

THE SETOFF



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NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION
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A scenic view of a river flowing through a rocky, forested landscape. The river is blue and flows over large rocks. The banks are covered in green trees and bushes. In the background, a red railcar is visible on a track.

RUNNING WITH COVID-19
TWO STROKE OPERATION
WEST TOCOI & BOSTWICK

WEST VIRGINIA CENTRAL RAILROAD

BY DIANA G. NORTH

Mark and I had a wonderful trip to Elkins, West Virginia for the West Virginia Central Excursion over the Fourth of July weekend. John Gonder never fails to impress. He along with Eric Clark and Ed Summers made MY first



weekend back to this amazing hobby a good one! John and crew have their act together regarding safety, communication, and narration! We managed to maintain all the cars within a mile from front to back. I appreciate their effort during this "unprecedented time" to continue the tradition of WVC fun on the rails. Well done!

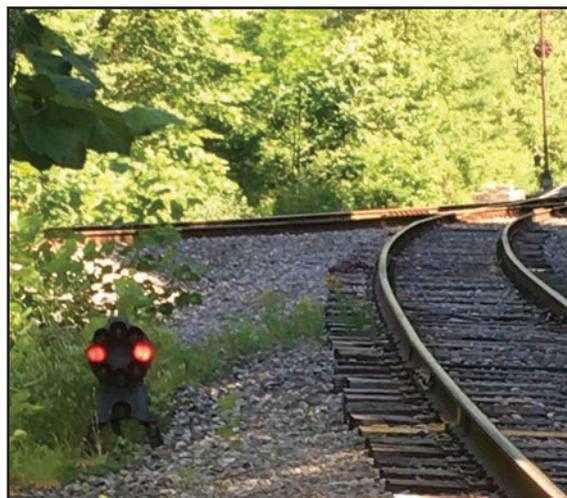
Traveling up the mountain along the Cheat River is awesome!! No phone service means peace and tranquility. Unfortunately, Ed Summers lost his phone during a quick fuel pump switch! He changed the fuel pump like a member of a NASCAR pit crew. In a matter of minutes, his motor started and off he flew with the essential (previously unlocked) porta potty in tow. How thoughtful for all participants who may have strained a

neck muscle searching the gauge hoping to be that lucky rider who finds the phone! The phone was found...resting on the frame of his car. Crazy! God bless people with a sense of humor; everyone had a good laugh.

I love the railcars but I am not that interested in all the particulars. I do enjoy the scenery. Happy to report, I saw a black bear. My very first live sighting of a bear (other than in a zoo). I saw him climbing up the river bank returning to the cover of woods. There was an eagle sighting but I missed that one. Thank you John for letting us all know. Again...the communication is super, but John, you did miss the bear. We waved to the guys and gals standing in the river fishing! I enjoyed the flora and fauna along the rail, and the cool temperature while we climbed up the mountain. Glad to have brought a sweatshirt with me!



Changes to the Big Cut from 2010 (left) until now, (right).

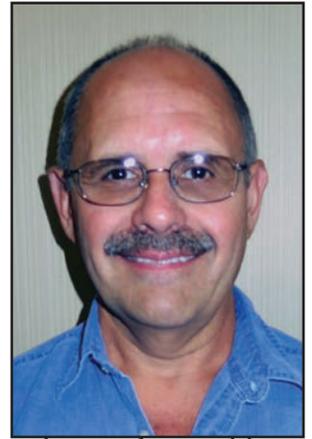


We experienced a few extras for this trip. Perfect timing allowed us to see and listen to the Shay steam locomotive climb the mountain on the Cass Scenic Railroad. We also traveled past the Spruce logging town to the "Big Cut". The cut was hand dug; I just can't imagine the work that took. It looks very different now compared to 2010 it is but remains quite impressive.

Sunday was a shorter ride to Belington, West Virginia. The rails are riddled with weeds, a result of COVID I guess. We slid by some big stock and made it to the Appalachian and Ohio Railroad interchange to see this little light, which made rail fans very happy. I am so thankful my children grew up attending NARCOA excursions. Rail travel gives us all a behind the scene view of history, towns, and our country!

PRESIDENT'S MESSAGE

ROSS BAXTER



Ladies and gentlemen of NARCOA,

It is with great regret and sadness that I must inform everyone that I will no longer be serving as the president of NARCOA. There were so many items that I had wanted to address during my term that got pushed aside by the necessity of dealing with the Covid-19 situation wreaking havoc on our world. As NARCOA worked to address the very real risks that the pandemic presented for our members and our future as a strong organization, difficult decisions had to be made. Our goal was to adhere to all CDC and local government mandates, protect the health and safety of our members, and to avoid potential outbreaks or other problems that could not only harm people, but also adversely affect our group's reputation for its strong commitment to safety. As is often the case, difficult decisions can be divisive and not everyone approved of the tough calls that were made by myself and your Board of Directors. We arrived at our decisions after much discussion and thought, and all decisions were made unanimously by the Board as a group. Overall, we were supported by a majority of our membership. There was, however, a small but vocal faction that vehemently opposed our decisions and felt that they had a "right" to attend excursions regardless of the risks to themselves, their families, and our other members.

As many of you are probably aware, when I am not working as a volunteer in leading NARCOA, I am a practicing physician. As such, I have been acutely aware of the risks and danger with this new and relatively unfamiliar virus. I've seen firsthand that while certain populations are at greater risk, it also doesn't discriminate and can take down even some of the strongest, healthiest individuals. I have had to bear witness to my colleagues working in tears as they fight this new illness; no one should underestimate this threat. Physicians make a promise to protect the health and well-being of those in their care. I hope you will understand that this mindset guides my professional decisions and it guided my decisions for the NARCOA members that had placed their trust in me to provide leadership.

Please remember that I, and the rest of the Board, so highly value NARCOA and are so committed to its well-being that we give freely of our most valuable asset- time. We are all volunteers. We are not compensated for the time, effort, and concern that goes into governing this group. Please take a moment to remember that if you feel frustrated with something. The members of Board of Directors truly care enough to take on a tough job and they don't need personal attacks or threats- they need to be thanked and supported. Debate and respectful discussion are welcome and important to improving any group.

I had sincerely hoped to continue as president of NARCOA and I looked forward to serving as your leader as we moved beyond these unusual and challenging times. I also looked forward to leading NARCOA toward being a more modern, better organized group with rules and procedures which would be easier to understand and follow. I attempted to educate the members on how NARCOA functions through the *Continued on Page 5*

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FROM THE EDITOR

ROBIN DOUGLAS



This has been tough spring and summer, with more stress than we'd like to deal with. But I'm glad to see that some runs are happening and together we're figuring out this "new normal" whether we like it or not. While you're out, please be sure to capture images. I'll need them to create the NARCOA calendar. 2021 has to be a better year!

THE SETOFF

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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.

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*ON THE COVER: Motorcars enjoy an Independence Day run up the grade along the Cheat River on the West Virginia Central RR.
Photo by Diana North*

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President's message, continued
 bimonthly educational series found in The SETOFF. I was working on plans to improve NARCOA by increasing our group's transparency as well as our accessibility to make the avocation more welcoming, attractive and attainable to new members of all walks of life and incomes. I sincerely hope that my successor, Mark North, will share in my vision and continue the hard work necessary to get us there.

Sincerely and with best wishes,

Ross Baxter

AREA

ONE



ROSS BAXTER

Members of Area One, as I am sure you are all aware, in our recent Area One Directors election, I was not re-elected as your Area Director. This was deeply disappointing to me, as I very much enjoyed serving you in this position, and I feel strongly that I did a good job representing the best interests of both our members and our group as a whole. This year has been uniquely challenging in a number of ways, and I wish to assure all of you that I did my best with a number of unforeseen circumstances that would challenge anyone in a similar leadership position. My number one concern has been, and always will be, to protect the health and safety of our members and to ensure a bright future for NARCOA. As your representative, I consistently aimed to keep an open minded approach and a strong ethical commitment to do what is right for our organization as a whole above the demands or desires of an individual or a small subset of our membership. I sincerely appreciate that I had the support of many

of our Area One members and I regret that there apparently were some members that felt I had not satisfactorily represented the best interests of our area. It seems some member's opinions of my performance in NARCOA's leadership may have been swayed by a campaign led by a small number of unsatisfied NARCOA members regarding some of my decisions. I was saddened when I was made aware of this, and I only hope that you will be willing to once again place your trust in me should the opportunity arise in the future.

I sincerely hope that Mr. Sopchak will do well in the position of Area One Director, and I wish him all the best.

Sincerely,

Ross Baxter

AREA

TWO



MARK NORTH

So, motorcar opportunities have returned to Area 2 and beyond! The backlog of rescheduled excursions has begun to occur and nearly every weekend there has been an excursion within five hours of my home. I started with the West Virginia Central (Area 4) on July 1st and then a few weeks later was at the Western Maryland and the Everett Railroad. The virus has caused so much confusion due to changing restrictions. At one point I didn't think I would be able to attend the PA excursions. The EC's handled it all so professionally. Jamie Haislip, Paul

Crouse, John Gonder, Al Tyson, Eric Clark and Ed Sommers all deserve thanks for moving forward with the excursions. Many of these trips were cancelled and had to be rescheduled requiring twice the amount of work to make them happen. And thank you to all the members who have been safe on the rails and who have cooperated and understood the difficulties encountered this spring.

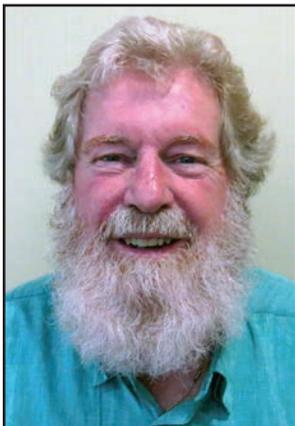
Do make plans to attend the New Jersey Trackcar Excursions trip on the Delaware Lackawana RR. I have been on this excursion at different seasons of the year and it is always a good time. There is lots of excellent rail and it's very scenic. Then attend the Stourbridge Line the next day to complete the weekend. Let's see if we can fill these two excursions up and show support for our local ECs and host railroads!

I would like to thank President Ross Baxter for his leadership over the last year. He has been deliberative and thoughtful over the year in some very difficult times. The virus has been a complicated hurdle to clear as we are a nationwide and international organization and the difficulties are still ongoing. As members we live in one area, one state and do not see the complicated logistics of our hobby. Many decisions were made to prevent us from putting our host railroads and excursion coordinators in a difficult position and also keeping everyone safe. Nothing good would come from a complaint about a railroad with 80 people from out of state gathering where the restricted limit would be 25. Ross spent many hours of careful research and consideration in bringing hard facts to the entire group of directors so informed decisions could be made. So, thank him when you see him, as he really devoted a lot of time to NARCOA!

See you soon,

Mark

AREA
FOUR



JIM HOPKINS

Greetings Area 4

I can truly say that things have been quiet in our area with only the John Gonder excursion being held so far and it went well. Area 4 does not have many excursions so any in our area that are held are a good thing. Planning an excursion is a little different this year due to the Covid guidelines being required. Each state and each city are doing something different, so staying on top of the latest rules is a must. Please pay attention to your excursion coordinator and cooperate so all participants are safe and healthy.

I just made my first excursion of the year on the Hartwell Georgia Railroad with Bill Delmar as the excursion coordinator. Everything on that trip was well planned and everyone seemed to be following directions and staying in compliance as needed to be safe. It was a two-day trip, but I only participated on the first day. The weather started out nice, but we had a bad thunderstorm late in the day to make it miserable at the end.

Let's hope that this pandemic is over soon so that we can all enjoy our hobby to its fullest extent.

Jim Hopkins

From Area 5, there is sad news to report. Longtime member Glynn Hartley of Bonaire, GA, passed away on July 28th. Dave Acheson of Orlando, FL, lost his wife, Tammy,

AREA
FIVE



BILL DELMAR

on July 10th, then on August 2nd his 96-year-old father, Frank, a World War II veteran, passed away. Please think of them and their families.

On a happier note, with NARCOA runs resuming, the Cater Parrott Railnet run rescheduled from March 22nd took place on July 18th, with fourteen operators. There will be a run on the Hartwell Railroad August 15th-16th. And there are runs announced for the Autauga Northern and Alabama Southern in the fall.

It's great to be back out on the rails, despite the necessary precautions requiring hand washing, face masks and social distancing.

Bill Delmar

AREA
SIX



DALE BRIX

How many times have I said, "there will be a mentor, tune up and come for a ride day in Wisconsin and Illinois?" Well, your director just rolled snake eyes. Both places did not even open up for the summer, making the season very difficult for museums and short line railroads. I was able

to participate on two excursions, one in Indiana and another in Minnesota. Even though they were short runs, just being on the rails, meeting old and new friends was great.

I take great pride in having everything ready to go and in its place days before an excursion. The day before we left for Minnesota, I tried to back the motorcar out of the trailer just to hear the car run one more time. The winch would not work in either direction. After that was fixed, it was on to Minnesota where the turntable locked in the up position! I had rolled snake eyes again.

Now for the good news, I have 8 new railroads that are on my radar and I will be contacting soon. Next year hopefully, I will be able to set up a mentor, tune up and come for a ride day. After this year, dumb luck has to come into play somewhere. The virus is still with us and I hope it will not bring fear into next year. With that said, please be safe.

New members please hang there, you will be rewarded with a great experience and meet some of the nicest people on the face of the earth.

Thanks for your time,

Dale Brix

AREA
SEVEN



CARL SCHNEIDER

Now that some motorcar excursions are being held across the country again, but with restrictions, our wheels now are shiny and we're doing what we enjoy best - riding the

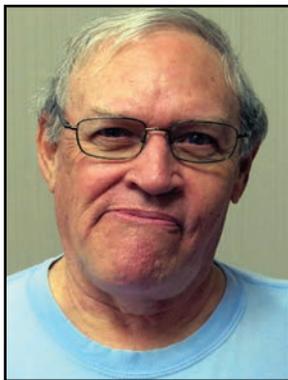
rails! Our ride attendance is down due to the uncertainty of the virus but with safety precautions we can still have successful rides without jeopardizing the health of our fellow members and the public.

The First Iowa Division has hosted successful runs on two weekends as of the end of July. Even though the first two excursions only had 11 motorcars in attendance on a very hot weekend, it was still something we've been waiting for since the pandemic began. We also had a 2-day excursion on the Dakota Southern Railroad at Chamberlain, SD with better attendance. There were 14 motorcars plus two more that were operated by DSRC employees serving as our escorts. The railroad chose to donate our excursion fee to two different non-profit organizations: Helping Through Horse Power and the Missouri Valley Ambulance. Helping Through Horse Power is an organization that provides a therapeutic riding program to assist individuals with special needs in reaching their full potential through interaction with horses. The First Iowa Division is very happy to be part of this generous showing of support for local organizations and we commend the DSRC for doing this.

I hope everyone is continuing to do their part to stop the spread of the Covid virus. Have a safe and healthy summer and I hope to see many of you on the rails in the future.

Carl

**AREA
EIGHT**



JOHN BROWN

The NARCOA family welcomes Patrick Lavallee of Oshawa, ON. Patrick works for the Toronto Transit Company and has 4 years till retirement. Patrick mentions he found out about NARCOA several years ago. Patrick first learned about speeders when 40 years ago he helped the T&Y CRHA on a Sylvester 21E. Patrick returned an ex-NYC Fairmont M9 to operation at the Halton County Radial RY (streetcar Museum) after about 15 years of disuse. Patrick also has rebuilt a Sylvester war emergency hand car there as well. Patrick is looking to buy an MT19 that needs work on. Welcome to NARCOA and I hope to see you on the rails in the future. Also, I welcome Joey Cyr from Caplan PQ. Joey has been absent from NARCOA for two years, but I am pleased to welcome him back.

Sadly, my fellow NARCOA members, I am stepping down from the NARCOA Board of Directors immediately for family health reasons; my wife of 53 years after 5 years of fighting Lung Cancer is losing the fight. Naturally, I just don't have the time or presence of mind to do justice to the members of NARCOA and the duties of an area director. I am pleased and honoured to have Lorna Kingsland take my place. I have known Lorna and her husband Grant for years and over the past couple of years Lorna and myself have discussed her taking over for me. I have to apologise as I never followed up last year. I will let Lorna tell you about herself. Thanks, Lorna, for stepping up to the tracks of NARCOA.



I am pleased to have found NARCOA 20 years ago, and through the NARCOA organization have had the chance to be a Director for a number of years and met many great people.

John Brown

I'm Lorna Kingsland, and it is an honor to be approved as the new Area 8 Director of NARCOA. I would like to thank John Brown for all of his help, as he steps down from this position. I will have big shoes to fill, since John has many years of knowledge and experience in this hobby. Thank you, John for your support in this transition.

I live in Newmarket, Ontario, Canada. My husband Grant and myself got into this hobby together about 11 years ago, with the purchase of our Fairmont MT19A motorcar, formerly used on the Ontario Northland. It had sat in a field for several years, till a friend of ours called us and said he was selling it, giving us the first opportunity to purchase. We bought it, restored it back to running order and have participated in several trips over the past 11 years. In Canada, we have travelled in Ontario, Quebec, New Brunswick, Saskatchewan and Manitoba rail lines. In addition to some of the USA states. Including Pennsylvania, Michigan and Indiana. About 4 years ago I finally was mentored and became an Operator on our Michigan trip.

I work full time as a power plant operator in an energy from waste plant and during this pandemic my job has been classed as essential, therefore, I have been working the whole time, since this pandemic went into lock down in Ontario. As we go through phases of reopening, our Covid-19 cases have been dropping, but we are still remaining vigilant in our activities, just in case a second wave of this virus occurs.

Let me state that coming onto this Board has been a little bit like being in the middle of a storm, with

many challenging decisions that we have been faced with so far, but I am willing to weather this storm. The key point at this time is to Keep our Focus, rather than on the storm. I would hope that all members, ponder their reasons for getting into this hobby and although this pandemic may limit how far we can travel or be involved in riding the rails this year, that they will continue to support NARCOA and respect the decisions of the Board of Directors.

The motorcar trips that were originally planned in Canada for this year have all been cancelled and there likely will not be any in Area 8 until 2021. My husband and I plan on getting some upgrades to our motorcar trailer, since we had some issues with it on our trip out west while travelling in Saskatchewan in 2019, we figure this is a good time to get these modifications done, so that we will be ready in 2021, to travel on the rails again.

I hope everyone is staying safe and will continue to be respectful of everyone in our hobby. For those that do have the opportunity to ride the rails, please ensure that you review the NARCOA policies and rules, as well as making sure that the trip you are going on is approved by NARCOA, the insurance is also approved for the scheduled trip, and that all pandemic related safety measures are being followed. Please be vigilant and safe; and if you are able to ride the rails just enjoy the friendship of others as we share this hobby.

Lorna Kingsland

Greetings Area 9

I hope this report finds all of you healthy and well. The effects of this virus situation seem to know no bounds. As the local conditions dictate, we are beginning to hold excursions by following the recommended local and CDC guidelines with

**AREA
NINE**



LELAND STEWART

success and few problems. As this is written, Area 9 has had 2 excursions in South Fork, CO and in Leadville, CO hosted by the Rocky Mountain Division. While the attendance is down somewhat, we are seeing that runs can be conducted successfully in spite of the health-related restrictions. This bodes well for the continued opening up of motorcar events.

Local quarantine conditions in Chicago have caused the annual NARCOA meeting in September to be postponed and the BoD is fervently working on an alternate plan so stay tuned.

Currently, there are two excursions planned for Area 9 in the upcoming months. The Rocky Mountain Division is planning a run in Leadville, CO on September 19 and 20 and Railroad Partners is working on a Fall Run in Llano, TX on October 31. RPI will also be doing some work sessions in Sept/Oct on the Llano Branch.

I would like to welcome the following new members to NARCOA and Area 9: Chris Slade of Llano, TX, Jeremy Cooke of Benbrook, TX, Euel Prewitt of Del Norte, CO, Larry Young of Barker, TX, Scott Gudmundson of Johnstown, CO, and Scott Peterson of Rockwall, TX. We look forward to meeting all of you in person.

Lastly, I would like to repeat something I wrote to you before. It is im-

portant to stay positive and know that we will get through these troubling times and we will be stronger for it. While we have to restrict personal visits, I encourage you to keep in touch with friends and family via phone, internet, or even a good old-fashioned letter. Your words of greeting and encouragement will be very beneficial to someone feeling overwhelmed. Stay safe out there and I'll see you soon on the rails.

Leland Stewart

**AREA
TEN**



BILL ANDREWS

Welcome back Area 10!!

Some runs are still being cancelled, but there are increasing chances to run on the rails.

Guy Howard led us off with the Shiny Wheels Run in Portland on Dick Samuels' railroads. Lots of fun and action! PRO EC's are doing a great job of planning, respecting and adhering to local and NARCOA Guidelines. Please check PRO Online for current run schedule.

Our October Coos Bay Rail Line Excursion is still a go unless Oregon Covid numbers increase. Keep your fingers crossed! Wash your hands!

An EC from Tennessee has come to me for permission to run the Alaska White Pass in July of 2021. Keep your eyes on the NARCOA Excursion Calendar. I hear rumors there may be a second Alaska Run, but no contact from any EC yet.

The NARCOA annual meeting in Chicago is cancelled due to quarantine but will be rescheduled soon. By the time this is published, the meeting will most likely have happened.

A big welcome to new Area 10 members Kyle Ilk, WA and Melvin Johnson, ID. Hope I get to meet you in person soon.

I'm really looking forward to working with this year's NARCOA BOD. We were a cohesive group last year, working well and efficiently together. Stay well and be happy! Enjoy the ride!

Bill Andrews

AREA

ELEVEN



STEVE PALUSO

Thanks for the opportunity to serve you again as the Area 11 Director. I also want to personally thank Ross Baxter for his outstanding leadership as our NARCOA president. We had a great run on Napa Valley Railroad on July 18. Thank you to EC Carl Shellhorn and EC-in-Training Rick Smith and Rich Gunn, NARCOA's Safety Chair, for ensuring it was a safe run by meeting all county and NARCOA guidelines. Some exciting upcoming runs are MOW's Big Basin tour with the Nevada Northern run on September 2 and Eastern Idaho on September 5, 6 and 7 and the Grand Canyon run on October 19, 20, and 21. Thank you to the EC's on these runs for researching all county and railroad guidelines to ensure safe and fun runs. As we

continue to work through this pandemic, please check out the different clubs' websites for upcoming runs. As always, feel free to contact me if you have any issues or concerns. Please wash your hands, wear a mask, socially distance and stay safe.

Thanks,
Steve Paluso

PR



BOB KNIGHT

As a positive NARCOA update, the PR Committee would like to inform our membership that treasurer Tom Norman has renewed our annual membership in the Heritage Rail Alliance. This association is a great supporter of NARCOA; their membership is made up of many railroad museums and tourist railroads that allow us to operate our track equipment on their rails.

Here is a short list of some our great HRA, NARCOA supporters: The Western Maryland Railroad, Strasburg Railroad, American Heritage operating the Great Smoky Mountain RR & Durango & Silverton, Conway Scenic RR, Wilmington & Western RR, Chama & Toltec Scenic RR, Lake Superior Railroad Museum, Oklahoma Railroad Museum, California State Railroad Museum, North Carolina Transportation Museum, Boone & Scenic Valley Railroad and many, many more!

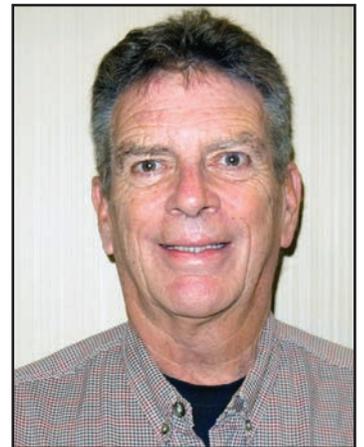
A very interesting note was received from the HRA President, G. Mark Ray, stating that with the current COVID-19 situation, many of



their member museums and tourist railroads have been badly impacted financially and many may not survive due to their lack of funds and volunteer member support. He is asking any groups, including NARCOA, to help in any manner to keep their members in business. Thanks to any NARCOA member(s) that can step up to the plate and help their survival.

Bob Knight

SAFETY



RICH GUNN

The pandemic this year has caused all of us to take a new look at safety in many aspects of our lives. For what seemed to me like an eternity, motorcar excursions were not allowed in fear that the interaction would cause a spread of the Covid-19 virus. Our NARCOA Board of Directors held a prolonged series of discussions on how best to conduct excursions safely. A comprehensive policy was implemented and sent out to all Excursion Coordinators. Safety aspects were laid out and excursions needed to be approved by the Area Director, since they would be more familiar with health aspects in their area.

I was asked to be involved with a local run at the NAPA Valley Wine Train; see the full article in this issue. As the Safety Committee Chair for NARCOA, I kept a sharp eye out for lessons to be learned from my involvement with the excursion that I could share with all of you.

Lesson 1- Trust and work with your EC's. They are working hard for you to coordinate an extraordinary number of new rules, restrictions, getting approvals from authorities having jurisdiction. It takes extra time and effort for them to set up a great day for you. Follow their instructions and those on their team for the benefit of everyone. I saw lots of folks doing a great job at this.

Lesson 2- Set on and set off have to be handled differently. We all like to help each other and normally that means working in very close proximity. Social distancing likely means working on your own and being efficient. Communication will be a bit harder, so be patient. Follow the directions of the EC and his crew. I was put in control of this part of the event, and especially at setoff, I needed folk's cooperation. When there is a place in line assigned, please follow it. Give plenty of space for each operator as they load and unload. Avoid being in the Red Zone, that high risk space behind any motorcar while it is going on or off a trailer. Safety is critical here.

Lesson 3- Be aware of the situation and pay attention at all times. Safety briefings may be held by radio, as ours was. Special instructions and important reminders will probably be given. Be ready to acknowledge and follow them.

I'd like to commend all of the participants and the two Excursion Coordinators for setting an example for all of us. Everyone realized the seriousness of this situation and did their part to ensure safety. People were very good about operating with safety in mind and didn't seem distracted. There's a great future down the track for NARCOA with safety always in mind.

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

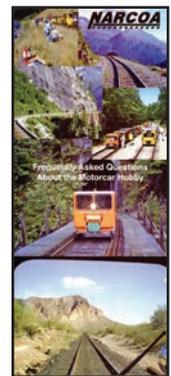
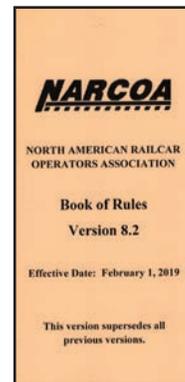
\$15 plus shipping.

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.



NARCOA LEADERSHIP TEAM FOR 2020 - 2021

NARCOA 2020 elections are closed. The following are our leaders for the next year.

1. Board of Directors

Area 1 – Tom Sopchak (CT, MA, ME, NH, NY, RI, VT) (succeeds Ross Baxter)

Area 2 – Mark North (DE, MD, NJ, PA)

Area 3 – Brian Davis (IN, MI, OH) (re-elected)

Area 4 – Jim Hopkins (AR, KY, NC, SC, TN, VA, and WV)

Area 5 – Bill Delmar (AL, GA, FL, MS, LA) (re-elected)

Area 6 – Dale Brix (IL, MN, and WI)

Area 7 – Carl Schneider (IA, ND, NE, SD) (re-elected)

Area 8 – Lorna Kingsland (Canada & International) (succeeds John Brown)

Area 9 – Leland Stewart (CO, KS, MO, OK, TX, NM, UT) (re-elected)

Area 10 – Bill Andrews (AK, ID, MT, OR, WA, WY)

Area 11- Steve Paluso (AZ, CA, HI, NV) (re-elected)

2. Officers

The Board of Directors listed above have elected the following officers:

President – Mark North (succeeds Ross Baxter)

Vice President – Leland Stewart (re-elected for another year)

Secretary – Bob Hastings (re-elected for another year)

Treasurer – Tom Norman (re-elected for another year)

3. Appointed positions:

Directors at Large and Committee Chairmen will be announced at a later date by the incoming president.

4. Hank Brown Memorial Award Winner for 2020

The Board of Directors announces that Mr. Dave Balestreri of Sacramento, California, has been awarded the 2020 Hank Brown Memorial Award for Excellence as an Excursion Coordinator. Dave was nominated by NARCOA President Emeritus Bill Schertle. Dave is recognized for his many years of dedication to safety, his outstanding leadership, and service to NARCOA members and his contributions to the growth of the rail car hobby throughout the Western US and Alaska.

5. 2020 NARCOA Annual Meeting

All members are reminded that the in-person NARCOA Annual Member Meeting scheduled for September 26 and 27, 2020, in Chicago has been postponed due to the difficulties of travel during the Covid-19 pandemic. The Member Meeting will be rescheduled for a later date. The Member Meeting is open to all paid NARCOA members.

Dan Page

NARCOA Elections Chair

HOW DID YOU GET INTO THE HOBBY?

BY BILL SCHERTLE

It all began with a visit to the 1995 Railroad Festival at the California State Railroad Museum in Sacramento. As I was walking through the exhibits in one of the buildings I noticed a couple of guys who had set up a 16" portable TV with an attached VCR. They were showing a video of a bunch of motorcars running the rails somewhere in California, possibly the Sierra Railroad. My first question, as usual, was "Do you guys really do this?" They quickly assured me that yes, they did, and that they belonged to an organization called Motorcar Operators West, (MOW). For a mere \$24.00 I could join the club and receive their quarterly newsletters. I did. Thus began a 25 year love affair with motorcars and the motorcar hobby.

An introduction to the hobby was provided to me by Ron Zammit, a resident of the Central Coast of California and a professor at Cal Poly San Luis Obispo and the local NARCOA Area Director. He offered to give me a ride on his open M9 on a short line railroad in the San Joaquin Valley of California. It was quite an adventure and I immediately knew what the next step would be - find and buy a motorcar. Once again, Ron came through indicating that he had a Canadian CR7 in his garage that he was ready to sell for \$375. That's it in the top photo! Needless to say, I bought it, hauled it home with the help of a friend, and began the process to get it operational. After a few weeks of disassembly and reassembly it was time to fill it with gas and see if it would start. To my astonishment, it fired on the first crank and kept running.



My mentoring run was on the Yreka Western and the McCloud Railroads in Northern California. My mentor was long time MOW member, Bill Owen. He was patient and re-assuring as the popper was also on its maiden run following overhaul. In the end, after several adjustments to the belt and to the engine, we completed over 100 miles of rail without incident - other than being towed a couple of times. And that was just the beginning. Since then I have logged over 25,000 motorcar miles all over the West, Canada, and Alaska and have been fortunate to meet some incredible men and women who love this hobby as much as my wife and I do. Thanks NARCOA for this amazing adventure!



P.S. - While relocating the MOW storage unit to another location about 5 years ago guess what I found - the 16" portable TV and the VCR. Don't know if it was ever used again!

COVID-19 MOTORCAR RUN

NAPA VALLEY WINE TRAIN ROUTE

BY CARL SHELLHORN

Planning a motorcar run during the best of times can be a challenge. But doing it during a pandemic adds another very thick layer of things to do.

We started our planning about ten weeks before our July 18th run time. Four of us met for lunch and reviewed the NARCOA memo about Covid rules, which were all new to us. We had to plan how to mix and include NARCOA's rules with those of the railroad (Napa Valley Wine Train).

When I asked the railroad official, Tony Giaccio, if we could do a run in the middle of July, he said "No problem! We're not running any trains now. The tracks are wide open!" Working with the Wine Train staff is always a joy.

As we got into the logistics of planning the run, the Covid game started changing. Our Area Director, Steve Paluso, wanted a full run-down and asked what the local county rules were. We got our run packet put together, including a Plan of the Day, NARCOA Covid guidelines, set-on information, safety meeting and lunch plans. We tried to be very detailed in our descriptions of all parts of the event. This packet was sent to the Napa County Covid-19 Health Officer, in order to get approval for the event. The packet came back from the county, NOT Approved. We got one out of three. The part about being in your own motorcar, with your own traveling party (stay with and in your own car) was approved. The lunch break and registration were not. And we thought we had explained our plan pretty well.

Undaunted, we called the County Health Department and explained to the Department Head how registration and lunch could work safely—masks, six-foot distancing, no mass congregating. After a second review, they saw that we had met all of their guidelines. Our paperwork was returned to us, "Approved as Submitted." With this approval, the Area 11 director gave us the green light to proceed with the run. We could now put the run information on the NARCOA website and in The SETOFF.

We arranged for the volunteers from Summit Signal to help with the run, and ordered Porta-Potties with hand washing stations for our two up-valley locations. We emailed the run packet to our participants as they signed up, with all the state and county and NARCOA Covid requirements. We were very apprehensive about the feelings and attitudes of the participants.



As the weekend approached, there were more last minute details. For each car we provided a two-ounce bottle of hand sanitizer, labeled "July Summer Run, Napa Valley Wine Train, MOW & PRO"; two 2 ¼" badges made especially for this run; and two 30-year Anniversary pins, provided by the Wine Train. Registration tables were set up for set-on paperwork, with reminder signs about six foot distancing and masks. Each party was required to sign Covid release papers. This was all organized and overseen by Glenn Boatman.





Set on was overseen by Rich Gunn, NARCOA Safety Committee chairman: two cars at a time, no bunching up, safety and Covid safety rules well observed.

Saturday morning, with all cars on the track and pointing north, we had our On-the-radio Safety Meeting. Each car had to check in by radio; the roll



call let us (the EC's) know that the radio worked in each car. The safety meeting was broadcast over the radio, including all the usual stuff: speed, radio, stopping distance, rusty rails, stops on the way, known hazards, etc.



The crew from Summit Signal started putting clamp & wire shunts at all the signal crossings

(74 crossings in all!) between Napa and St. Helena. Their contribution to the run is our watchword: SAFETY.



The morning was cool and dry, a perfect start for a run. Our first stop, in Yountville, was a comfort stop. The experiment worked, as all participants did



what they were asked to do. They respected the six foot rule, stayed by their cars, and wore their masks. With the shunts moved from the rear Sum-



mit high rail to the front, and the sink put back in the Porta-Potty and secured, we were ready to get underway to St. Helena.

At the big Highway 29 crossing at Whitehall Lane, the motorcars closed ranks, and were able to keep the time the traffic was blocked to a minimum. With shunts ahead of the crossing, and shunts after the crossing, everyone crossed the highway safely. The Wine Country traffic increased as the morning

laxed lunch time. The weather was very comfortable, with mid-70s temperature and a light breeze. At the conclusion of lunch, the Summit crew reversed the positions of their vehicles. We had another on-the-radio safety meeting wherein Dave Balestreri talked about future runs, including Goose Lake in Oregon and next year's planned run to the Alaska Railroad!



went on but, with alert ECs at front and rear, watching for cars that might turn into the run, we made it safely to our lunch stop in St. Helena.

With thoughts of Alaska in our heads, we were off, back through St. Helena to the Welcome to Napa Valley Sign, where we always take a group photo. This year, everyone stood next to their cars and our photographer took an oblique angle shot of the cars and the sign. Our next move was another comfort stop in Yountville, where everyone again followed

Most operators ate lunch in their cars. A few ventured into town for take-out. Everyone who moved from their cars wore their masks. It was a very re-



the rules, staying by their cars, and wearing their masks.

The run through Napa was uneventful. The bees that bothered us on the way up missed us this time around. Back at the Wine Train yard, ECIT Rick Smith gave the set-off instructions over the radio:



last cars first, A-cars on the shop track. Trucks and trailers came and went. As in the morning unloading, the “red zone” trailer rule was enforced at set-off.

Tracee Clauson says, “It was great to be able to get out on the rails again with everyone. Great job with all the virus precautions and having the safety meeting over the radio worked really well. It was so nice to see everyone cooperating and that’s what makes these events possible during this pandem-

ic. The buttons and pins and the labels on the hand sanitizer were a big hit and I’m sure everyone appreciated them. I know we did! Thanks to Connie for making the masks; I am kicking myself for not buying more than I did! Our son and his girlfriend enjoyed the run very much and it was great to have them with us. Thank you for making it possible and for all your team’s efforts!”

This run, with good planning and excellent help, went off without a hitch. No incidents or accidents, no breakdowns. All registered participants showed up. A great day! This shows that our operators and guests can and do follow the rules. The EC’s did not have to hound people to comply; folks did it on their own. Sure, there was a little bit of grumbling, but everyone did what was right for all. We had 16 cars and 44 people altogether.

The NARCOA Covid rules are workable. We had hand sanitizer for each car, sanitary wipes and big bottles of hand sanitizer at the set-on desk and porta potties at each location. There were extra masks for anyone who needed one. Thanks to everyone’s cooperation, the run was a great success.

For information on the Napa Wine Train visit:
<https://www.winetrain.com>

Photos by Linda Gunn and Paul Greenfield.



TWO STROKES ARE SPECIAL

BY JERRY VAN LOO

It all started a while back with the announcement of multiday trip in Canada, which I hadn't heard of in a long time. Six days on the Ontario Northland, from North Bend to Hearst, nearly 600 miles. It had been many years since I had been on a long trip, they were rare now compared to back in the 90's, so I signed up, but it was full. Not wanting to just sit home, I looked into other trips in Colorado, and signed up for those instead. However, there was a cancellation at the last second on the Ontario trip, and I was asked if I still wanted to come. That added considerable expense to the trip, but how do you say no. So it was game on, for a 1500 mile outing over the Nevada Northern, Craig branch, Leadville, Antonito and La Veta pass. On a 1940's Fairmont open M19 supplied by Janet Steeper, with the RO-B engine. As the details of the trip would consume a whole magazine or two, I will stick to the mechanical challenges that had to be overcome on this trip, and the wildly successful performance of the Fairmont two stroke.

I only had two weeks to prepare the car, which seemed like lots of time, but it wasn't. Fortunately the car had an extensive overhaul back in the 90's, and it was done right. However, 25 years is 25 years, and there were a lot of issues. The wiring was in bad shape, the brake light wasn't working, and it all looked shoddy, but there wasn't time for a rewire. So I found opens in three places on the wire to the light, and repaired them. The big issue was the alternator bracket, which is fabricated piece because Fairmont used generators, and the shorter alternator needs totally different support. The angle iron bracket holding the alternator was only made of 1/16" thick angle iron, and it was nicely done but too light, so it flexed and could not hold the belt in alignment. This severely wore the belt. I didn't have time to fabricate a new one, but found there was room between the alt and engine to weld in a short piece of square tubing to stiffen it up. Lots of grinding for bracket clearance, but it worked great. The belt had to be changed, and that is no small

feat as I tried to get the flat belt pulley off first, but there isn't room. I eventually pulled the engine out, which was equally as difficult; maybe there is an easy way to do it but I missed it if there is.

Next was the exhaust, which was the factory flex pipe that was broken in two places, wrapped with something in an attempt to patch it, just a disaster. In spite of all these troubles, the car still ran ok, it had been run this way a long time. I had run the car at the local museum on a very short track, and it performed ok, except for hard starting if the car sat for more than 30 minutes between runs. The carb was leaking fuel, so I pulled the carb off and replaced (made) new gaskets for all of the joints on it,



and in doing this, I made the discovery that is most of the reason for this article. The carb has a bronze seat that threads into the float bowl, with a steel needle. There is a sealing washer to prevent fuel from bypassing the float through the threads, so I used Teflon tape on the threads just in case the washer leaked, and on the float pin caps. I checked the float level by attaching a short hose to the inlet and blowing through it to see where the float stopped fuel flow, and it never did completely shut off. That was why the car would restart easily if it had just run, but difficult if much time passed because that was the time it took for the leak to overfill the bowl and flood the engine. The fix is lapping the valve by rotating it with a dab of compound on the very tip of the needle. When it stopped grinding, I added more and did it again. At last it was all cleaned up, it passed no air so the leak was gone. That was the

last time I ever had to drain the crankcase, turn the fuel off, or ever had to give the crank more than one firm pull to start in 1500 miles of operation.

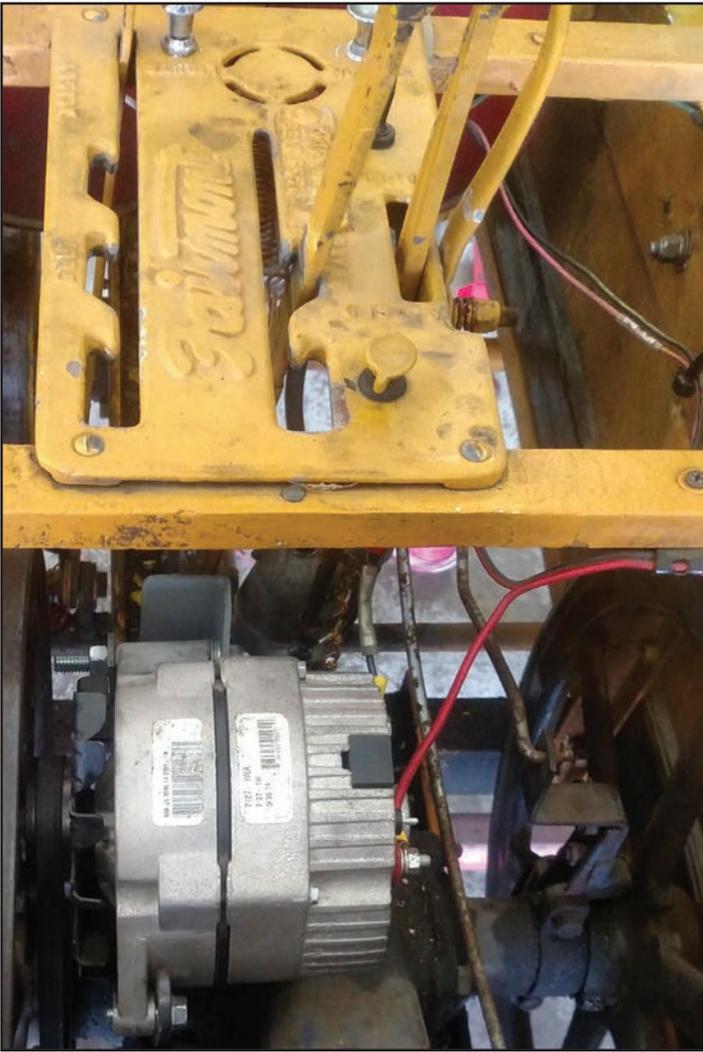
Getting back to the exhaust, backpressure is very critical to any two stroke because the gasses exchange in the cylinder when all ports are open. And there has been much written about it, some amazingly complex theories to such a simple process, but the goal is to get the burnt gasses out and the new mix in without too much bleed over into each other. Fairmont is one of a very few manufacturers that put a deflector on the piston to aid in this process, and was never done by any two stroke manufacturer again to my knowledge, so I question its effectiveness, but that's another topic. The trick is for the exhaust to be low pressure when the ports pop open, readily accepting the gases coming out but not too open to draw out too much. And when working hard at higher rpm's, a rise in backpressure meeting the increased flow, but not too high to restrict it. Not terribly complicated, really. With that in mind, and needing a quick and dirty way to get an exhaust on, I ran a solid pipe out the back of the car mounted on two rubber hangers so it could move when it needed to. A 2" pipe fits snugly into the exhaust port of the engine, and I welded it so it would line up parallel with the frame to go out the back, almost touching the axles. On the end, a Harsco spark arrestor with a 2 1/4" outlet just to be sure it didn't create too much backpressure. The results were shocking, as in all my years, I have never seen one run with the four stroke cars fairly competitively.

I believe equal to the exhaust success was the ignition, which was already on the car. I do not know what voltage the coil is, but it was the right choice with no plug fouling issues. Also found out not all oils are equal by a long shot. I used a racing oil in the gas, a fairly heavy one it turns out. Through a miscalculation, I ran out on this long trip, and found out that performance two stroke oils are very hard to find on the road. So I had to settle with what I could find- a high performance synthetic, but very light in viscosity as so many two strokes run oil injectors now that seem to require a lighter viscosity oil. When looking at a two stroke oil in the bottle, be aware that it can never be any thicker than it is,

only less in a hot engine. So if it looks and acts like water, there is no magic that is going to change that in the engine. On the most demanding ascent of the whole trip, I had water for oil, and the inferior ring seal nearly defeated the climb. Everything matters when pushed to the operational limits but it made it, and I won't be caught without the right oil again.

Ignition timing is the key piece of information, likely the most important, as well as the least understood. Combustion is not instantaneous. Though often referred to as an explosion, which also is not instantaneous, combustion takes time. If the engine is idling at 400 rpm, the piston speed is calculated in feet per second based on the stroke length. When the mixture is ignited, it builds pressure to force the piston down. At this rpm, the speed of the burn completes its combustion and hits peak cylinder pressure by the time the crank has turned 90 degrees from TDC, when the plug is fired at TDC. Taking off in the car, I tighten the belt and open the throttle, maintaining the 400 rpm with the belt tension. Soon as the car speed matches the rpm, I put the tensioner in the notch to not allow slippage. Now, by the time the engine picks up speed to 500 rpm, already the piston speed has increased enough that the peak cylinder pressure isn't happening before or at 90 degrees, it's happening later, and the power is dropping off. So the timer lever has to be advanced so the spark lights the fuel before TDC to keep the peak cylinder pressure close to 90 degrees after TDC. And as the car accelerates, this situation happens again, and more advance is needed to match the ever increasing piston speed. At top speed, the advance lever may be fully advanced for the most power, but it's not always a given, as many things can affect the burn time of the fuel. This is all fully verifiable, and this is the other reason for the article. So what line of reasoning could ever back up running an engine at full advance at all times? There is one.

Anytime the advance lever is moved forward, the engine speeds up if it can. And I believe the line of thinking is that if some is good, more must be better. Idling an engine at full advance means that the early ignition is building its peak pressure before TDC instead of after. This puts undue stress on the rod bearings for no reason, at a time when the en-



engine is cold and cannot lubricate properly until the engine warms up. Cold starts are very hard on any two stroke, although the roller bearings in modern two strokes will handle the situation better than the plain bearings of Fairmonts. The power bursts are forceful but only fire every second or third revolution, missing way more than hitting, but every revolution pulls in fuel whether it's burnt or not, so this unused fuel works to wash oil off of the rotating parts rather than deposit the oil. So the urge to give too much advance has to be tempered by the basic math of the situation. Never let the engine ever miss if you can help it, and keeping the idle speed as low as possible will save a lot of fuel and prevent overheating. Just always be sure the engine is good and warm before working it hard.

There is another way to look at proper timer position, a pie chart. Every BTU of a fuel charge has to be accounted for, and the chart is perfect. I'm not sure what the numbers actually are, so I just approximate the horsepower as 30% of the total available

BTU's. The other 70% will be split between the exhaust pipe and the water, and what is given off the surface of the block and head. I would think the exhaust is going to be the largest percentage of the waste heat, so I'll give it 50%, which leaves 20% to the water. If the timer position is advanced, and HP falls to 20%, the lines in the pie chart have to shift to account for it, and they shift toward the water. The extra BTU's are boiled off in the cooling system, the head and piston temperature will go way up too, which leads to the next problem of overheating. Fuel has a flash point; it's the temperature where the fuel spontaneously ignites on its own. The average combustion temperature can be calculated as the average of the outgoing exhaust temp and the incoming air temperature, minus horsepower and the cooling water BTU's, and what's radiated off the block and head. When this temp gets too high, control is lost through pre-ignition or spontaneous combustion (detonation), and in some cases the engine will still run with the ignition turned off. But usually, it just dies, as the operator has succumbed to the misunderstood consequences of too much advance.

Lastly, fuel mixture is also very important, and another misconception I see is thinking more fuel means more oil, and that being too lean will ruin the engine. Absolutely false; the only way to get more oil to the engine is by adding it to the fuel tank, and any fuel in excess to the best power approaching from the lean side can't be burnt, and will wash the accumulated oil off of the parts. With a timer lever to adjust to any operating conditions needed, there is no excuse for this. As proof of these claims, the car averaged 35mpg if not higher, and 40mpg on one occasion. I do not recall enjoying a trip more than this one, the challenge of the Fairmont engine is extremely rewarding; I've probably missed some things here. I am still thinking about the mechanical challenge it was to get that car road worthy for this trip, and can't stress enough the importance of making sure the car is good shape so there are not problems. A trouble free trip is not just the luck of the draw...luck tends to favor the prepared.

Many other technical articles on the Fairmont 2-stroke engines are found at:

<https://www.narcoa.org/newsite/tech.htm>

RAILCAR WHEEL TOOL *KAIZEN*

BY DAN PAGE

Anyone who has a manufacturing or engineering background recognizes “kaizen” as the Japanese term for continuous improvement of products. This concept has been adopted widely by companies around the world. The NARCOA Store is applying this principle to the official wheel tools we sell. Recent discussions with members have resulted in small improvements in these products.

For the NARCOA wheel calipers, member William Phoenix from Idaho suggested that better accuracy and ease of use could result from adding three washers to the design.

Bill, an engineer, wrote, “I assemble calipers with a 1/4” stainless steel fender washer between the two halves and 1/4” flat stainless-steel washers between the nut and half, and bolt head and the other half. I tighten the aircraft nut until it stops sloppy movement but is not tight enough to add any friction. I find that the calipers are easier to use.”

Thanks, Bill! You are correct. This improvement reduces play and makes the tool more comfortable to use accurately. We have adopted your suggestion. All the wheel calipers shipped after 1 August 2020 include these three stainless steel washers, aka “Wheeler Washers.” Current NARCOA members can receive a set of these washers free by sending a stamped, self-addressed envelope to the NARCOA Store, 6432 Mukai Court, Huntington Beach CA 92647.



The need to reorder the NARCOA aluminum wheel profile gauges this summer provided a chance to include a suggestion made from a fire fighting railcar operator in Australia, Mark Lythall. Mark suggested the addition of a small slot on the gauge aligned with the white measuring line.

Mark pointed out that, “This enables the gauges to be more easily used either way up and could also take the end of a tape measure.”

Thanks, Mark, great idea! We have received a new shipment of the profile gauges from our supplier with this *kaizen*, and they work great. All orders after 1 July have received the new tool with the “Lythall Modification.”



We thank everyone who has sent ideas for new products and improvements to current products from your NARCOA Store. Keep the good ideas coming!

KEEPING NARCOA ROLLING

YOUR NARCOA OWNER'S MANUAL

BY MARK NORTH

Everyone knows you must provide preventative and routine maintenance on all of your equipment. You change the oil, service lubrication points, clean and inspect your motorcar so it will give you dependable service. Your trailer and tow vehicle receive the same attention. Everyone wants to arrive on time and with a motorcar that will provide trouble free service throughout the season. You also do not let just anyone operate your equipment. Only qualified operators. Remember there is one more "machine" that needs maintenance too...NARCOA!

We are very fortunate to have such an organization to provide our motorcar hobby with the support and professionalism that is needed to acquire access to very large and industrial properties. Members have the benefit of many years of building a system of qualifications and supporting documents that provide our host railroad with the confidence that we are a professional group. Members also have the solid foundation of up to \$10,000,000 worth of coverage that is needed to enjoy some of the finest railroads around our vast network. An operator is covered, and our host railroads are covered.

You're wondering how to do maintenance on an entity? Well, we are all part of the machine. Each member is an important component to the successful operation of the organization. As a component, each member must stay in tip top shape to do their part in making the NARCOA wheels turn.

The following are the NARCOA service points:

Read the current Operations Manual and the latest Rulebook. They are your owner's manual. If you know them, you will be confident about your time on the rails. Safety is the key behind the documents, and they have been compiled from years of experience.

Treat other members with respect. This includes the excursion coordinators. Remember each member is a part of the machine. You wouldn't beat a sediment bowl with a hammer to make it comply, don't verbally hammer another member. Our strength is in our numbers. Each member makes the insurance more affordable and helps pay for each excursion.

Do not put anything on social media that you would not hand on paper to the owner of a railroad. Pictures of a mangled motorcar are not helpful to promoting our hobby. That is like putting sandy oil in an engine... eventually it will be a showstopper.

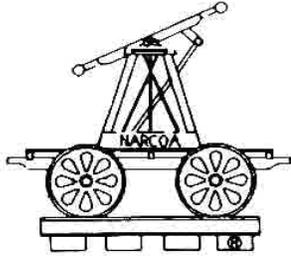
Do promote NARCOA and how enjoyable and safe the hobby is. Shine the chrome! I know cars don't have much anymore so wax the paint! Demonstrate your pride of ownership.

Do not approach host railroads on your own. That is why we have excursion coordinators. Any railroad you name I will guarantee we have a coordinator who knows the right people. When you go around your EC and create a bypass eventually a fuse will blow. Stick to the wiring diagram or you may cause a fire that damages some of the components (members) of your NARCOA machine.

Use your area director as service technician. Sometimes you may feel NARCOA is running a little sluggish, missing or hard to start. The area director will have the ability to diagnose the problem and with the help of the other directors, will through experience determine if a tune-up is in order. A rule change may seem reasonable or possibly even safer without an in-depth study. Ethanol in gasoline seems perfectly reasonable until gaskets begin to dissolve away.

Remember to frequently run NARCOA. If you leave it parked for periods and run other machines there will be problems with the equipment. NARCOA is your equipment. When you begin to let it set idle there will be problems. If you run your NARCOA frequently the battery will remain freshly charged and gas will not become contaminated.

Remember NARCOA is your machine! Take care of it and you will have years of enjoyment.



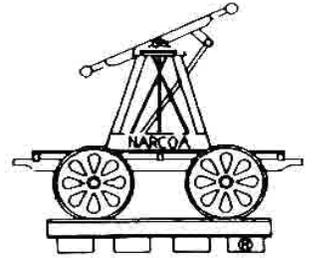
NARCOA EXCURSIONS

AS OF AUGUST 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.*

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 5 - PA posted 07/08

Delaware Lackawana RR

New Jersey Trackcar Excursions (NJTE) run on Saturday followed by a paired trip with a NARCOA excursion on Sep 6 on the Stourbridge Line out of Honesdale. Set on in Scranton. About 127 miles. Cost \$275. EC David Sigafoose, Ken Ciparis, 732-618-4286.

Sep 6 - PA posted 07/08

Stourbridge Line

Honesdale to Lackawaxen and return. Approx 48 RT miles. Non-mentoring excursion. 30 car limit. Fee for this single day (Sunday) event is \$65. Details by email to EC Rob Piligian. Trip is preceded by a trip (separate registration) with NJTC on Saturday, September 5, on the DL out of Scranton.

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 **CANCELLED**

Finger Lakes Railroad

Sep 14 - Sep 20 - CO/NM posted 04/29

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

Sep 16 - 17 ID/WA posted 05/18

CANCELLED Great Northwest Railroad

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 18 - 20 - CO posted 06/25

Leadville, Colorado & Southern RR

Rocky Mountain Division - Leadville. Limit 15 cars. 85 miles (approx.) \$100/three days, \$55/one day. No mentoring. EC Jerry Geiger, 719 568 7966.

Sep 19 - 20 - PA posted 06/12 **FULL- Waiting 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 22 - OR posted 07/11

Goose Lake Railroad

Motorcar Operators West annual visit to Lakeview. Boots and long pants are required. Run fee is \$150. Contact Rick Smith or Dave Balestreri.

Sep 25 - 27- IL posted 08/03 **CANCELLED NARCOA Annual Meeting**

The NARCOA Annual Member Meeting in Chicago has been canceled due to the difficulties of travel during the Covid-19 pandemic. The Member Meeting will be rescheduled for a later date this fall. The Member Meeting is open to all paid NARCOA members.

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 08/21

Vermont Rail System

White River Junction to Newport, VT and return, approximately 210 RT miles. 50 car limit. The \$500 fee will include one Saturday night accommodation, dinner, breakfast and lunch. NEREX EC Tom Sopchak

Oct 2 - 4 - WA posted 07/30

Washington Eastern RR

Set on in Wilbur Friday. RT to Cheney Saturday. RT to Coulee City Sunday. Approximately 200 miles. This is a PRO excursion, no car limit. Excursion fee is \$260. EC Bill Taylor, Contact ECIT Mike Phelps, 509-989-6184.

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 may 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 05/04 **FULL Waiting List Started West Virginia Central**

Fall Leaf Extravaganza 170RT miles 2 days. Cars overnight on tracks in Elkins. Experienced operators only. EC's John Gonder, Chuck Badger, Eric Clark.

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

Oct 23 - 25 - WA posted 08/10

Columbia Basin RR

Set on in Warden Friday, RT wheeler, Schrage and Othello on Saturday, RT to Bruce and Connell on Sunday, Approximately 185 miles. PRO excursion, no car limit. Excursion fee is \$210. EC Bill Taylor, Contact ECIT Mike Phelps

Oct 31 - TX posted 08/21

Capitol Metro Transportation Fall Run.

Llano to Scobee Spur - Approx. 54 miles RT. Seton in Llano. Contact EC Leland Stewart 210-863-5397 Fee: \$40.

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 approx. 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.

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 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. Formal announcement in October. 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.

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 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, 2021 - TX

Capitol Metro Transportation

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

Feb 01, 2020 - Dec 31, 2020 - GA

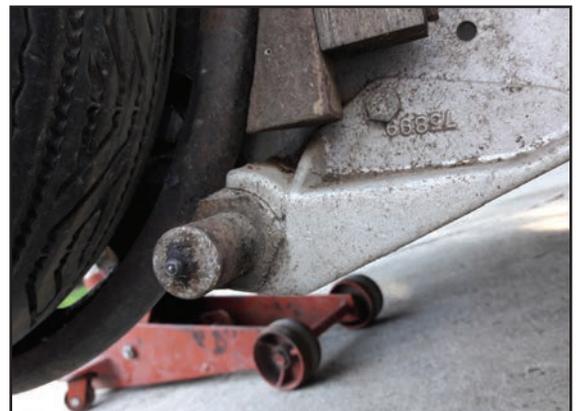
St. Marys Railroad

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

SO YOU THINK YOU HAVE SEEN IT ALL? BY STEVE PALUSO

I have been in this hobby for 30 years and I haven't seen anything like this. I got this motorcar a couple months ago and when I first looked at the rear wheels I said to myself, who in the h@<# would do this to a motorcar? It looked like someone attached air-inflated tires on the rear. In close examination and doing some research I found that these wheels were Fairmont-factory installed. I believe these came out in the early to mid 1950's and think this is a first generation attempt by Fairmont on installing rubber wheels on a motorcar. Most people

are used to seeing Fairmont's subsequent version of the vulcanized wheels. Since these were an air-inflated wheel, what do you do if you get a flat? Well, in the book when you ordered the option for this package, they did give you a spare mounted on the car. In one of the pictures you will see these castings that are mounted next to the rear wheels. They were called wheel dollies. I still haven't figured out what purpose these things served. If anyone has seen this set-up before and may know what those castings did please share your thoughts.



SUPPLIERS

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

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

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

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

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

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

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

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

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

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

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

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.

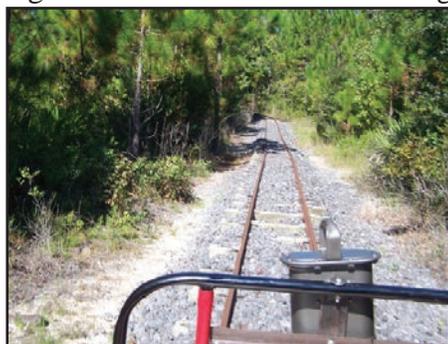
Complete, restorable Fairmont motorcars for sale. Models range from M9 up to A4 including two and four stroke engines, belt and transmission drives. Also parting out several motorcars; please call for more details. David Staggs, 812 545 9684, Mitchell, Indiana.

□ 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. □

WEST TOCOI AND BOSTWICK RAILROAD

BY RICK BESELER

These are unprecedented times, both for our nation and our hobby. NARCOA had to cancel all meetings and many events. For most members of NARCOA there weren't many options available until things got better. But for a fortunate few railroad buffs in Northeast Florida, there was one option to be able to get out on the rails alone or in very small groups. The West Toco and Bostwick Railroad (WT&BRR), a two foot narrow gauge railroad located 35 miles south of Jacksonville, Florida offered a way to enjoy motorcar riding during this break. The WT&BRR was recently purchased by longtime NARCOA member Rick Beseler and along with other long time members Jay Boggs and Jim Garner, they have begun restoration efforts for the railroad. The WT&BRR was originally built beginning in the late 80's and was completed in 2009. It was the dream of its previous owner, Regg Weller, to build a narrow gauge railroad and also build a working steam locomotive with riding cars from scratch.



The WT&BRR consists of about a mile loop of track along with two wyes and a partially completed inner loop that connects to a roundhouse, turntable, complete

machine shop, train station platform and railroad memorabilia. It is located on 200 acres of timberland near the western banks of the St. Johns River. The track traverses various upland planted pine and wetland hardwood areas. There are RV camp sites with full hookups, picnic areas and a pond the track passes by. The site was also previously home to a 7 1/2 miniature railroad operated by the Northeast Florida Live Steamers group who recently relocated their operation to the Florida Agricultural Museum at Interstate 95 and US 1 in Flagler County, Florida. The abandoned 7 1/2 roadbed is still visible within the area of the two foot gauge track loop.

Jim Garner and Jay Boggs have a two-cycle motorcar that was modified from full size to a narrow gauge, 2 foot version with all original equipment, just scaled down. It, along with a gas operated locomotive, operate with other rolling stock on the WT&BRR. The steam locomotive and tender have not been recertified for use since they have not been used in several years but are still on

site in the roundhouse awaiting restoration. Other equipment for track maintenance are also stored in the roundhouse and by using the turntable can be quickly deployed to the mainline. A motorcar shed is positioned next



Jay Boggs and Jim Garner with their motorcar

to the mainline not far from the Depot where the speeder can be easily rolled down a ramp for quick set on. The shed doubles as a tool house, just like it would have been used in days gone by.

While the WT&BRR may not be the same as a long ride on welded rail through beautiful mountain scenery, it can be a fun way to stay connected to our hobby while we wait for times of normalcy to return.

The WT&BRR invites NARCOA members who may visit Florida in the future, after the crisis passes, to drop by and visit the operation, and to take a ride on the narrow gauge railroad. For more information contact Rick Beseler at rbeseler@yahoo.com.

Note: while not a NARCOA event, 3 buddies sharing a test ride on a freshly rebuilt 2 ft. gauge motorcar on private track gives us all hope for a brighter future. Ed.



Rick Beseler (L) and Jim Garner, ready to head out.

SHORT LINES

The First Iowa Division EC Dave Voeltz coordinates with multiple host railroads including the Dakota Southern, Red River Valley and Western, Twin Cities and Western, and the Minnesota Prairie Line to provide them with a way to gain some excellent PR. He encourages them to consider paying forward some of the run fees collected. "I share this with other railroads as well, and more and more become receptive to the idea of letting the public know that their company is putting money back into the communities along the right of way."

The Dakota Southern Railway presented a \$250 donation to Helping with Horse Power on Saturday, July 25th, along the railroad tracks in Mt Vernon. Lynn Eckmann of Dakota Southern, left, presented the donation to Crystal Young of Helping with Horse Power and Sarah Boyle. In lieu of receiving payment from NARCOA affiliate First Iowa Division, who rode over the tracks the weekend of July 25 & 26, Dakota Southern asked that donations be made to organizations along its rail line. Helping with Horse Power is a nonprofit organization that offers therapeutic riding programs for individuals with disabilities as well as at-risk youth, victims of abuse, and Veterans.

The Dakota Southern Railway also presented a \$250 donation to the Missouri Valley Ambulance Service in Oacoma. Lynn Eckmann of Dakota Southern, right presented the donation to Katherine Benton of the Missouri Valley Ambulance Service.



Motorcars appear to be trying to go through the drive through at McDonald's in Oil City, PA on the Nittany and Bald Eagle excursion August 1. *Photo by Terry Mott*

SHORT LINES SUBMISSIONS WANTED & NEEDED
Simply send your photo(s) and some details as listed in the examples below to: setoff@centurylink.net
Excursion: XYZ Affiliate on 5/10 & 11 2019 (NEREX or MOW for example)
Location: Reading, Blue Mountain & Northern's Pittston Yard (for example)
Time: Saturday around 5PM
Photographer: you or someone else
Story: What made this moment interesting to you and/or what we should know about the photo.