-pro Super lithium EP molly grease from NAPA store, \$7 for a three-pack of mini cartridges.)

2. Clean and lubricate the chain a day before the excursion. (Preferably use an aerosol chain or motorcycle chain oil, for example Harley Davidson motorcycle High-performance chain lube plus.

12 oz., which sells for approximately \$10 per can.)

3. Check the chain for tightness. (If it depresses more than 1/2 inch it may need tightening.)

4. Consider changing your spark plugs. This may help alleviate any engine performance issues. (Autolite copper Gap of .025: approx. \$2 each at AutoZone)

5. Check your engine oil or, even better, change it. (Approx. \$2 /quart SAE 30W. HD detergent available at Tractor Supply)

6. Check transmission oil. (Sta-Lube gear oil. SAE 140. Multi- Purpose. Hypoid)

7. Fill the gas tank. (Seek ethanol-free gas)

8. Consider adding STA-BIL fuel stabilizer to your fuel.

9. Start your engine and verify it is running well, activate all electrical, pneumatic and hydraulic systems to make sure all items are functioning properly.

10. Consider purchasing a service manual for your engine and railcar. (This may be available on the NARCOA website's motorcar parts & accessories page, or for downloading from <https://www.narcoa.org/maint/rmm.htm> depending on your model.)

11. While on the NARCOA website, consider purchasing a NARCOA safety vest - one for every seat in your railcar as well as a NARCOA name tag for yourself.

12. Verify the rail mileage for the trip to be certain you will have more than enough fuel on-board for the longest day(s). Consider purchasing some 2 or 2 1/2 gallon gasoline containers that may be able to fit under the seat. (Longer excursions need extra fuel and you may not be able to purchase it mid-way.)

13. Create a separate list for a "spares kit" you will want to take along in your railcar, (for example spark plugs, a variety of sizes of spare cotter pins, spare fuses, spare master cut off key, extra gloves, duct tape, extra glass bowl and gasket for the fuel bowl, gas tank cap, v-belt )

14. You should also pack some basic tools. (Suggestion to include: spark plug socket and wrench, cotter pin removal and reinstallation pliers, electrical pliers as well as side cutters, six-in-one screwdriver, basic socket set, crescent wrench)

And now perhaps the most important: the ABCs.

A. Sign up for "Watch that page" on the internet. It sends a notification to you whenever a website page is changed. This is particularly helpful to track any changes in the NARCOA excursion listings, since many of the registrations are on a first come, first served basis.

B. Practice makes perfect. Practice your braking technique. Be aware of the different distances required at different speeds and conditions so that you can maintain a safe interval spacing between railcars. Watch your speed, watch the condition of the rails (grease, ice, leaves/debris), watch for any obstructions on the rails, watch for cross traffic. Always be prepared to stop safely!

C. Always start and finish your excursions thinking of one thing: Safety! There are many factors that need to be considered, even the actions of your passengers. As the operator, you are ultimately responsible for them as well as your railcar. Be cognizant of situational awareness: especially 1 to 2 hours after lunch, when fatigue might be an issue. Avoid drinking alcohol: "Eight hours from bottle to throttle", a rule used by pilots, also applies to us operating rail equipment, or when on railroad property. Be aware of the effects of different medications, especially those that might affect reaction time or have a sedating affect. (such as many cold remedies). Ensure you get a good night's rest prior to the excursion, so that you are fresh and alert. Not only will this add to your ability to react safely, but also to the overall enjoyment of this hobby. Remember that we are doing this for fun, let's keep it safe too. Safety, safety, safety, cannot be emphasized enough!

# WHAT'S IN YOUR TOOLBOX?

BY ROB PILIGIAN

For several motorcar seasons now, I've been asked on occasion what tools I carry in my motorcar toolbox. Many in the hobby believe that they should carry a plethora of tools to overcome any breakdown that may occur on a trip while others carry the bare minimum, if any, in the way of tools, expecting other people to perform repairs for them, on the spot. Let me say, I generally fall towards the "carry some tools" crowd while not overloading my motorcar with rarely-used tools or equipment. The list below is what works for me, what works for you may be completely different and you should stick with what you know and trust. With this in mind, here we go:



I use a surplus military ammunition box to carry my tools. It's watertight, has a nice handle, is very sturdy and can take the abuse of riding the rail.

From left to right:

A set of combination wrenches ranging in size from 1/4" up to 7/8", in a heavy-duty pouch. Wrenches carried loose will become a problem, the pouch helps keep track of your own wrenches during a breakdown when other people are helping.

A set of hex wrenches

Several brake pins

A timer blade

Some anti-seize to apply to spark plug threads

A small pipe wrench and yes, it's been used

Two sets of feeler gauges, one leaf and one pin

A points file

A roll of high-quality electrical tape, not homeowner cheap stuff

A roll of thread sealant tape

A spark clip-on tester

Several jumper leads with alligator ends, some insulated, some not

Various screwdrivers that can be abused along with a 6-in-one screwdriver

A small pick

A socket wrench handle and two different size spark plug sockets (for the plugs in your car(s))

A good-quality wire end crimping tool

A pair of needle nose pliers

A pair of slip-joint pliers

A 10" adjustable wrench

A VOM

A packet of crimp wire terminals with some wire tie wraps

A segmented vee-belt



*Yes, everything fits nicely inside.*

In the more than 30 years on the rails with NARCOA, this set of tools has helped to repair more than a few cars. Yes, I could add tools...but this works for me. Of course, the amount of spare parts carried along is a topic for another time.

# SPEEDERS AND ALPHORNS IN THE MOUNTAINS OF NORTHEASTERN OREGON

BY BILL PHOENIX



*The narrow valley gives way to meadows and pastures, with the Wallowa Mountains in the distance.*

The history of the Pacific Northwest is linked to broad-gauge railroads for transporting grain and farm products, and long ago, narrow-gauge logging railroads. Today the rugged mountains in northeastern Oregon are home to a unique and beautiful western excursion commonly called ‘Joseph’ for its terminus. The excursion travels through fields and follows rivers northeast around the Wallowa Mountains, then southeast to Joseph, almost due east of its starting point. The excursions are offered by Pacific Railcar Operators (PRO) and Motorcar Operators West (MOW).

Seton on Idaho Northern and Pacific Railroad is at Island City, a community adjacent to La Grande. The rails parallel the Wallowa Lake Highway (Oregon 82) as they pass through a broad valley with fields of mint and panoramic views of the surrounding Wallowa and Blue Mountain Ranges. The highway continues straight and the excursion takes on a feeling of being in a wilderness with just the rails and rivers.

The restored depot in the small town of Elgin is a friendly, welcome stop and junction with rails that are owned by Wallowa Union

Railroad for the trip to Joseph. The railroad returns to the Grand Ronde River valley until its junction with the Wallowa River and the isolation of the Wallowa’s increasingly rugged mountain valley.

Joseph and tiedown are at the end of 81 miles of track. We started the day where we could see Interstate 84 and stepped out of our cars among rugged mountains.

A bus took all of us to Joseph, a tourist town where some had lodging, then continued several miles past the Wallowa lake to the Wallowa Lake area. Others, including Kathie and me, stayed in the restored Wallowa Lake Lodge.

We were introduced to the hobby in 2013 when a railroad historian friend asked if I had heard of speeders. Now we own three cars that both of us operate. Kathie quilts, spins, knits and enjoys all things fiber. I’m an engineer with severe separation anxiety about being away from a trombone. A relatively well-behaved red plastic trombone rides with us and enjoys entertaining and brightening the mood.

Dave Balistreri was the EC for this MOW Joseph



*Wilderness Confluence of Grande Ronde and Wallowa Rivers*

excursion of Friday, September 27, 2019 through Sunday, September 29. We had a day to spend at Joseph's good restaurants and unique shops and the Wallowa Lake area with its chair lift up Mount Harold to scenic views of four states, and to enjoy our speeder friends.

Dave also timed the excursion to coincide with an 'Alpenfest', a Swiss/Bavarian, Oktoberfest-like event. It features a Saturday morning pancake breakfast on the lawn, craft vendors, artists and Saturday night Polka dance in the vintage hall. I hoped to meet one of the entertainers, who makes Alphorns, to play his. His playing would help give the evening's festivities a feeling of Switzerland, but he canceled.

Winter came early and our Saturday day off was cold, windy and overcast, definitely an indoor day. Dave had scheduled a nice dinner at the Wallowa Lake Lodge. He wanted to gather the group before dinner and talked me into being the pre-dinner entertainment.



*Introducing the Sewer Pipe Alphorn at Elgin during Dave Balistreri's 2017 Joseph Excursion*

Kathie and I visited Switzerland in 1991 where I played a real Alphorn. I wanted one but then they cost \$5,000. After we got home, I decided to make one from straight sprinkler white pipe and black sewer pipe fittings.

Dave and Carol carried my Sewer Pipe Alphorn and costume-grade lederhosen in their A car. I wrote a handout that touched on the history of the Alphorn and some of the better-known songs to accompany my 20-minute demonstration. Even the Sewer Pipe Alphorn has a unique beautiful tone. My speeder friends were an appreciative audience.

Plastic instruments are almost indestructible and make good traveling companions. The shape of a successful trombone can be duplicated in plastic. The continuously tapered shape of a real Alphorn wasn't duplicated by straight pipe so notes I can play on the Sewer Pipe Alphorn are different than a wooden one. A real one also has a much larger opening, or 'bell', so its sound is bigger and more pleasant than produced by 4" sewer pipe fittings.



*Sewer Pipe Alphorn and Costume Lederhosen*

On the return trip to Island City, Kathie and I talked again about getting a real instrument. I reminded myself that I wasn't getting younger. The time had come. I asked Kathie, who handles our money, for a real wooden Alphorn for my 73rd birthday and Christmas.

A beautiful \$1800 Alphorn arrived just after we returned from the Grand Canyon excursion in October. It's a wonderful instrument, such a joy to play. I wish I had gotten it 27 years ago. Leather lederhosen to replace the costume were next. I smell like new luxury car when I wear them.



*Comparing the Sewer Pipe and Wooden Alphorns*

Speeder excursions have taken us places that we would never otherwise visit, introduced us to wonderful friends, offered opportunities to learn about history and railroads, and broadened our horizons and outlook. I see places and things I have taken for granted in a new light and the unexpected happens. I dreamed of owning a real wooden Alphorn. Thanks to Dave and the hobby, I now do.

## HOW DID YOU GET INTO THE HOBBY?

My dad, Jim Mullins, and I joined NARCOA in 2018 when we finally decided to get serious with the motorcar hobby as we were in the middle of restoring our former N&W Fairmont M-19. In August of 2018, we rode along on John Gonder's most excellent South Branch Valley excursion - and I think that run right there is when dad and I realized



that we were hooked. The organization, the camaraderie, and most importantly, the welcoming feel-

I had been interested in rekindling my love of railroading since I left the Burlington Northern Railroad in 1991 to return to school. Being a locomotive engineer is a good job, but it is very hard on my family, so I became a civil engineer. No regrets about the decision; however, I did miss being around railroads.

I joined NARCOA in 2011 thinking it looked like something I might enjoy but I was still working at the time and did not think I would have the time or energy to pursue the hobby. After retiring in 2015, home projects kept me from getting serious about getting a speeder. Finally, in late 2018 I had secured enough funds to purchase one. My biggest concern was that my wife and I would both enjoy the hobby and that our two Miniature Schnauzers could join us.

My wife and I fell in love with the first motorcar, an MT-19, but it needed some minor work. Like most, one speeder became two with the purchase of

ing into the hobby by everyone that we met. That is a wonderful feeling and a lasting memory.

Over the winter of 2018 and into the spring of 2019, we worked feverishly getting our M-19 ready for the rails, and in July we participated in Phil Linne's Mansfield excursion where we were mentored on our own M-19. With that great start, we went 2019 South Branch Valley Excursion as operators, and also John's West Virginia Central Excursion. We've had a great couple years in NARCOA racking up over 300 miles already, and we just can't wait for upcoming excursions in 2020!



Mike Mullins *Setting off and loading up our M-19 in Elkins last year.*

an ST-2/MT-14 hybrid that needed a new gas tank. After replacing the gas tank and carburetor, I took the rules exam and was ready to get mentored. I picked the Prineville Railroad excursion. The EC, Guy Howard, arranged for Keith Van Atta to mentor me. I arrived early on the set on day and met with Guy and Keith. Both were very helpful and gave lots of advice. Keith kept emphasizing that speeders break down and not to get upset if mine or someone else's broke down during an excursion. I was sure that would not be the case since I had my speeder engine purring like a cat.

The next day, after the safety meeting, we backed onto the mainline. My speeder had picked up a slight hesitation when the throttle was advanced but nothing serious. The experience of running a speeder is nothing like running a locomotive. More like a sports car with the top down but much rougher. What a rush. Even with an occasional sputtering from the engine, I was able to quickly figure out the controls and keep up with the rest of the pack until



the second or third stop-and-go crossing. I stopped and so did the engine. After several attempts, it restarted and ran smoothly until the next stop and go where it died again. Frustration set in. What was going on? Finally, I had to be shoved the last half mile to Prineville Junction. I managed to get my speeder running again and turned. Others in the group shared a few ideas with me that seemed to work alright on the return trip, although the engine did die a few times.

When we reached the roundhouse lead switch where we had set on, the plan was to turn our speeders and back in the clear before eating lunch and doing the trip to the junction again. Keith had me wait until we were at a crossing before turning my speeder. This turned out to be very wise advice. When I engaged my electric turn table and it had just reached the crossing pad, it stopped moving. It would not go up or down. Motor worked and the shaft would turn but the table would not go up or down. Luckily, there was enough clearance for the turntable to clear the rails as we set it off the tracks and loaded it on to the trailer.

The next day, we were off to the Gooselake Railroad. I had made arrangements with Guy and Keith to ride with one of them; however, on the second run at Prineville, both of their speeders had issues that prevented them from taking part in the Gooselake excursion. Lucky for me, Rick Smith agreed that I could ride with him in his A4-E. Rick's A4-E was exactly what I wanted.

On returning home and dismantling the turntable on my ST2-MT14, I needed to make a decision.

The turntable needed to be replaced and the ride was way too rough for my wife. I had seen Jerry Hixson's posting for his A4-E but never even considered spending what he was asking for his speeder. In a way, it was "way too much fancy" for me but after meeting with Jerry and seeing his work of art, plus knowing how comfortable it was, price negotiations commenced, and we purchased our third speeder.

After several excursions, Lewiston, Joseph, and Coos Bay, and meeting many fabulous people, it was decided that we would do one last excursion for the season, the Mt Hood Railroad. For this trip, I would be accompanied by my son and granddaughter. The trip to the end of the line at Parkdale was fairly uneventful. My speeder had made a few different noises going up the hill so while everyone was eating lunch, I decided to check my speeder out. Looking under the speeder, I was quite surprised to see that one of the two safety latch bolts for the turntable had sheared off. Had I forgotten to disengage the latches before lowering the hydraulic, I didn't think I had but who knows? The main issue was why had they sheared...I did not have an answer. After informing the EC, Rich Wilkins, my speeder was set off next to the tracks.

After arriving home, it was discovered that both latches were defective, and a redesign was needed. After talking over the issue with Guy Howard, he suggested that I add a few micro-switches that would prevent the turntable from lowering unless the latches were disengaged. Simple enough fix. Unfortunately, I managed to tear my rotator cuff, so it is now on the back burner until the doctor clears me to play again.

In conclusion, the first year was eventful and exciting. Operating a speeder is nothing like running a train and yet in some ways similar. I haven't quite figured that out yet. The members are friendly, helpful, and all share a common interest. Overall, fun people to be around. The cost of getting involved was considerably more than expected but everything costs money these days. I'm hooked, and I think my wife is enjoying it also.

Dave Klein

# FAIRMONT TRANSMISSION VENT VS. DIPSTICK

BY ED LEE

The vent for a Fairmont transmission is located in the aluminum top cover. The purpose of the vent is to exhaust any positive pressure that may be created by the normal motion of the oil in the transmission or any heat created during normal operation. The top cover is held on with six (6) symmetrically spaced 3/6" X 16 bolts. When the vent is in the correct position, it is located over a cavity in the inner support wall in the transmission. This cavity shields the vent from any direct spray of oil that may be thrown from the moving parts.



Fig. I Arrow indicates cavity

Since the bolt pattern in the cover is symmetrical, there is one way to install the cover correctly (Fig. II) and one way to install the cover incorrectly, (Fig. III).

When the aluminum top cover is installed correctly the vent is near the front (bell housing end) of the transmission.



Fig. II Vent location with correct cover orientation

When the aluminum top cover is installed incorrectly the vent is near the opposite end of the transmission. In the incorrect location there is no cavity to shield the vent from spray oil, causing the oil to leak out of the vent.



Fig. III Incorrect orientation

In its original design form, all of the aluminum top covers had vents, and none had dipsticks. Dipsticks were not needed at

the time because the top pipe plug (of the two (2) at the back of the transmission) was at the same level as the transmission full mark. The operator could fill the transmission through the top pipe plug and know that the transmission was full when the oil ran out of the fill hole. The dipstick was added to the aluminum top cover when turntables were added to the cars. The turntables block the access to the two pipe plugs and create the need for the dipstick.

The correct location for the dipstick is a point that is 3" from the left side (shift lever side) of the transmission and 1 3/4" from the rear of the transmission. This is the only location that will have clearance from the moving parts. (Fig. IV)

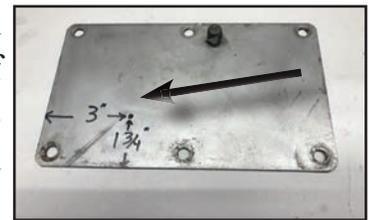


Fig. IV

The dipstick in Fig. V was installed with the vent in the wrong location and made it impossible to install the top with the vent in the correct location.



Fig. V The vent will leak from this ruined cover.



This transmission has both the vent and dipstick in the correct locations. The vent will function as designed as will the dipstick

# COVID-19 QUARANTINE NEWS

## FROM THE HOME FRONT BY GARY DANFORD

As mentioned in the May/June article, the restoration of the old M19 started out simply just something to do during the COVID-19 Quarantine. However, as I got further into the project, the old car and I became very well acquainted. Come to find out, the Old M19 (Serial Number 175551) was

designated as “MC-13” on the tag. It was purchased and delivered to the “Chicago, Rock Island & Pacific Ry. Co.” on November 23, 1945. It was assigned to the Herington, Kansas location. Delivered via the “Chicago, Milwaukee, St Paul and Pacific Railroad” to a Mr. G. S. Douglass. In correspondence with the Herington, KS. Historical Museum, it appears Herington was the Motor Car Maintenance, Repair and Delivery facility for the “Chicago, Rock Island & Pacific Ry. Co.” CRI&P in 1940’s.

Our acquaintance became a very intense relationship during the month it took to take the car apart. Every bolt was either rusted, corroded or simply stuck. Using a couple of cans of penetrating oil, a nut splitter, vice grips, and bloodied knuckles, I got it all apart, only to find the floorboards completely rotted through, the lift handle’s covers rusted be-

yond repair, the front panel beaten up badly. The fenders had been repaired so many times, they were almost hopeless. Cleaning all the bolts, nuts and



washers and small parts wore out a wire wheel on my bench grinder and I went through two twisted stainless steel wheels for my angle grinder, removing all the layers of (I’m sure) lead based paint not to mention the half dozen particulate masks.

The Fairmont engineers must have been students of Henry Ford as the floorboards, side panels, and engine cover were all cut from a single sheet of 3/8” plywood. I bonded the floorboards to a sheet of galvanized sheet metal with contact cement. I decided to leave the galvanized sheet metal unpainted as it will eventually be covered with a sheet of rubber matting. Riveting the new cab front panel was a new experience but with the help of my friend Jay Loughry it went amazingly well.





Not so easy was cutting out large sections of the beat-up fenders and welding in new panels, but with my marginal welding ability and “Bondo” they came out far better than I expected.



I found a water-based aluminum primer made by Rust-Oleum that hopefully will allow the oil-based paint to adhere to the aluminum better than applying the paint directly to the aluminum. Since I live in a remote part of Nebraska, most of my supplies are purchased from a local farm supply store so my choice of paint was farm implement enamel. I chose “New Holland Yellow” because it came in quarts and spray cans. All of the large pieces were spray painted in the garage; however, many small pieces were done with rattle-cans or a brush.

After many emails and a few phone calls, Carey Boney of Wallace, NC talked me through removing



the flywheels, flywheel drive pin, throttle seals, timer and a dozen other problems along the way. While trying to remove the stuck brake cross shaft and associated parts, I followed Al Rodi’s advice to apply heat,

then apply more heat, then carefully a little more heat before they finally decided to come apart. I really need to mention that I received a lot of help from Alan Hale, Al Rodi, and Carey Boney. Those gentlemen are genuine experts when it comes to Fairmont Motor cars; I could not have made it this far without their expert help.



Now after two months, where am? Well, not finished by any stretch, however what I’ve done so far really hasn’t been that expensive but to finish the car, that will require spending some money. The outlay, so far, has been only for nuts, bolts, shop supplies, a sheet of plywood, a sheet of aluminum, and paint. I asked Carey Boney to rebuild the badly corroded carburetor and rusted timer. They came back looking just like new, what he charged was reasonable, not even counting all the advice he gave me on how fix and repair a dozen other items. Total outlays thus far, less the work done by Mr. Boney, was \$409.21. I am a government bean counter by training. I would guess, to finish the car, I will have to purchase a drive belt, window glass, window glass seal, another seat frame (car was a single seater) seat cushions, and NARCO required safety equipment probably costing about \$1500 to \$2000. Of course, my labor is cheap. After all...what else would I do during the COVID-19 Quarantine?



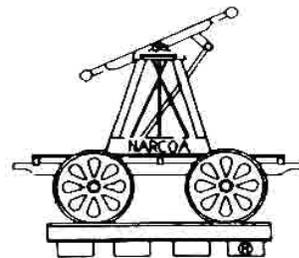
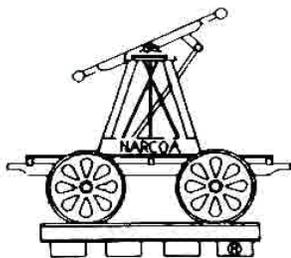
# NARCOA EXCURSIONS

AS OF JUNE 24, 2020

Please submit all excursions and ads directly to

**webmaster@narcoa.org**

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



***NOTE:** All previously listed NARCOA excursions and events through June 15th, and many others, were cancelled due to COVID-19. The schedule has now been opened and the Board of Directors has issued a full Policy and Plan to reduce the risks of virus spread at NARCOA events. The full document is available on the website at <https://www.narcoa.org/docs.htm>, or talk to your EC when making reservations.*

**Jul 4 - 5 - WV** posted 01/18 **FULL Waiting List** is Roger Farrell @ 509-334-7999  
**Started**

## **West Virginia Central RR**

Two days of mountain railroading in the West Virginia Highlands on Cheat Mountain, Elkins, WV. Approx. 170 RT miles. 30 car limit. Experienced operators only. No mentoring. Must have permanently installed NARCOA radio. No Hy-Rails. EC John Gonder Registration by mail only Appalachian Rail Excursions LLC/WVC1 415 Levine Lane, Ruffs Dale, PA 15679

**Jul 9 - CA** posted 01/03

## **Amador Central Railroad, RRCHS**

Rides for the public from Lane's Station, Ione, CA, weather permitting, 6 mile round trip. \$10 per seat, children must be 5 years or older. Contact Tom Correa, 209-296-4356.

**Jul 11 - MN** posted 04/07

## **Ellis & Eastern Railroad**

First Iowa Division is hosting an excursion at Luverne. We will ride the line from Luverne to Agate Junction (Near Worthington) and return in the morning and Luverne to Manly and return in the afternoon. Round trip is approximately 84 miles. Cost is \$40. EC is Dave Voeltz.

**Jul 11 - 12 - WA** posted 05/19

Palouse River and Coulee City RR  
Pacific Railcar Operators run across the magnificent Palouse country from Colfax to Hooper or Thornton (RR choice) Approximately 105 RR miles RT. Run fee is \$130. Mentoring available with EC approval. EC Bill Taylor. ECIT

**Jul 12 - SD** posted 04/07

## **Sisseton Milbank Railroad**

First Iowa Division is hosting an excursion at Milbank. We will ride the line from Milbank to Sisseton and return. Round trip mileage is approximately 74 miles. Cost is \$40. EC Dave Voeltz.

**Jul 18 - CA** posted 06/24

## **Napa Wine Train**

PRO, EC Carl Shellhorn and MOW, ECIT Rick Smith work as a joint venture for this excursion. Run from Napa to St. Helena and return for a total of approx. 35 round trip miles. Cost \$105. NARCOA approved radios required in all motorcars. No mentoring.

**Jul 19 - PA** posted 06/24

## **Everett Railroad**

Permission has been granted for our annual excursion. Note: Second time it's on Sunday this year. Set-on will be in Hollidaysburg 55-60 total miles. Roaring Spring station lunch stop. \$45. EC Gary Shrey.

**Jul 21 - CO** posted 06/21

## **Denver & Rio Grande Railroad**

Rocky Mountain Division get acclimated excursion from South Fork to Wagon Wheel Gap. 24 miles R/T. This excursion will help prepare operators and their cars for the high altitude runs @ Leadville. Sweeps and spark arrestors required. Cost \$ 80. E C Jon Keeling.

**Jul 25 - 26 - SD** posted 02/16

**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.

**Jul 27 - MN** posted 02/11

**North Shore Scenic Railroad**

Great Lakes Railcars. 1-day run. 52 RT miles plus a 2-hour harbor boat tour. Cost \$150. Limit 25 cars. Mike Ford, EC, (317) 839-9320.

**Aug 1 - 2 - PA** posted 06/24 **Save the Date Lycoming Valley/ Nittany and Bald Eagle RR**

Full info and an application will be posted on NARCOA website soon.

**Aug 8 - CA** posted 01/03

**Amador Central Railroad, RRCHS**

Rides for the public from Lane's Station, Ione CA, weather permitting, 6 mile round trip. \$10 per seat, children must be 5 years or older. Contact Tom Correa, 209-296-4356

**Aug 8 - 9 - WV** posted 02/12

**South Branch Valley Railroad**

102 miles of West Virginia scenery from Romney to Petersburg, and then to Greenspring. Two days with Friday seton. Appalachian Rail Excursions EC's John Gonder, Eric Clark, Chick Badger

**Aug 13 - 16 - OR** posted 03/08

**Coos Bay Rail Line,**

Pacific Railcar Operators. 249 RT miles from Vaughn to Coquille. 2 nights in Coos Bay (not included in Run fee). return to Vaughn. Varied terrain, including lakes, rivers, 9 tunnels, 2 swing bridges. \$500. 40 car maximum. EC Guy Howard 541-998-5280. Mentoring with prior EC approval.

**Aug 15 - IA** posted 03/02

**Iowa Northern Railroad**

First Iowa Division - Rockford, IA. We will ride the line from Rockford to Manly and south as far

as we can go. Round trip mileage is approximately 80 miles. Cost is \$60. EC Carl Schneider

**Aug 15 - IN** posted 06/09

**French Lick Scenic Railway**

Great Lakes Railcars 50 mile round trip from French Lick to Jasper. Fee \$70. Contact EC Andy Sargent at 812-525-4856 or email. Registration material must be completed and returned to EC by August 8th, no exceptions.

**Aug 22 - 23 - NY** posted 06/08 **FULL – Waiting List Started**

Lehigh Railway/Owego & Harford Railway Saturday & Sunday, approx 150 RT miles. . EC for this NEREX excursion is Rob Piligian. The fee for this weekend package is \$185, Sunday lunch included. There will be a 25 car limit for this excursion. This is a non-mentoring excursion.

**Aug 29 - 30 - IN/MI** posted 01/01 **FULL – Waiting List Started**

**Indiana Northeastern Railroad**

Great Lakes Rail Cars. 2-day run between Ashley, IN and Coldwater, MI. 150 miles. Cost \$285. Limit 35 cars. Mike Ford, EC (317) 839-9320

**Sep 1 - Sep 7 - NV/ID** Posted 6/24

**Nevada Northern Railway and Eastern Idaho Railroad**

2020 Great Basin Labor Day Rail Tour - 325miles. Ely, Nevada and Burley, Idaho Total 6-day tour cost \$420. Motorcar Operator West. Co-ECs Dan Berg and Joe Schnyder.

**Sep 4 - 5 - ND** posted 05/29

**Red River Valley & Western Railroad**

First Iowa Division is hosting an excursion at Lamoure. We will ride the line from Lamoure to Edgeley and return Friday evening and Lamoure to Milnor and return Saturday. Round trip mileage is approximately 160 miles. Cost is \$60. EC is Dave Voeltz. .

**Sep 6 - 7 - SD** posted 05/29

**Dakota, Missouri Valley & Western Railroad**

First Iowa Division is hosting an excursion at Britton. We will ride the line from Britton to near Aberdeen and from Britton to Geneseo. Round trip mileage is approximately 210 miles. Cost is \$80. EC is Dave Voeltz.

**Sep 12 - CA** posted 01/03

**Amador Central Railroad, RRCHS**

Rides for the public from Lane's Station, Ione, CA, weather permitting, 6 mile round trip. \$10 per seat, children must be 5 years or older. Contact Tom Correa, 209-296-4356.

**Sep 12 - 13 - NY** posted 05/03

**Finger Lakes Railroad**

Geneva, NY Approximate overall mileage is 160+. Fee \$250 Ohio Valley Railcars c/o Jaime Samuell Phone 606-748-4443

**Sep 14 - Sep 20 - CO/NM** posted 04/29 **FULL – Waiting List Started**

**D & S NG RR - C & T S RR - Rocky Mountain 3 foot Narrow Gauge Tour**

The Rocky Mountain Division 359 mile tour. 3 days, Durango and Silverton Narrow Gauge RR, move day then 3 days Cumbres & Toltec Scenic RR. No mentoring. Passengers 16 or older, Operators 18 or older. 20 car limit. \$730 per car. EC Philip Walters (970) 946-3806

**Sep 16 - 17 ID/WA** posted 05/18

**Great Northwest Railroad**

Pacific Railcar Operators run down the Snake River canyon from Lewiston, ID to Riparia, WA. Former Camas Prairie RR. 144 total miles. Run fee \$135. Mentoring with EC approval. EC Bill Andrews. ECIT is Roger Farrell @ 509-334-7999

**Sep 18 - 19- SD** posted 02/16

**Black Hills Central Railroad**

First Iowa Division is hosting an excursion at Hill City. We will ride the line between Hill City and Keystone 6 times. Round trip mileage is approximately 108 miles. Cost is \$80. EC is Dave Voeltz

**Sep 19 - 20 - PA** posted 06/12 **FULL- Wating List Started**

**Reading and Northern RR**

Rescheduled from May 2020. This excursion was sold out. Those originally signed up are on the new excursion date. To be added to the waiting list, contact Gary Shrey. 717-227-9628

**Sep 26 - CA** posted 01/03

**Amador Central Railroad, RRCHS**

End of Summer Run - Two runs from Ione to Martel. This is a NARCOA sanctioned run for motorcar operators and their friends and family; not a ride for the public run. Run fee is \$50. Contact Tom Correa 209-296-4356

**Oct 2 - 4 - VT** posted 06/08

**Vermont Rail System**

"Save the dates" White River Junction to Newport, VT and return, approximately 210 RT miles. 50 car limit. The fee will include one overnight accommodation, dinner, breakfast and lunch. NEREX EC Tom Sopchak

**Oct 03 - OH** posted 05/10

**Ashland Railway (rescheduled)**

Mansfield, OH, approximately 56 round trip miles. Fee \$107, includes two lunches. OVR Rules. Ohio Valley Railcars c/o Phil Linne, Phone 740-294-7328

**Oct 8 - 11 - OR** posted 03/02

**Coos Bay Rail Line**

PRO presents the premier West Coast run. 249 RT miles from Vaughn to Coquille and return. The trip will gather toys for local children. \$500. Two night stay in Coos Bay (not included in Run fee). EC Bill Andrews, 191 Azalea Drive, Grants Pass, OR 97526. 541-295-5631.

**Oct 10 - CA** posted 01/03

**Amador Central Railroad, RRCHS**

Rides for the public from Lane's Station, Ione CA, weather permitting, 6 mile round trip. \$10 per seat, children must be 5 years or older. Contact Tom Correa, 209-296-4356.

**Oct 10 - 11 - AL** posted 02/26

**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 10 - MO** posted 04/14

**Ft. Leonard Wood Army Base**

First Iowa Division is hosting an excursion at St. Robert, MO on the Ft. Leonard Wood Army Base. Round trip mileage is approximately 80 miles for the day. Cost is \$50. EC is Stuart Remmers.

**Oct 11 - MO** posted 04/14

**Columbia Terminal (COLT) Railroad**

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

**Oct 17 - 18 - WV** posted 04/25

**West Virginia Central**

Planning date pending return to operations after Covid 19. No registrations accepted yet. Watch NARCOA and The A.R.E. website.

**Oct 18 - 21 - AZ** posted 02/17

**Grand Canyon Railway**

Motorcar Operators West - 135 rail miles Williams, AZ to Grand Canyon National Park. \$875.00 includes 2 nights Kachina Lodge room accommodation, national park and railroad fees. EC Joe Schnyder 623-332-0238

**Nov. 6 - 8 - AL/MS** posted 04/14 **FULL –**

**Waiting List Started**

**Alabama Southern Railroad**

Set on Friday, Saturday, run from Tuscaloosa, AL to Columbus, MS, 100 (RTM). Sunday, Tuscaloosa, AL to Brookwood, AL 34 (RTM). Fee \$150 per car, 20 car limit. No mentoring. EC's Chris Thompson & Jonathan Blair. SERO Affiliate.

**Nov 7 - IA** posted 02/16

**Boone & Scenic Valley Railroad**

First Iowa Division - Boone, IA. We will ride the line from Boone to Wolf three times during the day and once at night. Round trip mileage is approximately 22 miles. Cost is \$30. EC Carl Schneider

**Nov 14 - CA** posted 01/03

**Amador Central Railroad, RRCHS**

Last rides for the public for the year from Lane's Station, Ione Ca., weather permitting, 6 mile round trip. \$10 per seat, children must be 5 years or older. Contact Tom Correa, 209-296-4356.

**Dec 5 - CA** posted 01/03

**Amador Central Railroad, RRCHS**

Weather permitting, two runs, one from Ione to Martel, and one from Ione to Sunny Brook. NARCOA-sanctioned run for motor car operators and friends, Not Rides for the Public. Fee \$25 with a new, unwrapped toy. \$50 without toys. Prize for best decorated motorcar. Tom Correa, 209-296-4356

**Excursions Held on a Regular Basis**

**Feb 1, 2020 - Dec 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 717-637-7647 or e-mail

**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, 2020 - Dec 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 717-637-7647 or e-mail for details.

**Feb 01, 2020 - Dec 31, 2021 - TX**

**Capitol Metro Transportation**

Railroad Partners, Inc. will host work sessions and NARCOA motorcar runs from Llano, TX to Swcobe Spur, TX – Approx. 54 miles RT. on various dates. (EC) Leland Stewart 210-863-5397

**Feb 1, 2020 - Dec 31, 2020 - GA**

**Cater Parrott Railnet**

South Eastern Railcar Operators, Inc. (SERCO) will be having work sessions and motorcar car runs on the Cater Parrott Railnet 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 - Dec 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

# 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 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.

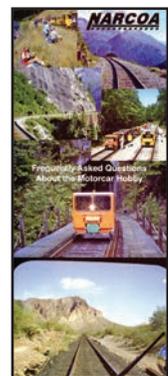
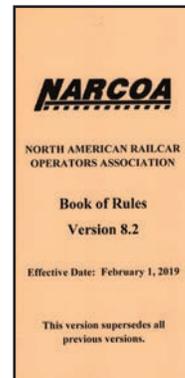
**NARCOA Name Badge**  
\$15 plus shipping.

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 \$5 +shpg.  
Carry one with you!



## NARCOA Hats

Safety yellow with reflectorized trim. One size fits all; embroidered with our logo. \$15 plus \$5 shipping.



# SUPPLIERS

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

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

ThunderHill Services, [thunderhillservices@gmail.com](mailto: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](mailto:royalrubyman64@gmail.com)

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

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

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

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

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

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

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

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

Complete, restorable Fairmont motorcars for sale. Models range from M9 up to A4 including two and four stroke engines, belt and transmission drives. Also parting out several motorcars; please call for more details. David Staggs, 812 545 9684, Mitchell, Indiana.

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# NARCOA GETS BACK ON THE RAILS!

BY PAUL CROUSE

The Northern Central Railcar Association has a long-standing relationship with both the Northern Central Railway and the Stewartstown Railroad. We normally run these lines a dozen times a year or more. In anticipation of excursions resuming as we emerged from the COVID-19 shutdown, the club conducted multiple work crew shifts on the weekend of June 5-7 to remove debris, clear flange ways, and trim trees along both rights of way.

We were very pleased to be able to offer a motorcar excursion on June 16, the first day after restrictions were lifted, and again on June 20. We believe these were the first NARCOA sponsored events in the country since restrictions were lifted. It was very easy to implement the new pandemic mitigation policies NARCOA adopted. Everyone arrived at the set-on location with completed paperwork in hand, and wore face coverings throughout the day whenever they were out of their motorcars, including



*Dale Steiner and Jack Boorse clearing flange ways at Taylor Hill grade crossing*



*Masks on and social distancing for the safety meeting when flagging grade crossings. Gloves were worn when assisting others with their equipment, and we maintained a little extra space between motorcars when stopped to meet the requirement for 8 feet between doors.*



*Dean Grote setting on at New Freedom.*

According to participant Gary Smith, "It was a beautiful day and we had 10 cars altogether to start the day. Paul Crouse, with affiliate NCRA, was the EC. He collected forms before we set on, including the new Covid-19 release form. Masks were worn by all participants during seton, setoff, the safety meeting, bathroom breaks, turning and by the flaggers at crossings."

"I removed mine once I was in my motorcar," Gary continued, "as I think most others did also. I live in New Jersey where things were originally pretty bad, so I am used to wearing a mask everywhere I go - from the gas station to the local



*Photo by Gary Shrey*

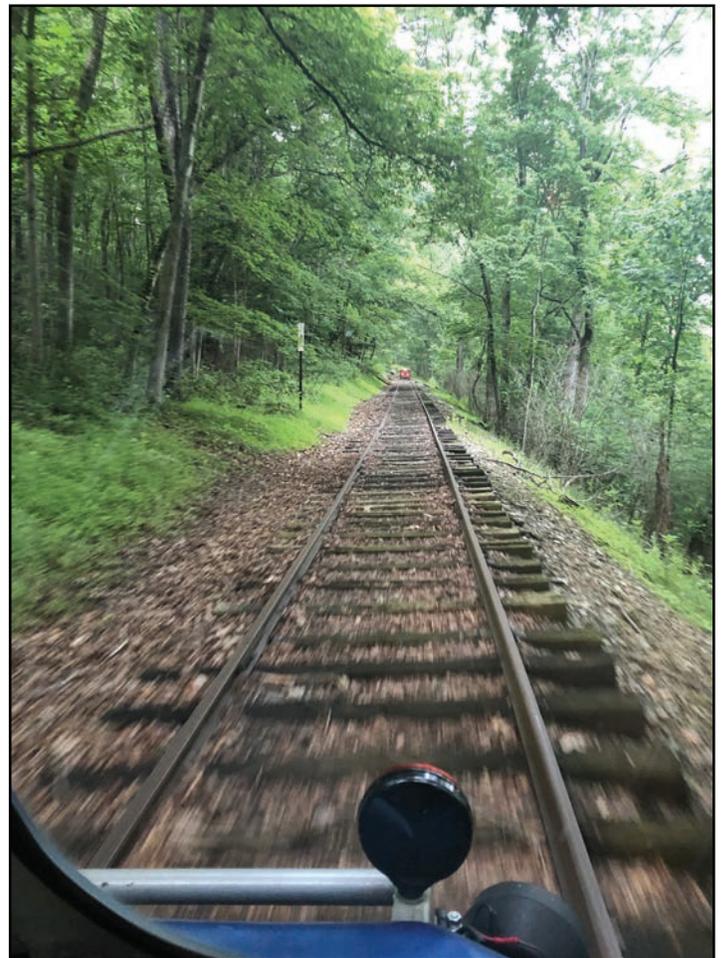
"We got a little wet," said Darryl Betts, "but it's such a cool little railroad; running through people's yards and driveways plus being out



*Army Adams turning at Hyde*

deli. Wearing it for certain times during the excursion was no big deal for me. Better safe than sorry."

For anyone who may be hesitant to get back onto the rails with the new safety procedures, they should rest assured these minor changes were very easy to comply with and did not detract from the fun whatsoever.



*Photo by Darryl Betts*

in the middle of the woods and farmland. The track includes some really challenging grade changes, almost like a roller coaster at times. It was really fun!"

*Photos by Paul Crouse except as noted*



*Photo by Darryl Betts*