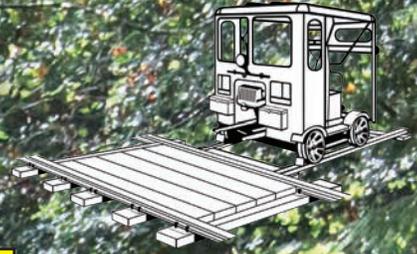


THE SETOFF

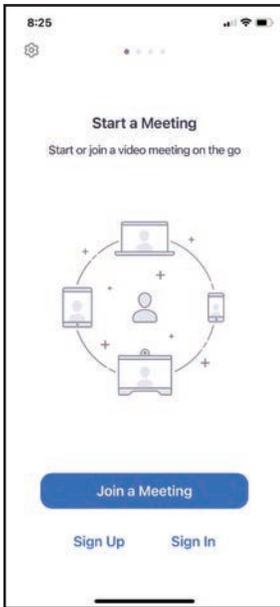


THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION
Nov / DEC 2020 VOLUME 34 - No. 6

A photograph showing a red railcar on a narrow-gauge track. The track is surrounded by a dense forest with many fallen leaves on the ground. The railcar is moving away from the viewer, and its headlights are on. The background is a misty or foggy forest.

OVER THE RIVER &
THROUGH THE WOODS
WEEDS MEET THEIR MATCH
SPECIAL DELIVERY RAILCAR

NOTICE OF 2020 ANNUAL NARCOA MEETING

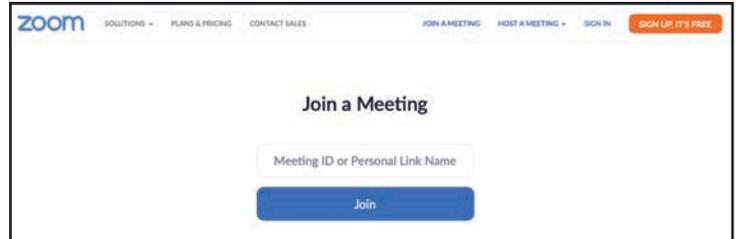


Due to the continuing pandemic, the NARCOA Board of Directors has decided to conduct the 2020 Annual Meeting via ZOOM. This is a secure on-line virtual meeting utility used by countless schools, businesses and government agencies. It is accessible by nearly all smartphones, tablets, laptops and desktop computer systems. There is no cost to attend nor for an app.

The NARCOA annual meeting will be held virtually on Sunday, December 13, 2020, at 3:00 PM EST / 2 PM CST / 1 PM MST / Noon PST.

The meeting will be open to all members to attend virtually. Details to attend via ZOOM will be provided to all members via email.

iPhone app screen capture at left, Zoom homepage capture on web browser shown at right.



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.

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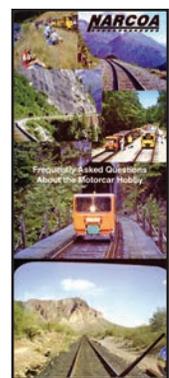
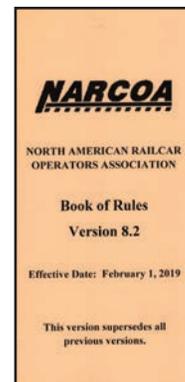
\$15 plus shipping.

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

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



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



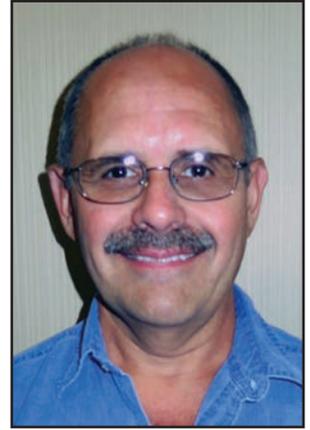
NARCOA Hats

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



PRESIDENT'S MESSAGE

ROSS BAXTER



Ladies and Gentlemen of NARCOA,

Well this has certainly been a different year for us all! I hope that you have found a way to at least be somewhat normal while still staying safe. The pandemic has obviously affected all of us in many ways, and NARCOA is no different.

One thing the BOD has been dealing with over the past few months is our annual meeting. Initially it was set to be held in Chicago over the last weekend in September, as usual. It became clear that this was not an option for this year with its unique circumstances. Chicago was a “hot spot” at that time, so we had to cancel at no expense to us. We then decided to relocate the meeting to Lexington, Kentucky, which in September was considered one of the safest areas in mid-America. We planned to meet there with a hybrid concept so that administrative members unable to attend could participate fully online via Zoom. Unfortunately, this plan fell through as well, due to the logistics and expense of the online component of the meeting, and the virus rate in Kentucky beginning to climb.

After much consideration and discussion, driven by the lack of a truly safe location, we ultimately decided to hold a totally online meeting in December. We needed the additional time to make plans and test the platform. The new officers will be seated at the December meeting. There is an announcement in the Setoff concerning this meeting.

Hopefully by next year the pandemic will be under control enough that we can return to our normal. I would like to thank all members for making our current virus protection protocol successful. All of our excursions have been run with little or no problem. Members have been careful and compliant with the new regulations. The plan has worked well since no one has been infected at any of our events. Let’s continue to be vigilant and careful to keep our NARCOA community safe and well. Thanks for a great yet unusual year.

Sincerely,
F. Ross Baxter

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FROM THE EDITOR

ROBIN DOUGLAS



With 2020 coming to an end I can safely say everyone will be glad to see 2021. To help you start next year off right, you will be receiving the NARCOA calendar. In the center of the calendar you will find two copies of our new handout. They are perforated at the fold, so tear them. Take them with you on the rails to give to curious folks, or anyone you think might want to join us. Please help us grow NARCOA membership. If you want to print more, just let me know and I'll get you a PDF.

THE SETOFF

VOLUME 34 No. 6

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

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*ON THE COVER: Karl Hovanitz (MT-19), Terry Devine (A-4), and Bryan Loftin (MT-14) motor through a misty autumn tunnel on the Coos Bay Rail Line; event sponsored by Pacific Railcar Operators, October 10, 2020.
Photo by Nancy Parsons*

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THE NARCOA ADVANTAGE

BY MARK NORTH, PRESIDENT ELECT

NARCOA is serious business. When I joined NARCOA I really didn't consider all of the advantages of my membership. I joined because that was what you needed to do to enjoy the motorcar hobby. After years in the organization, I now know that we are a group of professionals! Do not let anyone tell you different. NARCOA training, organization, and management are the heart of a business that is recognized by the railroads we visit.

As a member of NARCOA, you have the advantage of the experience of a thirty-year plus organization that has grown and adapted to the railroad industry. Railroads are demanding professionalism from all who do business with them and NARCOA is a business that provides the training, structure, and insurance to meet all of their needs. Railroads will not hire a contractor that does not provide a minimum level of standards. NARCOA, as a business, does meet those standards and probably better than most subcontractors.

NARCOA provides networking to generate business. Behind the scenes, members attend industry related trade conferences to meet new hosts; the ASLRRRA and the Heritage Rail Alliance to name a few. The trained Excursion Coordinators are the backbone of this network. They have years of experience making sales to our hosts. *NARCOA does networking.*

NARCOA also provides insurance coverage that is unaffordable without the collective membership. Major railroads will and do require minimum coverage (some up to a \$10,000,000 occurrence). I must make it clear, NARCOA members are covered only while on a NARCOA event. The coverage protects the railroads and members from losses that may occur on a NARCOA event. *NARCOA, its Hosts and its membership are insured.*

Think of NARCOA as a subcontractor to each railroad we visit. As such NARCOA has employees (members) who are trained in the safe operation of their equipment and general safety in the industry. The employees are governed by standards with training, rules, and policies that provide assurances to the railroads that we are professionals. *NARCOA members have credentials.*

So, remember the NARCOA advantage. N I C (Networking, Insurance, Credentials).

Be proud of your membership!

NARCOA

AREA ONE



TOM SOPCHAK

Greetings NARCOA Area 1 members! First, I would like to thank those of you that voted for me. I will give this job my all. You have my sincere thanks and dedication. To those of you that might not have voted for me, you also have my commitment that I will try my best for you as well. I hope to earn your vote in future elections. If any of the members of Area 1 wish to contact me, please do!

Pretty much everything was devastated this year due to Corona virus. Like all of you I am hoping for a much better 2021! The 3 biggest issues on my mind are 1) Membership, 2) Excursions and 3) Safety. I am very interested in any comments or thoughts you have on these areas.

Membership in NARCOA is falling and Covid-19 certainly isn't helping. The Membership Team is trying to address this but can use all of our help. For me, and several people I have spoken with, the issue seems to be communication. Please spread the word about NARCOA and this hobby. Tell everyone you know, friends, family, neighbors, etc.

and let them know how much fun this is and the quality and caliber of the people you meet in this hobby. I would also encourage you to show off your maintenance of way vehicle at a model railroad show, museum days, local car show or just about any other opportunity you get. Several NARCOA members have done this, if you want help look to NARCOA for ideas. Some people may ask for a ride. This is a touchy subject but if this happens, I would not promise anything but contact your local EC, affiliate or Area Director. They should be able to help you with this.

NARCOA needs more excursions. Bob Knight (past President) is the Public Relations chair and is doing a great job in this role. He has established relationships with the American Short Line Regional Railroad Association and Heritage Railroad Alliance. Now we just need to follow up on leads generated through those contacts. If you have a connection to a railroad, anyplace in the US, but specifically Area 1, please let me know. I promise that Area 1 affiliates will follow up on any connection, suggestions or leads you have with railroads.

As an excursion coordinator I am also flirting with the idea of holding a video meeting for all excursion coordinators. This would be a "best practices" kind of meeting where we cover different topics that are just for EC's, from the best ways to contact railroads to running an excursion. No single person is the best at every-

thing. We'll do a much better job if we share ideas. If you're an EC (or ECIT) and interested in participating in this please contact me directly. If there is enough interest in doing this I'll set something up.

NARCOA has a strong safety record and we take this very seriously. There has been considerable discussion about turntables and the safety of them. Look for new information concerning turntables in the near future.

Tom Sopchak

AREA FIVE



BILL DELMAR

Once again I have sad news to report from Area 5. Longtime member Addison "Add" Austin of Labelle, FL, age 90, died on September 13th. Tim Hayes of Aragon, GA, lost his 80-year-old mother, Elaine, on August 7th. Please remember them and their families.

There was a run on the Hartwell Railroad August 15-16 with 20 operators. The Autauga Northern run on October 10-11 had 23 signed up, but Hurricane Delta caused 5 last minute cancellations. Due to a forecast of possible pop-up tornados, the railroad cancelled the Saturday portion, so the full-line run was shifted to

Sunday and was completed despite rain showers. The Alabama Southern run has been cancelled due to changes in the railroad's traffic schedule. The Florida Central / Florida Northern run is scheduled for December 4-6. It is great to be back out on the rails, despite the necessary precautions due to the virus.

Bill Delmar

AREA

SIX



DALE BRIX

Hello Area 6

As I write my report for Nov. and Dec. the weather is beautiful outside and harvest is under way. Covid-19 is still with us and I hope a vaccine is on the way soon.

I am very optimistic that next year will be kind to NARCOA. I have started to put together my mentor, tune-up and come for a ride day for next year. The plan is for one day in Illinois, Wisconsin and Minnesota in April. I need some help from Minnesota, as to where would be a good place to have a run in your state. This will be the first time the Annual NARCOA Meeting will be in December and you will be able to tune in virtually. I hope you will take the time to do so.

New members of Area 6 please

hang in there; your opportunity to be with the NARCOA membership and be part of the greatest railroad hobby in the world will come to fruition next year. I refuse to accept Covid-19 will be with us next season. "Adversity is going to affect everyone in their life; learn from it, make the necessary changes and get better" is attributed to Gene Keady, the great Purdue head basketball coach.

Before you know it, the snow will be flying and winter will be with us. A perfect time to work on your speeder and dream about getting back on the rails. It cannot be soon enough for me.

Happy Thanksgiving and Merry Christmas

Dale Brix

AREA

SEVEN



CARL SCHNEIDER

The excursion season is fast reaching the end of the line for 2020. I hope many of you were able to participate in one or more trips while adhering to the NARCOA Covid-19 restrictions and recommendations. It is our hope that 2021 will bring back some sense of normalcy and we can get everyone back on the rails.

The First Iowa Division has had some excursions on the Dakota Southern, Red River Valley & Western, Dakota, Missouri Valley & Western, Black Hills Central, and Columbia Terminal with one last trip on the Boone & Scenic Valley Railroad still pending at this writing. An excursion on the Ft. Leonard Wood Army Base was cancelled due to track and bridge work but we'll be back there next year. It's been a successful and safe season which was our goal after losing so many rides early in the season due to the pandemic.

Jim DeLaurelle of Daggett, MI was mentored on the Red River Valley & Western and Gary Danford from Chadron, NE was mentored on the Black Hills Central trip. We welcome both of these new members to the First Iowa Division and NARCOA, and hope they enjoy many years of riding the rails.

Carl Schneider

AREA

EIGHT



LORNA KINGSLAND

As we move into the fall and cooler temperatures, many of you may still be experiencing many restrictions in your daily life due to this current pandemic. In Can-

ada there have not been any motorcar trips happening.

On a much sadder note, a long time Canadian Member of NARCOA, has passed away. Jim Brown participated in and organized many NARCOA motorcar trips. The last one that he ran was North Bay to Kapuskasing, back in May 2013. My husband and I were on this trip; we had our concerns about black flies being a problem. By the time we arrived in Kapuskasing, ON it was a balmy 23C (73F) and the sun was shining as we finished our lunch stop and visited the local railway museum. On our return to Cochrane the sun disappeared, and the temperature started to drop drastically. By the time we arrived at Cochrane for the evening, the temperature had dropped to 1C (33F), so no more concern about black flies. By the next morning at our safety talk, there were some snow flurries, but it was a memorable trip. Jim passed away on September 15 in his 83rd year. He will be missed by his three daughters and their respective spouses and two granddaughters. Our sympathies from all NARCOA members are extended to his family.

On another sad note member John Brown, our past Area 8 Director informed me on October 5, that his wife Marilyn age 73, had lost her battle with cancer. John was able to stay at a local hospice Huronia-Tomkins House where Marilyn passed away peacefully with John by her side. Our sympathies from the NARCOA

family are extended to John, his son and daughter in law and the four grandchildren.

The fact that we were not going to be using our motorcar this year, we decided it would be a good time to have our trailer for the motorcar beefed up a little from our incident in 2019 where the metal behind the tongue fatigued and broke. Although at the time we did have a repair done, we wanted the original manufacturer to modify and strengthen that part of the trailer.

I hope all of our members are still staying safe and we look forward to being able to join together in motorcar trips when the time is right.

Lorna Kingsland

AREA NINE



LELAND STEWART

Greetings Area 9

I hope this report finds all of you healthy and well. It has been a slow summer, motorcar wise, and many folks are getting anxious to get their cars out. In my area, we have several new members who are exercising great patience

in getting started in the hobby. Overall, things are looking up and we hope to have an active year to come.

There is only one Area 9 excursion planned for the fall. Railroad Partners is working on a Fall Run in Llano, TX on October 31. The Covid has put a damper on the maintenance duties on the Llano Branch so it has been a struggle to catch up. Discussions are underway for the 12th annual Border Pacific Run in late February 2021.

The Rocky Mountain Division has conducted several runs this summer and successfully navigated the local virus protocols. Kudos to all of the NARCOA EC's for taking on the extra work of coordinating and implementing the virus-related restrictions.

As I write this, plans are being made to have the postponed NARCOA annual meeting. Details are being worked out for a virtual meeting in December to seat the new Board and receive the committee reports as well as any new business. This is new territory for us all so please be patient as the BoD strives to get the job done.

I would like to welcome the following new members to NARCOA and Area 9: Jeremy Bright of St. Clair, MO and Stephen Patterson, of Denver, CO. We look forward to meeting both of you in person.

Stay safe out there and I'll see you soon on the rails.

Leland Stewart

AREA TEN



BILL ANDREWS

It's so great to be back on the rail! We just completed our favorite run on the Coos Bay Rail Line in Oregon. With 30 safely operated cars it was a smooth, enjoyable 250 miles. Cool weather...with a bit of moisture on the way home.

This was the inaugural PRO Teddy Bear Toy Express toy collection run in conjunction with the Coos Bay Rotary Club. It was fun; people turned out with toys and questions. With continued great railroad, radio, and newspaper support, we look forward to doing it again next year.

This year had limited and postponed runs for good reason. Hopefully, next year we'll be back to the old "normal".

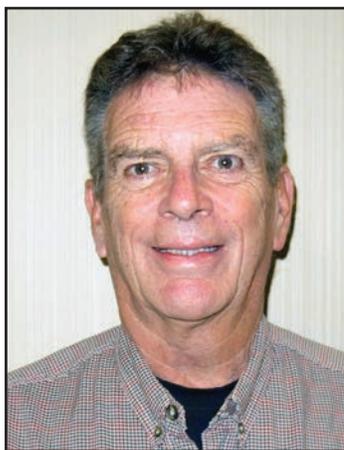
Now's the time to take care of the most important job—detailed maintenance that will result in a high level of safe operation.

Experience the holidays with good health and happiness!

Enjoy the ride!

Bill Andrews

SAFETY



RICH GUNN

I'm writing this time to remind all of our operators that getting back on the rails is not something to be taken lightly. We've been dormant for so long due to the pandemic that going on a run now is like going on a first run of the year.

-Make sure that your fuel is fresh. Consider adding a shut off valve to your fuel line to eliminate that old fuel in the carburetor

-Make sure that your mobile radio is working properly. It can be a lifesaver for you and others should your car break down.

-Remember to flag and get on the radio if something out of the ordinary happens. This can give a "heads up" to the EC and all others on the run.

-Be especially careful when loading and unloading your railcar from the trailer. USE THE WINCH and make sure NO ONE is between the rear of the trailer and the rail.

-Pay close attention to the set on/set off procedures given by the excursion coordinator or their designee. They are familiar with the railroad and have a reason for their procedures.

-We are all familiar with the NARCOA rule book. Pay close attention during safety meeting (job briefings) to the information from the excursion coordinator and host railroad representatives. Both are familiar with things particular to the railroad.

I know that some of these reminders seem elementary but I hope that by jogging your memory we can prevent incidents on our excursions.

THINK SAFETY

BE SAFE



MT-14G

BY BETTY BRINCK AND FRANK LUFT

Speeders are wonderful machines we get to operate on the rails. They have served multiple functions for the railroads, from track inspections, hauling ties and trash, police, fire chase, and medical evacuation. We've only used ours for recreation. Then came the CZU Lightning Complex fires in the Santa Cruz Mountains.

At 3 am we were awakened by an air pressure rise and the sound of stuff falling on the roof. The trees outside weren't moving, but needles and leaves were falling. It was warm and dry outside, but lightning was illuminating the sky to the west - lots of lightning. A fierce down-



draft brought down two trees that blocked the driveway. They were cut up enough the next day so we could get out.

The weather app showed a severe lightning storm warning along a 50 mile stretch of California from Salinas to Half Moon Bay. Thousands of lightning strikes started hundreds of wildfires in the Santa Cruz Mountains. We were concerned but didn't think it would affect us directly... just smoke maybe. All of the fires were over the ridge and 10-15 miles away. I was more concerned for my friend and fellow speeder operator Marv Weber, who lives in Bonny Doon at the top of the ridge. I called Marv the next day. He said it was loud and bright, but the fires were south of him.

It didn't take long for the fires to start to join into a single 89,000 acre blaze. With hundreds of fires burning across the state, Cal Fire and the local departments were overwhelmed. Still, it was over the ridge. Marv got the warning, then the evacuation order. He went to

his daughter's house in Oroville, but within a couple of days, fires there caused them to be ordered out too.

For us, we were put on warning, but I was still optimistic. As the fires got closer, we started planning our escape. The night before we were ordered out, we were up late into the night packing and getting ready.

One of the big issues for us was how to get our goats out and where were we going to take them? We don't have an animal trailer. Betty suggested we use the closed MT-14 to haul the goats. At first it seemed like a stretch, but it soon was our only option. Betty's son Toby had come to help us get out, and it's a good thing. Our two goats, Buckwheat and Sunny Boy, had never been trailered. Bucky had never traveled off the property at all, and Sunny had only gone to a vet for surgery.

I knew it would be hard to get them into the speeder, and there are high risks of slipping and breaking a leg. We took a portable step from the deck, and I packed the area they could slip into with wood. I had been working on the speeder's wiring, so I had lots of tools inside that had to be removed. With Toby's help, we got both goats into the speeder. With everything hooked up, off we went and headed to the Santa Cruz County Fairgrounds, which FEMA had opened as an evacuation center for people and their animals.



People stare at the speeder anyway when we are traveling but imagine when they saw two goats looking back at them through the window!

Once we got to the fairground, we registered, and then went around to the animal area, where we



could unload the goats and get them into a pen. They were very freaked out, but glad to get out of the speeder. Boy- did we get looks there! A couple of folks said we get the all-time best animal trailer award... forever!



From there we went down to the grass area to see about parking our 1967 Forester travel trailer to live in while we were there. Found a beautiful spot on the grass with water, power and sewer hookups for the trailer, a shade tree, and a lot of space behind to park the speeder trailer. What luck, and it was a five-minute walk to the animal barn.

Next day, I went back home in the morning to save more possessions and take pictures for insurance in case the house burned. Really hard to do that - makes you confront the reality that you might never see your home standing again.

The 3rd day, I unloaded the speeder onto the grass. I had remembered to bring some long pieces of Trex to



use for rails to park the speeder on. Then back home we went with the empty trailer, picking up the MT-19 and more possessions.

The skies were orange with only 200 ft. visibility in heavy smoke when we got to Felton. With CHP blocking access to Highway 9, we turned around and went around through the grocery store parking lot from the back and onto highway 9 heading south. It's only a mile from there to the house. The wind shifted after about an hour and the smoke got much lighter, but by the time we left, smoke was increasing some. We got more clothes



because CalFire said it could be “weeks” before we can get back in. I loaded up the brown MT-19 speeder, so two are saved. We were unable to get back in after that, so the blue MT-14 was abandoned.

It's funny the things that you do in emergencies. As we were clearing out the fridge some, we ate the rest of the ice cream with hot fudge! You'll love this... Betty was advertising firewood from the downed trees, and she got an email asking if the firewood was still available! Really?



We spent a lot of time with the goats in the pen, which we were able to gradually expand. They were under a lot of stress, and stress alone can be fatal for them. We brought a lot of straw bedding and grass feed, but we didn't need it. There was ample there for free. Great volunteers cleaned the pens, and we took the goats for a walk when we could. Still, they had no idea what was going on, and there were so many strange sounds and all those other animals.



The Fairgrounds provided space for animals but had no staff. Santa Cruz County Equine Evac were first to arrive with horses on August 18. Realizing there was no organization to care for the animals, they broke into 3 areas - Rabbits & Chickens, small livestock (goats, pigs, sheep, etc.) and horses. SCC Equine Evac volunteer Cyndi Marchese took on the small livestock, where we

had our two goats. Cyndi and her young friend Dominique Sembrat coordinated everything. Dominique brought in family and friends, who made up our core group. They were magnificent. Stalls cleaned every day, ample donated straw, grass, alfalfa, water and feed buckets, food for volunteers and animal owners, and several vets circulating to ensure the animals were OK. We are very grateful for their work and care.

The fire got within 2 miles of the house, but was stopped by the backfire that Cal Fire set about a mile uphill from us. 8 days later, the evacuation order was finally lifted, and we could return home. We got help from fairgrounds staff, volunteers and other animal owners to load

the goats into the speeder. There were a lot of folks around for the loading, taking pictures and marveling at the "animal" trailer!

Finally back home, the goats came out of the speeder. They were SO GLAD to be home. Forevermore, the speeder will be known as MT-14G... G for goat.

COOS BAY RAIL LINE

BY WAYNE PARSONS

This event almost did not happen due to slow sign-ups caused by the Corona virus. A last-ditch effort by Bill Andrews, EC, to strike a deal with the Coos Bay Rail Line (CBRL) firmed up the event. Once firm, motorcar operators responded with an enthusiasm that resulted in a 30-car event. Seton was at the Rosboro Lumber yard in Vaughn, OR, with travel to Coos Bay, OR, and on to Coquille, OR, for 234 miles round trip.

Nine tunnels and more than a dozen long bridges (including three swing bridges) makes CBRL the Holy Grail of western motorcar riding. Since 2011, when the Port of Coos Bay reopened the line, the speeder hobby has been able to ride with increasing frequency—usually three events per year.

Bill Andrews, EC, led the consist southbound and Guy Howard, President of PRO, led on the return to

setoff. These two fine coordinators have developed the perfect schedule that includes well timed potty stops and a lunch break at Mapleton, OR, where a cafe, coffee bar, and grocery store are available.

The virus outbreak canceled many NARCOA events this year. Despite being in October, for many, the CBRL was their first event of the year. The result was several breakdowns. Each was handled quickly and—with everyone helping—all cars made it home safely. John Martin and Glen Ford generously worked on mechanical issues of fuel and chain (the most common problems on any run) helping the “wounded puppies.” Thanks to everyone that lent a tow.

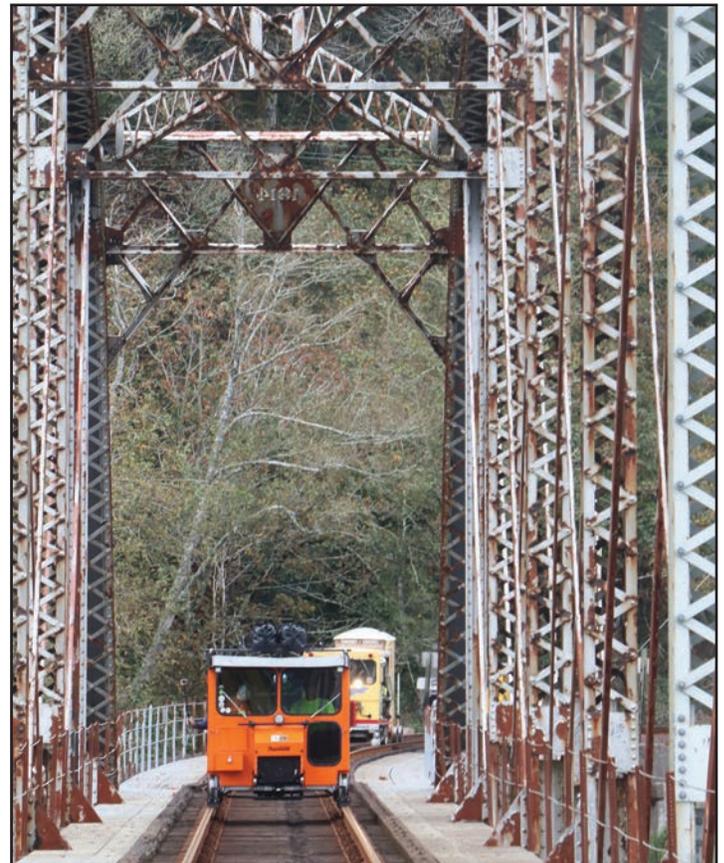
Thank you especially to the CBRL officials that welcomed us to their line: Richard Lopez, General Manager; Alan French and Brandon Shobar, Es-corts.



Malcolm Frost and Wayne Parsons catch up on family news. Social distancing and face coverings follow local health regulations and NARCOA guidelines.

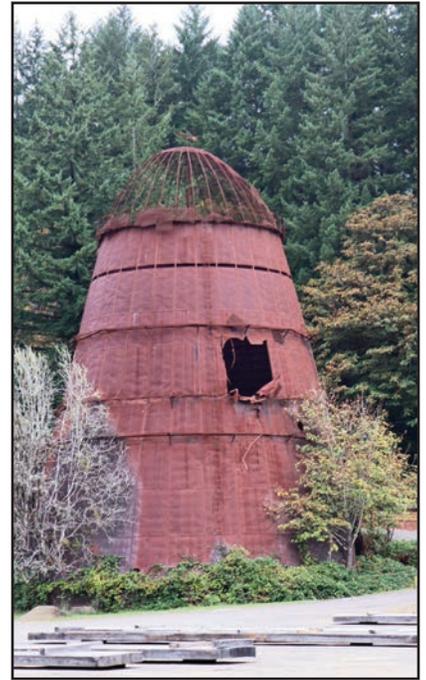


Something about speeders passing by on the tracks brings a smile to everyone's face especially if the child gets a honk of the horn. The CBRL management was happy with the increased visibility from this PRO event.



All of the CBRL through truss and swing bridges were built by the American Bridge Co. in 1914. The lack of maintenance over the years, by previous owners, is painfully obvious.

All photos by Nancy Parsons except as noted



Above left: From MP 730 to 734 six bridges carry the rail over inlets of Lake Tahkenitch. Above right: Beehive burners were once used to burn off scrap at lumber mills. Left center: Most of CBRL's business is hauling lumber racks to Eugene. Right Center: Buggies on the Oregon Sand Dunes near MP 760. Below: The back half of the consist stops at the Coos Bay Boardwalk for motorcars to leave toys for distribution by the Rotary club.





Above right: Rich Gunn operates one of the five Missouri Pacific MT-14M cars at this event. Center left: PRO Treasurer Bob McCoy collects donated toys in his truck. Center Right: The North Bend drawbridge 485-foot swing span closes so we can pass on north to setoff. Below: The front half of the consist stops at the Coos Bay Boardwalk for motorcars to leave toys for distribution by the Rotary club. See Teddy Bear Express story in this issue.





Above: At 3450 feet, the Siuslaw bridge, with a 295-foot swing span, is the longest bridge on CBRL. The swing span is no longer used.

Left: Motorcars exit into the mist from one of the nine tunnels; photo by Carol Balestreri.

Below: Street running—the group stops for fuel in Coos Bay.



ELECTRIC STARTER FOR AN RKB

BY ROB BAUER

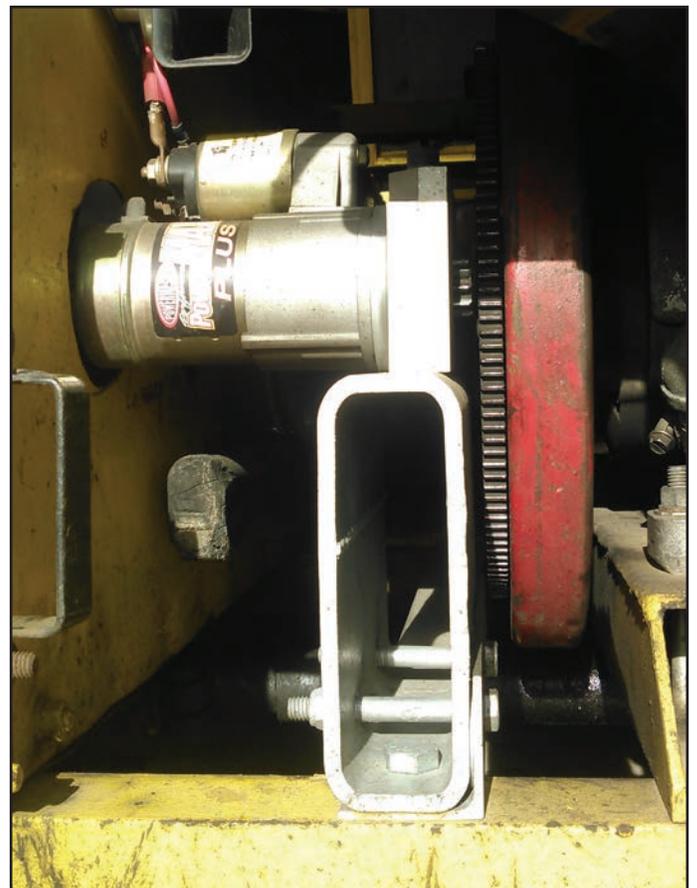
An electric starter for a popper is discussed often enough, and some of us would like the convenience of getting going with the push of a button. My starter project started when a friend gave me a flex-plate from a 60's 327 Chevy with an automatic transmission. I set it next to my RKB flywheel and it looked like it might work. The gear root was even with the ID of the thick part of the flywheel. I had the flex



plate bored out and drilled to match pulley inside diameter and the mounting holes. When installed, it moved the pulley over the thickness of the flex plate. I looked at many starters and tried a few. The starter gear had to project out to engage, but there could not be a "nose" sticking out. The starter gear must match the spacing and size of teeth on the flex plate. The mounting bolts holes also had to be right.

I selected a Powermax Mini 9100 starter. The starter was mounted on 2X6 steel tubing and since the bolt holes had to be close to the edge where a nut would not fit, I tapped the holes. A piece of 2 inch angle iron is bolted to the front and middle

cross member and the 2x6 tubing. A hole in the side of the doghouse provides access for the starter. The hard part is obtaining the correct fit (mesh) between the two sets of teeth. You can't get a gauge there to measure the mesh so I disconnected the solenoid and pushed the starter gear out and rotated the flywheel checking for a close, but freely moving fit. I then clamped them into position and drilled holes through the frame rails to secure them. Elongated holes and a threaded bolt adjuster could be added to allow for adjustment of the mesh. A bit of wiring and it was done. The starter kicks the RKB over nicely and allows me to shut the engine off rather than idling when stopped.



WEED SPRAYER FOR THE ACR

BY TOM CORREA

Our beautiful Amador Central Railroad, located in the foothills of Ione, California, would not stay beautiful for very long if we didn't keep up with our weed abatement program. Weeds and brush can overtake our rails within a very short time if not tended to on a regular basis. Our original weed spraying rig was built by our President Grant Vogel many years ago and has served us well. But it just wasn't getting the job done in an efficient manner anymore as it would take almost all day to accomplish the task of spraying our ten miles of right of way.

The procedure for spraying the entire rail line was to arrange to meet the City of Ione Fire Chief Ken Mackey at the fire hydrant at our new Wild Flower crossing, the nearest hydrant to our railroad. We would then hook up our garden hose to an adapter on the hydrant and proceed to fill the 200-hundred gallon tank. This process would take more than an hour to accomplish. We would then backtrack to our Bryant Station and add the glyphosate weed killer and start spraying the railroad line up to the half way point located just before the Highway 88 Mountain Springs crossing. The tank would be down close to empty at this point. We then would go ask the very nice people in the big house located at the crossing if we could refill our tank using their water and garden hose. We would also use a couple of garden hoses we would bring along that would allow us to reach our rig about 150 feet away from the water faucet. The refilling again took a very long time due to the small 5/8 inch size hose and normal house water pressure. It was a long wait, all the while watching the grass grow and the day burn away. When finally full we would then add more weed killer to the tank and proceed to spray the rest of the line. When completed, we would return to Bryant Station to set off. A very long day for sure.

I proposed to President Grant and the Board that we needed a larger weed spraying rig to get the job done faster and without having to beg water from our neighbors along the right of way. It was unan-

imously approved, and I began a search for a used MT-14 motor car that we could use for the frame work of the new spray rig. This was to become my winter project for 2020.

I made a phone call to our NARCOA Area 11 Representative, a good friend and master motor car mechanic, Steve Paluso on January 2nd to inquire if he knew of any well-used MT-14's that might be for sale at a reasonable price. This I planned to transform into a new weed spraying rig for the AMC. Lo and behold, he just happened to have taken possession of one very well used/abused car a few days earlier. We struck a deal and my wife Lorraine and I drove the three hours down to his place in San Jose to bring the very rusty, and very used, car back to our home in Jackson.



I began the task of tearing the car down to its frame and then rebuilding it to become a new and efficient spray rig with a 425-gallon water tank that would allow us to spray the entire railroad without having to stop and refill it along the way. I also installed a hose hook-up on it so that we could spot spray certain invasive bushes and weeds along the right of way using a hose with an adjustable spray nozzle. This project took me well over a month to complete, but after its inaugural run on the 3rd of March and not having to stop to refill the tank, it proved to do the job very efficiently, just the way we had hoped it would.



Nearing completion with pump in place and modified control panel for brake lever; note brakes on one side so that when turning the empty rig on our turning skis, they will hold it in place.

I can also leave the spray rig on my trailer and pull it with my truck. Then, using an on-off switch in the cab to control it, I can spray the weeds at our Lane's Station, Bryant Station, and the Cyclone Station turning pad areas, all of which previously had to be mowed and cut with a weed whip tool.

We are out of room for the time being to store the new rig at Bryant Station. To keep it out of the weather, I will be storing it in my barn at my home in Jackson. Here it will stay dry and out of the sun, ready to live a long and useful life.



Ione Fire Chief Ken Mackey donated a 1 1/2 inch fire hose to use at the hydrant. I am smiling here using it for the first time. Thank you Ken; this does make our job a lot more efficient and faster.



Vice President Larry Bowler mixing in the weed killer.



Our old spray rig was christened 007 as it was licensed to kill...weeds that is. The new rig is numbered 007.2 for the same reason.

Our weed spraying task is no longer a dreaded job but one that we can take care of in just a few hours and keep those darn weeds at bay. This was a very well worth project and one that has proved that we can keep our railroad looking beautiful and stay usable with a whole lot less effort. We are ready to put on our rail excursions so that our speeder folks can enjoy and appreciate the beauty of our "Gem of the Mother Lode", the Amador Central Railroad.

<https://www.amadorcentralrailroad.com/>

THE VENERABLE MT-14

THE GOOD, THE BAD, AND . . .

BY JOHN REYNOLDS

I am HIP, Hunkered in Place, due to the COVID-19 disease, as are most of you. Thus having a lot of time with nothing much to do I decided to exercise my brain a little, thinking that using it is better than losing it. I also thought I would write this article to share some of my experiences.

My wife and I were active in the motor car hobby for about 12 years from 1998 to 2009. We owned several motorcars including a Fairbanks Morse 754D with a Fairmont OD-B engine and a Fairmont M19 with a RKB engine. Our favorite car and the one that we took on all of our long distance trips was a Fairmont MT-14 with a Union Pacific style center door cab. The roominess was definitely an upside plus. As is true with most things, there can also be a downside.



“MO” – Our Long Range Cruiser

The MT-14 has plenty of room inside that can “comfortably” accommodate four adults along with a cooler for lunch, tools, and the other stuff that is typically brought along on an excursion. When the two front seats are removed, there is plenty of room for the suitcases, food, coolers, gas cans, and other items needed for multi-day

long excursions. Two of our more memorable trips were our first and last long excursions, both of which were with Hank Brown’s Wilderness Tours.

The first long excursion in which we participated was the June-July 1999 Loop Trip that started and ended in Sault Ste. Marie, Ontario. During the seven day excursion we had overnight stops in Wa-Wa, Hearst, Cochrane, Englehart, North Bay, and Sudbury, motoring via the Algoma Central, Ontario Northland, Ottawa Valley, Canadian Pacific, and Huron Central railroads. To participate in this excursion we had to have enough gasoline to travel from Sault Ste. Marie to Hearst, with an overnight stop in Wa-Wa via the Algoma Central tracks from Hawk Junction, a distance of about 400 miles. We took along 15 gallons of gas, ten gallons stored in two five gallon plastic cans stored in the front, and five gallons in the installed service tank. In addition to the gasoline cans, we carried two typical airline style carry-on suitcases, a duffel bag to take to stuff to the hotel rooms, another small duffel bag for NARCOA/railroad items, a cooler for food, drinks, and snack, as well as tools, bottles of oil and transmission lubricant, grease gun, some limited spare parts, rain gear, and other small items. All of this stuff fit neatly inside our MT-14.

The last long excursion in which we participated was the Wilderness Tour excursion on the Quebec, North Shore, and Labrador railroad, and the Transport Ferroviaire Tshuetin railroad, an eight day round trip from Sept-Iles, Quebec to Schefferville, Quebec, with overnight stops at the railroad work camp at Oreway, Labrador City, and Schefferville in August and September 2007. Hank Brown was unable to fulfill his du-

ties as excursion coordinator as he was battling cancer at that time, a battle that he lost shortly thereafter. Fortunately for us, Fred Lonnes did a superb job, assuming the role of Excursion Coordinator at the last minute. Although we didn't have to carry extra gasoline on this trip as it was included in the trip fee, we did have to bring along a bed roll and pillow, in addition to the luggage, cooler, etc., as there were limited sleeping facilities at the railroad work camp. Again, all of this stuff fit nicely inside our car.

Having said that all of the stuff fit inside our MT-14 is not to say that there weren't any -19 cars on these trips. In fact, the majority of the cars on both of these trips were MT-19s. On the loop trip, a guy and his daughter rode an open M-19 popper, including one full day in a bone-chilling soaking rain. The -19 cars brought along just as much stuff as we did. But instead of carrying it all inside the car, a lot of it was transported outside the car on various cleverly designed luggage carriers typically mounted on the turning handles. Some cars had luggage carriers mounted on the roof. Although the MT-19 cars could carry essentially the same amount of stuff, we preferred the roominess of the MT-14.

As it typically the case, along with its many good characteristics there are also some negative points associated with the MT-14 cars, namely their weight and poor ride qualities.

Due to their steel frame and larger overall dimensions, they are much heavier than the MT-19 cars, perhaps as much as 50% heavier. One man turning an MT-14 car using the handles takes a strong back, which I no longer possess. Fortunately, a turntable can reduce the need for manual turning, essentially eliminating the negative consequences of the extra weight. Although some cars were factory equipped with hydraulic turntables, most cars that have a turntable installed use the electric motor driven Les King style turntable.

The big negative associated with the MT-14 cars is the ride characteristics. There are no springs as in the MT-19 cars. Rather, the wheel bearing blocks in the MT-14 are hard mounted to the car frame, the result of which is an extremely rough ride depending upon the track condition: the rougher the track the more uncomfortable the ride. On jointed rail that has not been well maintained, the noise from the banging and clanging from the rail joints, wheel burns, and other rail irregularities is very loud. Hearing protection while riding in an MT-14 should be considered mandatory as the high frequency noise will surely affect one's hearing. In addition to the noise, hitting a bad rail joint transmits a significant shock to the car, and also to the passengers, the effects of which can be very unpleasant. The effects of the banging, clanging, and jolting are cumulative, adversely affecting both the machine and the people.

Occasionally, the shock loads from the rail caused the bolts that fastened the aluminum roof to the car body to break. Spare 5/16" bolts, nuts, lock washers, as well as vice grips were mandatory components of our spare parts kit. When a bolt broke, the vice grips were used to make a quick temporary repair until we could install a new set of fasteners at the next stop. While we were on the Loop Trip two roof bolts broke while we were on the rough track of the Huron Central railroad.

The bone-jarring jolts from rough track can also cause one to become sick. In the early 2000's, we participated in an excursion on the Western New York and Pennsylvania railroad on a warm summer day. The rail was very rough, it was a very hot afternoon, and the humidity was high. After lunch while moving at about 10 mph, the incessant pounding from the track gave me an increasingly severe headache. Eventually I became nauseated and had severe difficulty driving the car. It was after that trip

that I decided something needed to be done to mitigate the rough ride. Otherwise, we would have to get a different ride.

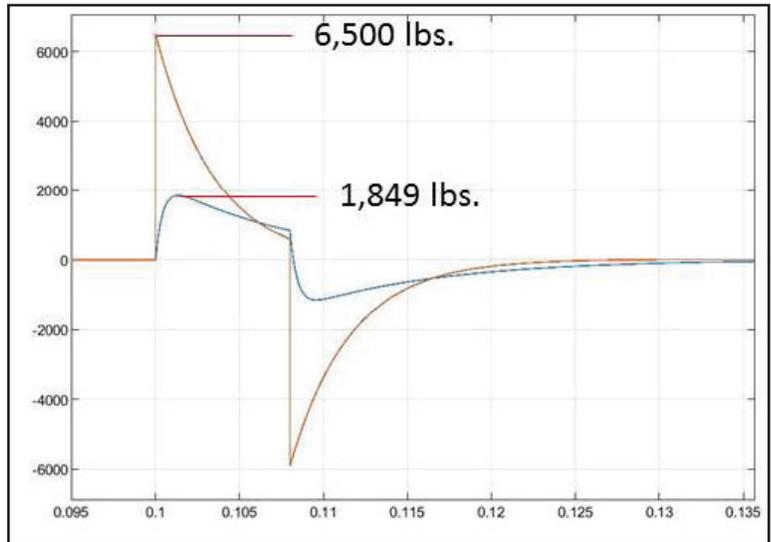
Fortunately, the rough ride of the MT-14 can be fixed by isolating the wheel bearing blocks from the car frame, typically by installing a coil spring suspension system. Other techniques that have been used to improve the ride characteristics include air bags and machinery vibration isolators. In May of 1999, while participating in a work detail on the Union County Industrial railroad, I saw a MT-14 with a suspension system installed, consisting of trailing arms, leaf springs, and shock absorbers.

By far the most common type of coil spring suspension systems installed on MT-14 cars are the Les King Australian Fairmont suspension, and the system that I designed in 2004, and then re-designed in 2007. Although there are pros and cons associated with each type of system, either one provides a substantially improved ride quality for the MT-14. After I installed the suspension system on our car in 2004, the ride quality was significantly improved, with all of the banging, clanging, and jolting essentially gone. On the Northern Central rail trail in York County Pennsylvania, there was a stretch of track just north of the Gladfelters Station Rd crossing that had a lot of rail burns. Prior to installing the suspension system, the vibrations were so bad when passing over this area that the fillings in my teeth would come loose, or at least it felt like they did. After the suspension system was installed, the vibration was completely gone, as if the rail had been ground to remove the rail burns.

Knowing firsthand the before and after ride qualities of the MT-14, and having a technical background, I was always curious as to the magnitude of the forces that caused all of the banging. As I now have plenty of time on my hands, I decided to study the effects of striking a

rail joint to determine the force and acceleration on an MT-14 car.

To perform the study, I used an MT-14 car with a CN style fiberglass cab, going down the track at 10 mph, and striking a 1/8" high rail joint. The following figure shows the results of the study. The horizontal scale is time in seconds. The rail strike occurs at $t = 0.1$ seconds. The vertical scale is force, in thousands of pounds.



Force Exerted on an MT-14 When Striking a Rail Joint

The red curve, for the solid axle car, shows that the peak force shortly after striking the rail is about 6,500 lbs., with the average force being about 5,000 lbs. That's 2 1/2 tons of force! No wonder there is a big bang.

The blue curve, for the car with a suspension, shows that the peak force is about 1,850 lbs., with the average force being about 770 lbs. The effect of the suspension on the car is clearly obvious, with about a 5:1 reduction in force. Instead of a loud bang, the perception would be a click with a suspension installed.

In conclusion, the MT-14 motor car does indeed have its good features, and it also has its bad features. But, the good news is that the bad features can be made good. Thus, it will always be our favorite for long distance multi-day speeder excursions.

John can be contacted at jreyn1944@hotmail.com.

TEDDY BEAR EXPRESS ROLLS INTO COOS BAY FOR THE FIRST TIME



At Lakeside, precious children brought gifts for other little kids.

Any new project requires support and effort from the community, but we were happily surprised with great enthusiasm and support of Coos Bay businesses and community leaders. K-DOCK radio started their Bus Jam Toy and Food Drive 18 years ago in Coos Bay Area. The Rotary club distributes the toys and food collected from Jamming the Buses each fall. After some discussions, they decided to use the PRO Teddy Bear Toy Express as the kickoff to their drive! Therefore, we were honored to receive much publicity and support.

Our idea to gather toys as we progressed along the track, luckily dodging Oregon autumn rains, had the all-out support of the Coos Bay Rail Line from the beginning. Manager Richard Lopez shared our enthusiasm for adding to children's Christmas joy volun-

teering CBRL support and enlisting rail escorts Al French and Brandon Shobar. Once community leaders were contacted, publicity began in a big way. We literally could not have enjoyed such a successful first annual toy collection without these folks: Stephanie Kilmer of K-DOCK radio, Mikel Bear, K-DOCK announcer, Margaret Barber, Port and CBRL Marketing, the communities of Lakeside, Mapleton and Coos Bay including Mayor Joe Benetti, and Rotary leadership. Heartfelt thanks go to motorcar operators for bringing so many toys to the Teddy Bear Toy Express.

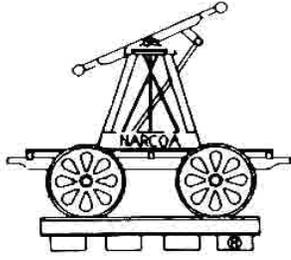
The Teddy Bear Toy Express will be heading down the rails again in 2021!

Thank you Coos Bay communities!
Bill & Nancy Andrews
Pacific Railcar Operators/NARCOA



Symbolic presentation of toys to Rotary President Tim Novotny at the Coos Bay Boardwalk. Left to right in photo, CBRL Manager, Rich Lopez, Nancy & Bill Andrews, Rotary President Tim Novotny, Stephanie Kilmer, and Coos Bay Mayor and Rotarian, Joe Benetti.

Photos by Carol Balestreri



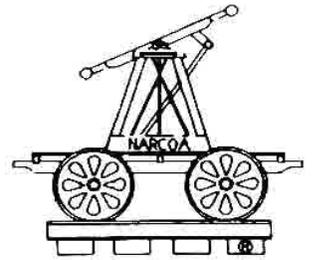
NARCOA EXCURSIONS

AS OF OCTOBER 23, 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: The Board of Directors has issued a detailed 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.

Nov. 6 - 8 - AL/MS posted 04/14

CANCELLED

Alabama Southern Railroad

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 approx. 22 miles. Cost is \$30. EC Carl Schneider

Nov 7 - 8 - NH posted 09/28

New England Southern/Hobo Railroads

Former B&M White Mountain Branch, overnight excursion, Concord to Lincoln, Saturday, return on Sunday. Approx 140 mile RT. Includes overnight accommodation. 35 car limit. Fee for this weekend package is \$370. EC for this NEREX excursion is Gordan Wallick.

Nov 14 - PA posted 10/17

Southwest Pennsylvania Railroad

Toys for Tots . Approx. 50 mile round trip. Mt Pleasant to Greensburg and return. Bring a new unwrapped toy. \$60. p/car. Appalachian Rail Excursions, John Gonder

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.

Nov 21 - PA posted 06/30

North Shore Railroad

86 miles RT from Northumberland to Berwick and return. As part of the fee, please bring a new unwrapped toy for a boy or girl. Bring several if you wish. The public will be invited to see your cars and drop off toys. Registration fee - \$75 EC Larry Maynard. (570) 337-3979

Nov 22 - PA posted 06/30

Union County Industrial Railroad

30 miles RT from New Columbia to Allenwood to Winfield and return. We will be stopping at an antique mall on way to Winfield. Registration Fee - \$40 EC Larry Maynard. (570) 337-3979

Dec 4 - 6 - FL posted 10/08

Florida Central RR, Florida Northern RR

Friday from Eustis to Mt Dora - total about 15 miles. Saturday, Eustis to Winter Garden and return - about 57 miles. Sunday from Ocala to Candler and return - about 30 miles. Cost \$175. EC Keith Mackey. South Eastern Railcar Operators, Inc. (SERO).

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

2021 Pre-Announcement

Jul 12 - 17 AK/YK posted 08/18/2020

White Pass & Yukon Railway, Fallen Flag Excursions, Skagway, AK. **Reservations are open.** 3' gauge motorcars only. No Mentoring - experienced operators preferred. This is a challenging and spectacular railroad! Four full days of operating. Day off on Day Three, with included evening salmon dinner at river lodge. Run fee \$1,000. Have rooms reserved at various price points, will pass through at cost. EC- B. Leadon

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 1, 2020 - Dec 31, 2020 - GA

Cater Parrott Railnet

South Eastern Railcar Operators, Inc. (SERCO) will be having work sessions and motorcar 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, 2021 - TX

Capitol Metro Transportation

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

Feb 01, 2020 - Dec 31, 2020 - GA

St. Marys Railroad

SERO will be having motorcar runs on the St. Marys RR from St. Marys to Kingsland on various dates. Contact EC Jay Boggs 904-910-5648

<p>WANTED DEAD OR ALIVE Your photos and descriptions of the above listed motorcar excursions! CASH REWARD <small>will not be offered.</small> <i>Contact the Editor for details</i></p>
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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 – Phil's Motorcar Parts - Operated by Philip Hopper, 6126 Bear Branch Drive, San Antonio, TX 78222, Phone: 210-845-4119 from 8:00 AM to 6:00 PM, Central Time, weekdays. Personal visit by appointment only. Email at royalrubym64@gmail.com or visit my website for details on the listings at: <https://www.philsmotorcarparts.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.

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

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.

□ 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. □

HOW DID YOU GET INTO THE HOBBY?

BY CHERYL WOJCIK

A few years ago, Ted, my spoiled husband, started talking about railroad speeders. We noticed one sitting up on M-115 near a beautiful caboose. On a whim, I stopped in and talked to Forrest “Frosty” Wyrick about his speeder and his caboose. (Turned out, I worked with him at Central Michigan University for many years. I hadn’t known he and his caboose had moved “up North” from Shepherd.) Later on that year, I contacted Frosty to see about acquiring a speeder for Ted for our anniversary; he was looking to sell his 1936 Fairmont 59C, his house needed a new roof or something so done deal. Only drawback was that it had only one seat... where was I to sit?



Once it was home, Ted tore it completely apart and put it back together; one of his favorite things to do as he wanted to know how every bit of it worked. Frosty took him to meet the guys from the Sweetline RR in Carson City, MI, a fairly close-by private rail line where they have weekend runs. I went down the first time too, but found it to be a “guy” event, although Dave Moore and Nelson Hurt made me feel welcome. They all ran back-and-forth on the line in their speeders while Frosty showed Ted the ropes and I sat and knitted at the campfire. Remember, Ted’s only had one seat and the passenger had to sit on the motor cowling. It wasn’t long before Ted acquired another speeder (Fairmont M19) from Walt Anschutz and transformed it into a Great Northern car named Rocky. We have a history of naming everything and thus his new speeder turned into Rocky, Great Northern’s Goat name, the first speeder was Ivory for the anniversary he got it on. Now we were hooked, since both of us could ride in Rocky and started going on excursions with Mike Ford and the great group of guys from the Sweetline and other enthu-

siasts we met on Mike’s excursions, including other wives. Well, if you have ever ridden on the back of a snowmobile, as the passenger, you can relate that after a while the scenery isn’t enough to keep you satisfied, your fingers start itching. It’s just boring, just sitting there and the ride a little rough for me to knit or read. So...I happened to mention to Ted that if one of the Sweetline fellows ever wanted to part with a speeder that wasn’t a putt-putt, crank start like his, I’d like one of my own. That was enough for him to go on-line and start looking for speeders. Lo and behold, he found one in Branson, Missouri, a Woodings CBI that was a good deal and fit my requests. A three-day excursion to Branson and we were back home with “my” speeder. I think we are probably the only two people who have driven to Branson and back and never seen a show or cruised the main drag of all the entertainment facilities but we were on a mission.



Almost a year later and Waldo (my speeder) was done!!!! Overhauled (it came with a giant crate of parts and parts and parts), painted, decaled, and



ready to hit the rails. I’ve taken the NARCOA Operator Test, bought insurance and am ready to go on a run to be mentored. Going to be a bit of work to get two speeders to an excursion, but that

will work out also. I’m looking forward to many adventures on the rails as a real participant. I know all you fellows are saying to yourself, “Who’s the spoiled one and is my wife going to want one too?”

SHORT LINES

Midwestern summertime adventures with the First Iowa Division



Top- Mile long bridge over the Missouri River at Chamberlain, SD. Dakota Southern Railroad

Left- EC Dave Voeltz gets ready to lead the group after a break. Sisseton & Milbank Railroad

Above- Don Schoeb exits the famous Sisseton tunnel under I-29 on the Sisseton & Milbank Railroad.

Bottom- The right-of-way is wide enough that we can share. Dakota Southern Railroad

Photos by Carl Schneider