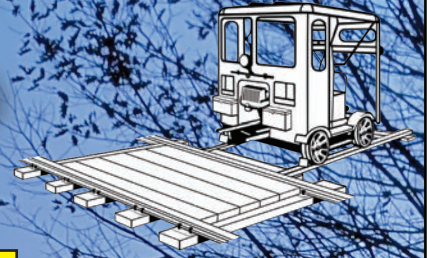


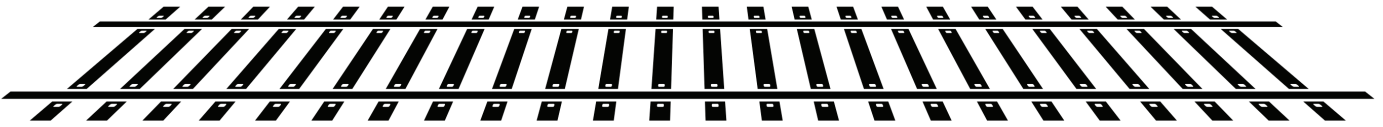
THE SETOFF



THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION
JAN / FEB 2021 VOLUME 35 - No. 1

**NEREX RIDES AGAIN
NARCOA ANNUAL MEETING
SANTA'S HELPERS IN
PENNSYLVANIA**

SHORT LINES



Wild weather in South Dakota



Excursion: First Iowa Division affiliate
Location: Dakota Southern Railroad, Oacoma,
South Dakota

Dates: 27-28 July 2020

Photographer: Philip L. Hopper

This was one of the first excursions run during the Covid-19 pandemic. The weather was unpredictable: a strong cold front with torrential rains arrived during the Friday early set on, 100 degree temperatures



were the norm on Saturday, and winds exceeding 40 miles per hour buffeted the motorcars on Sunday. In spite of these conditions, 15 operators covered 210 miles on the recently upgraded right-of-way. The excursion was well organized and the Dakota Southern Railroad proved to be a perfect host for the event.

PRESIDENT'S MESSAGE

MARK NORTH



Welcome to all NARCOA members and friends reading this first issue of The SETOFF for 2021. I thank the Board of Directors for selecting me as your president for this year. I will do my best to lead us forward at this critical point in NARCOA's existence. This is my perspective on the 'State of the Organization' to let you know where we, as an organization, are today, and where we, with your support, will go in the future.

The year 2020 was a year of extreme challenge, a year of tragedy, a year of success. Let us together thank Ross Baxter, who stepped up with extraordinary actions necessitated by the introduction of the COVID-19 virus. In this difficult situation, he coordinated the efforts of our leadership team, guiding and directing NARCOA to minimize the immediate risks with the goal of getting us back on the rails in the safest way possible. At this point in time, almost a year later, we can more clearly see the wisdom of the difficult decision of cancelling all excursions until the pandemic situation defined itself, then stepping forth cautiously when there was opportunity to begin excursions once again. This action caused extreme hardship to many EC's who had excursions scheduled or were well within the planning stages – I apologize for that – but it was necessary. I again say thank you to Ross and to the NARCOA Board who made the hard decisions, and particularly offer thanks to all the EC's who jumped through many hoops to first postpone runs, and later to resurrect them when restrictions allowed. We have also encountered tragedy and sorrow, especially with the loss of Bob Knight to this deadly disease. We have successfully survived the initial phases of COVID-19, but there will surely be more to overcome in 2021. We successfully held an online annual meeting

We are a family! I have been a NARCOA member since 2007. I have found the most telling aspect of this organization is its culture of helping-out when times are difficult. The 'get-er-done' philosophy is demonstrated in many ways. One sees it when a motorcar breaks down and others bring parts and expertise together to get it running quickly. It is exemplified when we have a derailment or emergency, and people pull together to respond, help, and lead. It is exhibited when members reach out to other members and assist in times of trouble, hardship, financial issues, or to support and pray during health/injury circumstances. Like any

Continued on Page 5

IN THIS ISSUE

Shortlines	2
President's Message	3
From the Editor	3
NARCOA Officials	4
Directors' Messages	6
Safety Update	11
Toys for Tots in SW PA	12
Toys for Tots Central PA	..14
NEREX Snowflake Run	15
Annual Meeting Minutes	18
Company Store	21
A Tale of Two Speeders	22
Operator Testing	23
Upcoming Excursions	24
Suppliers	26
How did you join the hobby?	27

FROM THE EDITOR

ROBIN DOUGLAS

Happy New Year, we hope. This has been a tough time and we're all believing the worst is over. I have to express my sorrow at the loss of my friend Bob Knight. He was an amazing ambassador for us to our host railroads and the world as a whole. Without his encouragement someone else would be your editor today. I will miss his welcoming voice and smile. Happy rails, Bob.



THE SETOFF

VOLUME 35 No. 1

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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.

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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: A chilly twilight at the end of the first day's adventure on the NEREX Snowflake Run in New Hampshire. Photo by Paul Rude

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President's message, continued

family, we will also disagree at times and become 'wrapped around the axle' with various issues. If we let conflicts grow, it will take organizational energy and time to resolve them. Sadly, in 2020 some past members chose to go their separate ways over differences of opinion, creating splinter factions. At this time, I call on the membership, as a whole, to put aside such impulses and pull together as a unified team. Being a team and operating in solidarity is most important at this time of NARCOA's existence.

We need our full unified membership, including you, to continue to present ourselves as a professional, self-regulating organization. NARCOA provides an efficient and standardized platform that supports discussion forums on relevant topics, resources for maintenance and repair procedures, training for excursion operations, and operational rules. This standardization is the reason that several motorcar groups merged years ago to form NARCOA. We enjoy, in the unification of NARCOA, the opportunity to ride nationwide. Think of it. We have motorcar excursions almost anywhere in U.S. & Canada, limited only by the member's motivation to drive to get there. Excursions are operated from New England to the West Coast/Alaska in the U.S., from Quebec/Ontario to British Columbia in Canada, and from the southern border to the Yukon. All these opportunities are knit together by NARCOA, whose promotional efforts with host railroads yields the opportunities we enjoy. And yes, this organization costs money to operate. NARCOA gathers together a sufficient number of members to pay the bills including insurance, legal costs and the publication you are reading now. With members across North America and around the world, we can cover the annual financial overhead to keep our hobby alive.

Insurance is a necessity in modern life, and it is a given that we all need insurance to pursue our hobby. It is expensive. We need all members to purchase insurance for two reasons: 1) to maintain insurability in future years, and 2) to keep the annual cost to the individual NARCOA member as low as

possible. Excursions are being planned now and we fully expect more to be scheduled as the year goes forward. With ever increasing distribution of vaccines, our ability to enjoy the camaraderie of each other will likely get back toward normal. And with insurance, you'll be ready to come along.

I want to remind all of you of the commitment of our Excursion Coordinators (EC's), Committee Members, Officers and Area Directors. These committed volunteers provide insurance administration, membership and testing administration, organize mentoring, handle website administration, provide governance and enforce rules, operate the NARCOA store and supply us with motorcar parts. Plus, there are many additional anonymous people working behind the scenes to make this organization work. These people and countless others put in many hours of their free time to make your motorcar experience happen. Please say thanks to the next EC or NARCOA volunteer you see for allowing you to have a hobby. Better yet...ask them how can I help?

I urge you, my friends, to the following:

- BE POSITIVE! Be Constructive. Be Thankful.
- Be a team player – support NARCOA, even if nuances of the operation are not to your taste.
- Pay your dues and purchase 2021 NARCOA Insurance for the good of everyone even if you are limiting your personal trips this year.
- Support your leadership. Follow your EC's directives willingly and proactively. Assist your NARCOA Committee Person and Board Member for the overall good of the organization.

Now – more than ever – we need to be committed, supportive, and proactive. 2021 will be much better when we commit to being in solidarity with each other and this organization.

Thank you

Mark North

AREA ONE



TOM SOPCHAK

Hello Area 1 Members,

Hopefully everyone had a Merry Christmas and was able to celebrate a Happy New Year! We are all looking forward to 2021 and hopefully a vaccine. That said, it is with a heavy heart that I let you all know that Lynn Mead passed away at her home on October 30. Many of you may recall the article on page 10 of the May/June 2020 Setoff that mentioned a donation in Lynn's name. Lynn loved going on excursions and her last one was the Lehigh and Owego held in August 2020. She rode with John Gonder on day one and helped flag on day two. She will be greatly missed.

On a happier note, I would like to welcome new member Michael Virsinger from Seaforth, NY to NARCOA! He joined in November 2020 and is anxiously anticipating the purchase of a railcar and his first excursion. We all look forward to meeting this new member on the rails.

The NARCOA annual meeting is going to be held on December 13, 2020 at 3pm EST. This is going to be NARCOA's first zoom (virtual) meeting. Hopefully it all goes well.

As the new Area 1 director, I'd like to connect with Area 1 members. What's on your mind? What excursions have you been on and which ones are you considering attending? What concerns do you have? What things would you like to see changed with your car or with the hobby? If you are interested in attending an Area 1 meeting please let me know. You can email or call me. This would be a virtual meeting and will only be held if there is enough interest. I will pull together an agenda and contact whoever is interested in a meeting.

In past years I have seen several Area Directors tell everyone that winter is the best time to work on your car and prepare it for the following year. Of course, they are correct. I realize that some of you may not have a place to do this work. If you can, I would suggest going over your car focusing on safety first...then maintenance. Do you have any loose nuts or bolts, is the battery ok where it is, is your gas tank full, is the fuel stabilized, did you change the oil, how do the brakes look, etc. Just as an FYI >>> I am

working on a motorcar Tune up and Shake out event for railcars in our area. I *hope* to hold this event in April 2021, but we'll see how that goes.

Tom Sopchak

AREA TWO



MARK NORTH

The unbelievable year of 2020 has come to an end. From Frostburg, Maryland to Honesdale, Pennsylvania the capable Area 2 Excursion Coordinators managed to salvage the year and hold all but just a few excursions! The only cancellations in our area that were not rescheduled were the very early "test and tune" excursions that were first on the schedule, and in the end, it became difficult to squeeze them in. I say thank you to all of the Area 2 coordinators that worked so hard to cancel and then reschedule the excursions that were on the calendar. They did very well following the local, state and NARCOA Covid-19 guidelines to safely run excursions throughout the summer and fall.

Attending excursions in our four-state area was also unpredictable over the summer due to interstate travel restrictions. Also, thanks to attendees for cooperating and following the requirements of the NARCOA Covid-19 policy. Accepting the policy made the EC's job much easier and reflects well on our organization; most importantly, that cooperation kept everyone safe!

On another bright note, Area 2 had a very successful "Toys for Tots" campaign last fall. The membership raised \$7,485.00 and collected 3,100 toys and items for the local communities. I would like to thank the Southwest Pennsylvania Railroad and the North Shore Railroad for allowing NARCOA the continued opportunity to hold these excursions. Special thanks to EC's John Gonder and Larry Maynard for their continued efforts and also to the members who contributed! It's great for the local communities. It was an awesome close to a very difficult year!

I am looking forward to making this year enjoyable and safe. Get to work on those cars and be ready to make some good times!

See you soon,
Mark

AREA FOUR



JIM HOPKINS

Happy New Year to NARCOA and especially to Area 4 members! I am hoping that this message finds you all well as we prepare to enter a new year together. By the time you read this, NARCOA will have made a new chapter in the history of the organization, the first Zoom online meeting of the Board of Directors will be in the books.

2020 has been a trying year for the members of NARCOA and a difficult time for the BOD when trying to make decisions about how to get us through a pandemic without helping to spread the virus that has been a burden to many of us. Staying at home has not been the most exciting thing for many. Not being able to enjoy the hobby that we love has been difficult but was finally able to be managed so that excursions could be held before the year was over.

We must look forward to beginning the year with a positive attitude that things will eventually get better. It may not be

exactly like it used to be as we will have to get accustomed to a new normal in our daily lives. Please bear with the organization as it adjusts so that we can all continue to ride the rails together in 2021. Use the winter months to make sure your motorcars are in good condition to make the excursions that you attend are safe and enjoyable, brush up on the rulebook to make sure you understand the rules and how much safety on the rails depends on ALL of us. Above all else have a fun year and continue to wash your hands for the health and safety of all.

Jim Hopkins

AREA

SIX



DALE BRIX

Hello Area 6

NARCOA and Area 6 has lost a great leader, as Covid-19 has claimed the life of Bob Knight. Bob was a dynamic leader and his personality rubbed off on everybody. I replaced Bob as Director in Area 6 as he pursued promoting NARCOA on the national level. He was my

mentor on being a director and becoming an excursion coordinator. On a personal level, he was my friend, first and foremost. My thoughts, love and prayers go out to his family.

By the time you read this report, 2021 has already began, Covid is still with us and hopefully a vaccine is being dispersed. If there was ever a time for the NARCOA membership to stick together, THIS IS IT. You will be asked to sign up for membership and insurance soon. Our insurance program is the life blood of this organization, without it, the railroads will not give us the opportunity to go on their rails. Please sign up for insurance.

Now is the time to think about your motor car, what needs to be fixed and what necessary changes need to be made. Do not forget about the trailer. Give some thought on how we can become better operators. Make sure we are keeping a safe distance between cars to prevent rear end accidents. Ask yourself, have I prepared my car for the next excursion to the best of my ability. This is a fun hobby, let's make sure it is a safe hobby.

With a heavy heart, Happy New Year

Dale Brix

AREA
SEVEN



CARL SCHNEIDER

I hope everyone had a very happy and healthy holiday season. By the time you read this, we'll be in 2021 and anxiously waiting for the new excursion season...hoping that it will be much better than what we experienced in 2020 with the pandemic situation.

The First Iowa Division is planning on running a full excursion schedule in 2021 with plenty of riding opportunities. The FID EC's will be working together soon to make a schedule that will give several opportunities to get those motorcars back on the rails after such a strange 2020 season. With this in mind, when the 2021 insurance becomes available please renew promptly so once the rides begin, you'll be ready to join the fun. See you on the rails!

Carl Schneider

AREA
EIGHT



LORNA KINGSLAND

This has been quite the year; who knew that a pandemic could turn our lives upside down. For Area 8 in Canada, there has not been any new activity, nor any new members. For that matter...no motorcar trips either.

In the previous Setoff, I mentioned the passing of one of our NARCOA members and a longtime friend of mine, Jim Brown. In the past several weeks I have assisted Jim's daughters in sorting through some of his railway collection. I soon discovered with Jim living in a railway station for over 30 years he had amassed quite the railway collection. My advice to any of you collectors out there, start cataloguing what you have now, so your children do not have to determine what is of value and what is not. If you know your children may not have interest in these items, then maybe bequeath these items to a local railway museum where they may be enjoyed by future generations, assum-

ing that all these museums survive this pandemic.

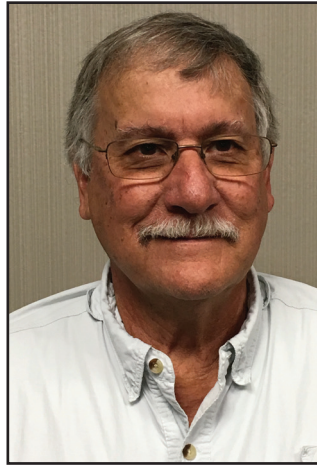
Our track motorcar is still in the trailer repair shop, if all goes well, we should be able to pick it up soon, and if this pandemic improves with the use of vaccines, we will soon be back to travelling by track motorcar on the rails again in 2021

In closing I was saddened to hear of the recent passing of another NARCOA member whom I have known for several years, Bob Knight. Rest in Peace Bob. It was very unfortunate that after having survived an accident, that Bob got the Covid-19 virus and declined rather quickly. My sympathies go out to his wife Laurie and their family at this time. My wish is that all our NARCOA members stay safe, wear your mask and hand sanitize.

Happy New Year to all and I look forward to seeing some of you in 2021, when we can hopefully return to motorcar trips and maybe even an in-person annual meeting.

Lorna Kingsland

AREA NINE



LELAND STEWART

Season's Greetings Area 9

The year is rapidly drawing to a close and many of us can't wait to put our issues behind us and try to make a better run at the New Year. As I write this, we are still dealing with the changing aspects of the virus. That being said we are staying positive and making plans for the 2021 excursion schedule.

The Railroad Partners, Inc. fall excursion was a success with no issues and by the time you read this, the Rocky Mountain Division's Santa Run on the Colorado Pacific will be complete. A number of new runs are now being planned. Railroad Partners Inc. will be

hosting a 2-day run on the Border Pacific RR in Mission, TX on March 6 and 7. The Oklahoma Railway Museum will be hosting a 2-day run on the FarmRail RR in Clinton, OK on April 10 and 11. There will be a Bluebonnet Run out of Llano, TX in April with the exact date to be determined. RPI is also working on a possible run on the Texas State RR this spring.

By the time you read this, the NARCOA Annual Meeting will have been completed with the new experience of being conducted virtually. This has been a trying year for the BoD in dealing with lockdowns, travel restriction, varying requirements for public gatherings, etc. Add to that, the frustration of our many members being restrained from enjoying this great hobby. I sincerely hope we are cresting the hill and can start to get back to some sense of normalcy.

I would like to welcome Scott Woodward of San Angelo, TX to NARCOA and Area 9. We

CORRECTION

In the article titled "The Venerable MT-14" that was published in the Nov/Dec 2020 edition of The SETOFF, I erroneously stated that Fred Lonnes was the excursion coordinator for the Quebec, North Shore, and Labrador railroad trip in 2007. In fact, there were two excursion coordinators, with Fred Furminger being the primary riding with Jacque Clavette in the front high rail vehicle, and Fred Lonnes towards the back with Michelle LeBlanc. Both Freds did superb jobs as the excursion was conducted without any major set-backs. My apologies to Rear-End Fred.

John Reynolds

PS: (On many of Hank Brown's excursions, Fred Furminger was so often riding in the back such that he got the nickname "Rear End Fred".)

look forward to meeting you in person hopefully on the rails.

Stay safe out there and I'll see you soon on the rails. I wish each and every one of you a Happy New Year.

Leland Stewart

AREA TEN



BILL ANDREWS

This is the time of year when we get excited about the upcoming motorcar season and start making plans! And my excitement is there, although with possible modifications.

Under President Ross Baxter's capable leadership and medical expertise, the NARCOA BOD came up with COVID 19 guidelines allowing us safe rail opportunities late in the 2020 season. If need be, we will once again observe safe COVID 19 operation guidelines in 2021.

PRO EC's are planning a full excursion schedule; check the PRO website and NARCOA "save the date" calendars. Our

two ECIT's had quite an introduction to the EC "business" and handled it well, planning and re-planning, taking the situation in stride.

We are a hardy bunch of motorcar veterans, persevering to reach the light at the end of the tunnel.

Protect yourself and your families, stay healthy and safe,

Bill Andrews

AREA ELEVEN



STEVE PALUSO

2020 was an extremely difficult year for everyone. This included our Area 11 run schedule as well. Some parts of the country had the ability to have more runs than here in Area 11 because of our stricter state and local regulations. Often the EC's in Area 11 were not able to get permission to even hold a run. Several times our EC's went through all the extra work to get permission from local authorities only to have the run later cancelled due to tightening restrictions when the run was actually to take place. This was very discouraging to both

EC's and participants. With the vaccines coming out I am extremely hopeful that our ability to have runs in 2021 will be much better. Obviously, we will still need to follow all the NARCOA safety guidelines like distancing, wearing masks, using hand sanitizer, etc. for a period of time to come. But I would like to strongly encourage you to sign up for the insurance in January in anticipation of things being much better in 2021.

With the passing of Bob Knight, we lost a really wonderful person and a huge asset to NARCOA. While I never was able to go on a run with Bob and Lori, we greatly enjoyed their company at the Director meetings in Chicago. Bob was always available to speak to by phone and he always gave me good advice. I will really miss him.

Steve Paluso



SAFETY



RICH GUNN

As with many things in life, we perform them so often that we become complacent and take things for granted. We use our cars and trucks on a daily basis, and all too often we do so by rote. We just know that we have plenty of gas, we put on our seat belt, and certainly we never use our cell phone or electronic devices while driving (well, most of the time, anyway).

It's time for all of us as motorcar operators to refocus on safety when operating our cars. We need to ask several questions:

-When is the last time I REALLY inspected my brakes for proper adjustment?

-Do I have ample fuel for the run?

-Have I had plenty of rest and put aside other activities in my life?

-Have I turned OFF my electronic devices so I won't be distracted?

-Have I arranged everything

in my car to make sure that I have control?

-Am I familiar with the details of the route we are going to travel?

-Did I pay attention to items covered in our safety briefing?

-Do I know the operators in front of and behind me?

-Do I have a mobile radio in my car and am I paying attention to radio traffic?

-Were my passengers attentive at the safety meeting? Did they understand what was said? Do they know how to stop my motorcar should I become incapacitated?

-Have I ensured that there are no visibility issues due to passengers in the car or items carried along?

I'm certain that there are many more things I could list but I want to remind everyone that we are involved in a hobby that is inherently dangerous. There is a very real possibility that you or someone in your car can get hurt during the run unless you PAY ATTENTION to what you're doing. Operating these cars is not rocket science but you must truly have your head in it.

STAY SAFE and I hope you had a great holiday season!

Rich

SHORT LINES



Mother Nature looks upon belt and transmission cars evenly, as she embraces both under a rainbow. And yes, there is gold at both ends of this rainbow as it touches the former gold mining hills just behind Leadville, Colorado. Taken on the Leadville Railroad run sponsored by RMD on July 24, 2020 by Richard Reiff.

BIG DAY IN SOUTHWEST PA

BY GARY SMITH



Photos by Gary Smith except as noted

Coordinators John Gonder and Eric Clark conducted the safety meeting and reminded everyone to “mask up” when collecting toys. Mark Rosner, President of parent company Carload Express Inc. thanked all for attending and wished us a safe and successful day.

We headed out towards our first stop. No sooner than a couple miles outside the yard, people were already standing at the crossings bearing gifts. The lead hi-rail stopped and we started filling up John’s custom built toy box trailer (rear stop lights included).



Affiliate Appalachian Rail Excursions LLC held its 5th annual Toys for Tots event on Saturday, November 16 on the Southwest Pennsylvania Railroad. Although the Covid situation threatened to cancel it, all stakeholders thought the need was great in the area and agreed to proceed as scheduled. As the turnout all day would prove, the public must have felt the same way.

Seton started bright and early at 6:30AM at the Savage Intermodal yard in Mount Pleasant, PA. Travel restrictions kept away some pre-registrants, but the remaining participants showed up with motorcars decorated and in a festive mood.



Upon arrival at SWP’s Scottsdale yard, we were greeted by five shiny diesel locomotives - and at least 75 residents! Moms, dads, grandparents and lots of children rushed to us with gifts in hand and to get closeup looks at our cars. We proceeded to fill the toy box and the overflow gifts landed in everyone’s motorcars. Wow, what a tremendous start.

Photos: above by Joe Napsha, at left by Eric Clark.

Upon arriving at our 2nd stop in Youngwood, it was a mob scene. There must have been at least 200 people waiting for us. It came across the radio “we’re gonna need a bigger truck” and that was surely the case. The Marine Corps detachment showed up with a van and an SUV to assist in the collecting. We filled them both up to the brim. Very popular all day were children (and adults) having their photos taken in and around the motorcars. Operators, of course, were more than happy to oblige. Questions about our hobby were answered and NARCOA pamphlets were handed out to many.



One last stop was at Greensburg for our lunch break (donated by Chick-fil-A and Aroma Joe’s Coffee House). The turnout there was great as well with more gifts, thanks and even an interview by a local newspaper reporter, Joe Napsha. We again filled up the USMC van and were soon on our way back to the Savage yard.

It was later conveyed by the Marines that this year’s proceeds were 3 times any of the previous – with 1590 toys and \$3,785 in cash donations. What

a wonderful feeling knowing that so many children will be surprised on Christmas morning. A big day for sure.



Brian and Jane Davis filled their car with donated gifts. Photo by Joe Napsha



Photo from USMC

CHRISTMAS CHEER CONTINUED ON THE RAILS



On Saturday November 22, Central Pennsylvania Excursions organized a Toys for Tots run hosted by the Union County Industrial Railroad. The 30 mile roundtrip collected 1510 new, unwrapped toys plus netted \$3700 from NARCOA members and the surrounding communities of New Columbia, Allenwood and Winfield. A tip of our Santa hats to Larry Maynard for coordinating and Mark Whipple for the photos.



SNOWFLAKE RUN WITH NEREX

BY PAUL RUDE



My first true NARCOA meet went very well. On this excursion, I would be operating my open air 1943 Fairmont M19-E, Atlantic Coast Line (ACL) car.

I headed down on Friday with my dad for early seton and arrived around 5pm or so. After setting on we headed to the hotel for dinner then to our room. The next morning, we woke up and headed back to the tracks. I loaded everything into the motorcar, finished the required paperwork then parked the truck. After the safety meeting, we all started our speeders up and departed Concord. Now here is where it was a little interesting. I was able to make it to the first crossing where we stopped and everything went fine. However, trying to start again was very hard. I was having trouble pulling a slight grade so stopped and decided to get a tow to the first stopping point about 5 miles up. While on the bar, I realized that when I installed the seats, the lower bolt was rubbing the belt tensioner, and with the

lever in the second notch causing it to stop spinning all together. When I dry fitted everything I had turned the bolt facing out after seeing that problem. However, it was probably midnight when I was reassembling everything I forgot about the issue and put it facing in. Once at the first stop, it was a very short matter of taking the bolt out and spinning it around and the problem was fixed.

The ride from there up to Lincoln was very nice. We wound our way through the woods and swamps then into towns. The second town we stopped in was Laconia. It was supposed to be a bathroom stop but due to Covid they were closed. We departed after about 10 minutes and continued only a very short distance before we stopped again for the Lakeport Drawbridge.



There was an issue with the drawbridge mechanically; suspected to be an air lock in the hydraulic system. The bridge was stuck in the up position for quite a while. Multiple attempts to lower it from the raise/lower buttons were tried. Finally a lady from the local marina with the master key came and opened the bridge shed. The problem was quickly resolved and the bridge was lowered.

After the bridge we rolled right up next to the lakes through many front lawns and some fancy





HOA communities with golf courses. After Winona Lake we turned easterly and headed away from the water, back into the woods and started following the Pemigewasset River for quite a while. We stopped in Plymouth for lunch. After refilling the gas tank and ourselves



it was time to depart again, still following and crisscrossing the river a few times as we ran northbound. Along the way another car ahead of us developed a clogged fuel line stopping the group for a short while. Once it was cleaned we again rolled on. We arrived into Lincoln just before nightfall. Everyone turned their cars, tied down for the night then headed to the hotel.

The next morning was an early wakeup at 0630. After eating breakfast at the hotel, people slowly



slowly trickled out to their cars. Being a bit cold this morning, it took a few more cranks to

get my popper running but finally it came to life.

After the safety meeting we departed southbound with beautiful sunrise filtering through the trees as we crossed the first bridge. We quickly picked up speed as we rolled south. It was noticeably cooler this time but it was expected to get into the 60-70s by the afternoon.

We stopped for a coffee break and bathrooms in Plymouth then headed south again. With 33 miles ahead till the lunch stop there was plenty of time to get settled in. Lots of people were out filming and watching us as we rolled by. The



shade on the rails did not let the dew dry up and the rails were like ice when trying to stop. I actually locked up the brakes for a just a second coming to stop but was able to stop safely with plenty of distance between the car ahead.

After stopping, we continued on after a short time and everything was going very well until Laconia. The second of two hi-rail trucks derailed at the Winni Marina crossing. We came around the curve only to find stopped cars, so I sent my dad back to the flag for the next operators. After about 10 minutes of waiting, the hi-rail was rerailed and we all continued along again. About a mile later at a golf cart crossing, the hi-rail derailed again and continued for 20-30 feet past the crossing. We again all bunched up and everyone had time to get out and walk around. Some took photos of the lake while others like myself headed forward to watch the action. A few interested homeowners even came



down to see what was going on. The hi-rail was backed up to the crossing then set off. Not sure exactly why it derailed twice though there was plenty of speculation.

We finally departed and this time the drawbridge worked perfectly and we rolled across without stopping. We stopped at the crossing in Lakeport for a few minutes to wait for the flaggers to get there as it is a busy crossing. After the flaggers arrived we continued south; there were lots of people out waving as we rolled past the bike path and such. A while later we left the lake shore back into the woods. We passed over the turnout to New England Southerns only customer, 3M, and were then on the stretch to the lunch stop in Tilton. After a 45-minute lunch stop, it was time for the final run back down the NEGS tracks towards Delta Dr. We made it into Concord very close to the scheduled time. Once back at Concord



everyone safely, quickly and efficiently set off and were on the way home.

My first NARCOA excursion was quite enjoyable and a very good learning experience. I am very excited for the future and hope for many more fun NEREX trips.

NARCOA

2020 Annual Member Meeting

Sunday, December 13, 2020

Meeting Minutes of ZOOM Virtual Meeting

Finalized and approved 1/9/21

1. Technical administration of ZOOM virtual meeting and rules – Brian Davis
2. President Ross Baxter called the NARCOA Member meeting to order at 3:16PM, EST, on Sunday, December 13, 2020.
3. Officers & Board of Directors in attendance:
Area 1 – Ross Baxter Area 2 – Mark North
Area 3 – Brian Davis Area 4 – Jim Hopkins
Area 5 – Bill Delmar Area 6 – Dale Brix
Area 7 – Carl Schneider Area 8 – Lorna Kingsland
Area 9 – Leland Stewart Area 10 – Bill Andrews
Area 11 – Steve Paluso
Directors-At-Large – Rich Gunn – John Gonder
President – Ross Baxter Vice President – Leland Stewart
Treasurer – Tom Norman Secretary – Bob Hastings
4. Comments – Ross Baxter
5. Election Results - Seating of Board members-elect (Previously elected by the membership)
Area 1 – Tom Sopchak Area 3 – Brian Davis
Area 5 – Bill Delmar Area 7 – Carl Schneider
Area 9 – Leland Stewart Area 11 – Steve Paluso
6. Seating of new Officers-elect – (Previously elected by incoming Board via email ballot)
President – Mark North
Vice President – Leland Stewart
Secretary – Bob Hastings
Treasurer – Tom Norman
7. New President Mark North's comments
 - a. he stated it has been a challenging year with the loss of excursions during the worst of the pandemic.
 - b. he complimented past president Baxter with guiding NARCOA to a practical excursion protocol for the remainder of the year.
 - c. he commemorated the loss of past president Bob Knight and Bob's many

contributions to the hobby

d. he commented that NARCOA acts a great deal like an extended family helping each other to have a safe and enjoyable hobby.

8. Directors and chairpersons introduced themselves.

9. President North made the following announcements:

a. Appointment of Directors at Large – Ross Baxter and Bob McCoy

b. Acknowledgment of retiring board member for their service - Recognition of President Emeritus Ross Baxter

c. Parliamentarian - Dan Page

d. Reappointment of Committee Chairs

i. All Committee chairs have agreed to continue in their respective positions with the following exceptions:

1. Rules Committee – Mark acknowledged past chair Jim McKeel's dedication to NARCOA and Leland Stewart's appointment to the position.

2. Public Relations (Host Railroads) – open (previously held by Bob Knight)

10. Committee Reports – Brief Q&A on selected topics based on written reports submitted by chairmen. An individual copy of a committee report is available from the committee chair.

a. Affiliates – Dave Verzi (TAB B)

b. Insurance – Tom Norman (TAB C)

c. Treasurer/Finance – Tom Norman (TAB D)

d. Membership – Bob Hastings (TAB E)

e. Judicial Committee – John Gonder (TAB F)

f. Safety – Rich Gunn (TAB G)

g. Operations Committee – Bill Andrews (TAB H)

h. Rules – Leland Stewart (TAB I)

i. Setoff – Robin Douglas (TAB J)

j. Webmaster – Keith Mackey (TAB K)

k. Mentoring – John Becker (TAB L)

l. Public Relations (Host Railroads) – open

m. Elections – Dan Page (TAB M)

n. NARCOA Store – Dan Page (TAB N)

o. Online Operator and EC Testing – Dan Page (TAB O)

p. Toys for Tots – John Gonder (TAB P)

q. After a discussion of various reports, a motion was made by Jim Hopkins, 2nd by

Brian Davis, to accept the committee reports. Eleven (11) BoD members voted in favor of the motion, zero (0) voted against, zero (0) abstained. The motion passed. Committee reports were accepted.

11. Approval of Minutes – Approval of Minutes of Board email meetings held throughout past year (Vote approved both Public and Confidential Executive Email Minutes) Minutes were distributed separately by Secretary. A motion was made by Leland Stewart, 2nd by Lorna Kingsland, to accept the email minutes. Eleven (11) BoD members voted in favor of the motion, zero (0) voted against, zero (0) abstained. The motion passed. Email minutes were approved.

12. Hank Brown Award – The 2020 Hank Brown Award for Outstanding work as an Excursion Coordinator is awarded to Dave Balistreri of California. Bill Schertle who nominated Mr. Balistreri summarized Dave’s many years of exceptional Excursion Coordinator efforts.

13. Opportunity for member comments – no member comments – Jim Hopkins thanked members for attending the meeting

a. Meeting Adjournment – Mark North - A motion to adjourn was made by Leland Stewart, 2nd by Brian Davis. Eleven (11) BoD members voted in favor of the motion, zero (0) voted against, zero (0) abstained. Meeting adjourned at 4:50 PM EDT by Mark North.

Respectfully submitted,

Robert Hastings - NARCOA Secretary

January 9, 2021

NARCOA BOARD OF DIRECTORS
NOMINATIONS ARE OPEN

For Even Numbered Areas

The success of any organization depends upon having good leaders in key positions. In 2021, NARCOA will elect Area Directors for the positions listed below. Incumbents are automatically re-nominated unless they decline.

Any active NARCOA member can nominate another active member in their Area who they think will do an excellent job as a NARCOA Area Director. Before nominating someone, please check with them first to ensure they are willing to serve. Nominations will close on April 1, 2021.

Please send me your nominations either by e-mail at dan.h.page@gmail.com or send a note to me at:

NARCOA Elections
6432 Mukai Court
Huntington Beach CA 92647

Positions to be elected:

Area 2 DE, MD, NJ, PA Incumbent: Mark North

Area 4 AR, DC, KY, NC, SC, TN, VA, WV Incumbent: Jim Hopkins

Area 6 IL, MN, WI Incumbent: Dale Brix

Area 8 Canada and International Incumbent: Lorna Kingsland

Area 10 AK, ID, MT, OR, WA, WY Incumbent: Bill Andrews

Dan Page

Nominations and Elections

20 THE SETOFF JAN / FEB 2021

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 at this time.*



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.



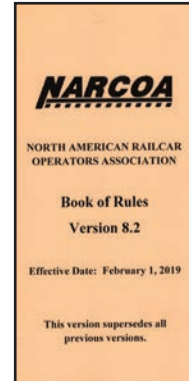
NARCOA Safety Vest - \$15.00 each + S/H in sizes M, L, XL, and 2XL. and 3XL

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

Reproduction Fairmont Data Plates;
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.



NARCOA Logo Patch

Iron or sew it on your favorite jacket or shirt. 4" x 3" \$5 + S/H

Wheel Tools, sold individually or as a set of two profiles and one caliper for \$65+ shipping.

Wheel profile with tape measure slot for gauge dimension. \$12 each + S/H

Wheel thickness calipers, SS with added washers \$45 + S/H



NARCOA Name Badge

\$15 plus shipping.

A TALE OF TWO SPEEDERS

BY DICK FORDE

Background: A long while back I noticed a speeder run in central Florida. I called my high school chum, Bill, who lived down there, to see if he was interested in a speeder run. A resounding YES was his answer. I towed my original M14 down. We did the run...and Bill was hooked. I towed the M14 home.

The beginning: I got a call from Bill, saying that he saw an ad for a B&M M19 over in Rochester, and asked me to take a look at it. I went over and it was in very good shape. I took lots of photos and sent them to Bill. He bought it and asked me to retrieve it for him. Soon thereafter, Bill drove up to get it; and took it back to Florida.

Chapter two: The next year's Florida run I flew down and we used Bill's car for the run, and I mentored Bill for NARCOA. I stayed with Bill at his house and we did this for 2 or 3 years. All the time, Bill's wife, Pat, was dying to ride with us, but there was no room for three in that M19. Bill would take Pat on some Georgia runs.

Chapter three: I got a call from Bill saying that

found a nice speeder. I took lots of photos, he bought it, and I brought it back to the house. Bill's son, Kevin, picked up the MT14 from me and we drove down for yet another Florida run. I mentored Kevin this time.

Chapter four: I went to Florida for a few more years, doing the Florida run with Bill and Pat. Sadly, Bill passed away. Pat insisted that I continue going to Florida, staying at her house, and doing the annual run. By this time, my friend, Tony, was letting me use his CR7. I had mentored Tony, and later his wife, Sharon. Pat and Sharon became friends. Pat would ride with me in the CR7 and Tony and Sharon would use Tony's A4.

Chapter five: It came time to divide Bill's assets. Pat gave me the M19 and Kevin got the MT14. We each brought the speeders home. I continued going to Florida for the annual run, with Pat as my passenger.

Chapter six; I was at Fernald with the M19 when I noticed another B&M M19. In talking with that car's owner, Roy, we found that the cars' Fairmont numbers were only one number apart, as were the Fairmont engine numbers. How often would that happen? Twins!

Chapter seven: Keven stored the MT14 at a friend's farm and soon lost interest. Years passed. The farm was sold and Kevin still had no interest. The speeder was declared abandoned property and was given away. The new owner contacted me to see if I had any information about it. I shared what I knew.

Chapter eight: Three years later I got a call from the MT14's owner. Seems that he had lost interest too, after spending time and money getting it going. He was going to donate it to a RR



he found an MT14 out in central Mass, and he asked me to take a look. Once again, he had

ONLINE OPERATOR TESTING FOR 2021 NOW UNDERWAY

Biennial operator testing is a key part of our safety program. It is time once again to review the key information railcar operators must be familiar with.

We are using the same online system and procedures as we have since testing began in 2016. Doing so keeps us in line with our host railroads, who use online testing to qualify their employees. The key advantage of the system is that you receive instant feedback on each answer.

Before you start, be sure to review the three documents covered by the test:

NARCOA Rule Book 8.2

NARCOA Operations Manual 8.2.1

NARCOA Judicial Policy 2.0

They are available on our website-

<https://www.narcoa.org/docs.htm>

Links are also provided for your convenience within the test itself *before* you start as shown on the screen shot to the right. You can view them by clicking on the red titles.

Insurance renewal information will be provided separately. Remember, completion of this test is required to purchase insurance.

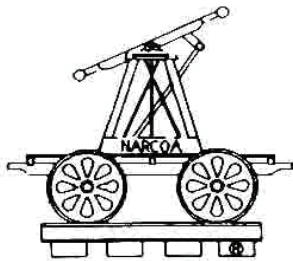
If you have any questions, please feel free to reach out the Testing Chairman, Dan Page at dan.h.page@gmail.com



museum so that they could sell it for a fund raiser. He had some questions about how to go about this. I expressed disappointment that I couldn't get it. He made arrangements for me to have it after I made a minimal donation to the museum. I did; he did. I picked it up and brought it home.

Both of Bill's old speeders are again back together, in my yard.





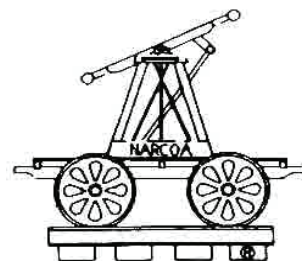
NARCOA EXCURSIONS

AS OF DECEMBER 22, 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.

Mar 6 - 7 - TX posted 11/30

Border Pacific Railroad

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

Apr 10 - 11 - OK posted 12/07

Farmrail System

Oklahoma Railway Museum runs out of Clinton, OK on Farmrail System. Approx. 120 miles round trip each day. Details released after February 1. Track work by Farmrail will determine the routes. An update will be posted. Trip fee is \$80.00. EC Drake Rice, 405-478-3225.

May 25 - 26 - NV posted 12/22

Nevada Northern Railroad

Save the dates May 25th and 26th Ely Nevada
EC Joe Schnyder

May 28 - 31 - ID posted 12/22

Eastern Idaho Railroad

Save the dates dependent on Covid 19 EC Joe Schnyder

May 30 - Jun 5 - MB posted 12/01

Hudson Bay Railway

Save the dates. 6 days, 1,140 miles in northern Manitoba between The Pas and Churchill. Dependent on COVID-19 situation. Details,

cost, and sign-up planned for late first quarter 2021. EC Michael P. Ford.

Jun 18 - 20 - MI posted 12/01

Great Lakes Central Railroad

Save the dates. 3 days, 234 miles in Michigan's lower peninsula. Dependent on COVID-19 situation. Details, cost, and sign-up in late first quarter 2021. EC Michael P. Ford.

Jul 12 - 17 - AK/YK/BC posted 08/18 **FULL**
- Waiting List Started

White Pass & Yukon Railway 2021

Fallen Flag Excursions, Skagway, AK. Three foot Narrow Gauge motorcars only. No Mentoring - experienced operators only. 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

Aug 28 - 29 - IN/MI/OH posted 12/01

Indiana Northeastern Railroad

Save the dates. 2 days, 150 miles in northern Indiana/southern Michigan between Ashley, IN and Coldwater, MI. Dependent on COVID-19 situation. Details, cost, and sign-up planned for late first quarter 2021. EC Michael P. Ford.

Sep 4 - 20, 2021 - AK posted 11/21

Alaska Railroad

Motorcar Operators West offers the rare opportunity to operate 1,000 miles on the Alaska railroad. 16 day trip with all lodging and railroad fees included in the run fee of \$8,500. 9 rail days and 6 free time days. For more info, contact EC Dave Balestreri or cell 916 531 7536.

Sep 12 - 16 - ON posted 12/01

Ontario Northland Railway

Save the dates. 5 days, 646 miles in northern Ontario between North Bay and Kapuskasing. Dependent on COVID-19 situation. Details, cost, and sign-up planned for late first quarter 2021. EC Michael P. Ford.

Oct 13 - 16 - ON posted 12/22

Grand Canyon Railroad

Save the dates October 13th 2021 to Oct 16th 2 nights at the Canyon details late January 2021 EC Joe Schnyder

Excursions Held On A Regular Basis

Feb 1, 2021 - Feb 1, 2022 TX

Capitol Metro Transportation

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

Feb 1, 2021 - Jan 31, 2022 - PA

Northern Central Railroad

Excursions on the Northern Central Railroad from New Freedom, Pa to York, Pa on various dates. EC [Dean L. Grote](#) call 717-637-7647 or e-mail for details.

Feb 1, 2021 - Jan 31, 2022 - PA

Stewartstown Railroad

Excursions on the Stewartstown Railroad from New Freedom, Pa to Stewartstown, Pa

on various dates. Northern Central Railcar Association E.C. [Dean L. Grote](#) call 717-637-7647 or e-mail for details.

Feb 1, 2021 - Jan 31, 2022 - GA

Cater Parrott Railnet

South Eastern Railcar Operators, Inc. will have work sessions on Cater-Parrott Railnet between Madison, GA and Newborn, GA Barnesville, GA and Thomaston, GA Valdosta, GA and Willacoochee, GA on various dates. EC [Frank Ahouse](#) 229-886-4707

Feb 1, 2021 - Jan 31, 2022 - 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. Details contact Tom Correa, 209-296-4356, for information and times/dates on the work parties and runs.

Feb 1, 2021 - Jan 31, 2022 - GA

St Marys Railroad

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

SHORT LINES 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.*

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 and thunderhillservices.com (857)302-3135. Sean McInerney Quality brake assemblies for Fairmont A-3/4/5, S2/ST2, M/MT-14/19, M9 and all Woodings. Oak brake blocks (incl. fasteners) 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?

AN ILLUSTRATED HISTORY OF OUR MOTORCAR

BY STEVE HEDKE

We first encountered the motorcar hobby at Rairfair '99 in Sacramento. They were on display near the hand-car experience, which we did with the whole family. I asked lots of questions. We were on a budget (I also collect and restore classic cars) and a motorcar seemed to fit the bill. Fast forward several years and we were able to purchase a very basic 'popper', a restored CR-7 (an M-14 built in Canada) with trailer. I knew nothing about it but the owner showed me



how to start it and the adventure began!



Known as the 'picnic table' for obvious reasons, our first outing was on the Santa Maria Valley where I was mentored by a knowledgeable 'popper guy', Marv. Basically I just set on and figured it out as we went. The SMVRR is absolutely flat without a lot of higher speed sections, the perfect place to solo.

The first thing I learned was that riding on plywood isn't much fun after the first 10 minutes or so. My shop was next door to a forklift supply company, so I purchased 4 generic but nicely padded seats. While the center facing arrangement made sense at the time, especially for operating in reverse, the rearward facing passengers still preferred to face forward. A change for a later date perhaps.



Hot sunny days were ok as long as we were moving, but as you all know, movement is occasional at best. Next addition was some shade. This came out of my Land Rover parts inventory; a canvas cover for their vintage pickup models.

I designed it to be removable for those runs in the forests where shade was not an issue, and could be mounted low to reduce aerodynamic drag while towing.

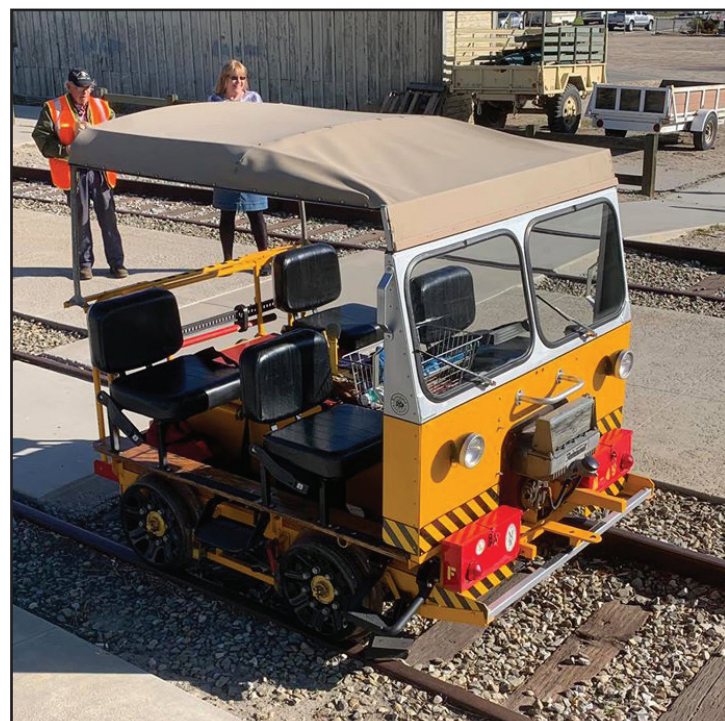


While helpful in the sun, it didn't do much for rain, which seemed to be annoyingly too common. The rain just came right in from the front, the faster you went the harder it was to see. So, the next step was a windshield assembly. I



found one in an ad on our local chapter's website, not too far away. Oddly, it was the only piece this fellow had, but it would do for me.

Fitting it while retaining the removable canvas top was a bit of a challenge, but a fun one. We also used this opportunity to face all the seats forward as well as to add wipers.



First time out with the windshield and modified top it was immediately evident that this was a much more pleasant way to travel! The added wind resistance on the popper didn't seem to slow it down as much as I might have believed.

All done then? Not quite. The extra weight on the nose makes it harder to turn using poles. The belt drive is in the way of conventional turntables, so something else will be needed before we go out again. The Hi-Lift jack simply takes too long and people are waiting. Some sort of jack to get the flanges out will be next, but whatever solution I come up with, it will be creative!