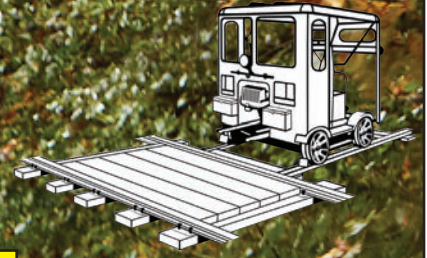


THE SETOFF



THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION
MAR / APL 2021 VOLUME 35 - No. 2



**DOWN TO THE SEA IN SPEEDERS
TURNTABLE SAFETY UPDATE
SHOCKING RUST REMOVAL**

NARCOA COMPANY STORE

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NARCOA

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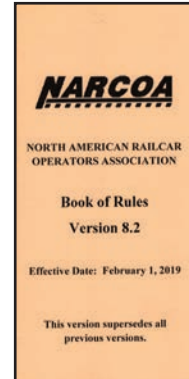
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PRESIDENT'S MESSAGE

MARK NORTH



Greetings to all NARCOA members and friends. As the winter continues to chill most of our host railroads throughout the country, the NARCOA excursion calendar is filling with motorcar events across the nation and possibly Canada. Unfortunately, COVID-19 is still looming large. For myself the posting of excursions begins the anticipation of longer, warmer days and the enjoyment of traveling to, and participating in, our events. While some excursions become a routine, they are good for my sanity...no different than the Fourth of July. Many others are an adventure to be experienced for the first time. There are about forty posted excursions and many more to come. My NARCOA experience has been an excuse to travel to places I would have never visited; that, my friends, has been nothing short of awesome!

As always, this is the time of year for member/operators to be preparing their hauling vehicles and motorcars for the anticipated trips ahead. We operate machines that are thirty to sixty years old, and for some unique examples, a little older. Experienced operators know what to maintain and improve on their machines. New owner/operators, don't be afraid to ask questions. There is a broad range of endless knowledge among the membership. Reach out to your Area Director if you have questions; they will know where to direct you. They will be one of your best resources, that is what they are for.

Now the question for all members is are you, the motorcar operator, ready for the season? I don't mean is *your* oil changed, I am referring to you as an operator. Operators must know the NARCOA rulebook. Do you thoroughly know the rules and procedures? Do you understand your responsibility as an operator? A few years ago, I wrote an article titled "Let's not meet by accident". The point of that piece was to encourage operators to introduce themselves to the operators in front and to the rear of their motorcar. Take the time to get to know those folks you are traveling with. Don't be too proud to learn something new or teach someone else something they may not know about the hobby. I am always learning and am willing to expand my knowledge about our hobby. If you observe a deficiency in a neighboring car, in a polite and helpful way point it out to the operator. Remember we are all a team out there and we must help each other to make NARCOA successful.

I would also like to present my rule of this issue: 4.17 Restricted Speed. Read all about it in the rulebook. *Continued on Page 5*

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FROM THE EDITOR

ROBIN DOUGLAS

Wow, the last blast of winter was certainly wild with ice and snow nearly everywhere. This should make for a spectacular spring for motorcar excursions. Bring your cameras and capture the beauty, then send those shots to me so we can all share your experience. Remember, I need vertical as well as horizontal images for covers and the calendar.



THE SETOFF

VOLUME 35 No. 2

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

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

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NARCOA
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membership@narcoa.org

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

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

Materials received by the 15th of even numbered months will appear on the 1st of the next odd numbered month subject to editing and available space. Please include your e-mail address and phone number. Electronic submissions are preferred. Text files must have either .doc, docx or .txt extensions. Photo files must be high resolution with .jpg extensions. All materials are archived and not returned. We cannot reprint copyrighted material without written authorization and/or proper attribution.

Letters to the Editor must be signed and include an e-mail address or phone number for authentication. All such letters may be printed as discussed in the NARCOA policy book.

For more information about NARCOA, the safe legal operation of motorcars, or to find NARCOA affiliates located in Canada, the United States, and Mexico, please see: www.narcoa.org

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ON THE COVER: Fall is in the air on the Coos Bay Rail Line as Carl Shellhorn drives his Kalamazoo up the grade. Photo by Adam Weidenbach

NARCOA OFFICIALS

President: Mark North
Vice-President: Leland Stewart
Secretary: Bob Hastings
Treasurer: Tom Norman

Area 1 Director
(ME, NH, VT, NY, MA, CT, RI)
Tom Sopchak (802) 578-7427
up2665@gmail.com

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

Area 3 Director
(IN, MI, OH)
Brian Davis (330) 554-4480
briandavis@neo.rr.com

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

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

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

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

Area 8 Director
(Canada, World outside U.S.)
Lorna Kingsland (905) 895-6213
lornakingsland@rogers.com

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

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

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

Director-at-Large (non-voting)
Ross Baxter (706) 799-0689
babycatcher21@rochester.rr.com

Director-at-Large (non-voting)
Bob McCoy (360) 790-2943
NPMonad@comcast.net

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

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

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

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

Committee Chairs:

Affiliates Dave Verzi
wm340@aol.com

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

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

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

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

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

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

Public Relations OPEN

Rules
Leland Stewart (210) 863-5397
poppermaker@gmail.com

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

PLEASE NOTE: the phone number for Brian Davis, Area 3 Director, has been incomplete in previous issues and has now been corrected. The Editor deeply regrets this error.

President's message, continued

You may quiz me about it out on the rails!

As always, I am proud to be a part of NARCOA and friends with the members that make our hobby safe and enjoyable. Keep up your best efforts.

Best regards,

Mark

AREA

ONE



TOM SOPCHAK

Hello Area 1 Members,

It is with a heavy heart that I let you know of the passing of Warren Thomson. He was killed very unexpectedly at work on October 14. Warren was an employee of the Housatonic Railroad. He will be missed in Area 1.

I am happy to welcome Bill Cattanese back to NARCOA! Bill was a member and had left for personal reasons and recently re-joined us. In the past, he has been a real plus to have, as he has very good mechanical skills and a fair amount of knowledge about railroads and these cars. Welcome back!

The first ever virtual NARCOA annual meeting was held on December 13, 2020 at 3pm EST. It went very well I think, and sever-

al members joined in. The BOD also received some feedback concerning this which we will take into consideration going forward. I would expect all future NARCOA annual meetings to be held virtually in some fashion. While the meeting can be tedious, I hope that the virtual availability of it increases participation.

An email blast went out about turntables and potential rules update. That email blast was extracted from a much larger report that was given to the NARCOA board. Both the NARCOA board and turntable team would like feedback (and have been getting it) on this proposal. This proposed rule change is 100% safety driven. The turntable team is considering holding a virtual meeting to discuss the proposed rules change, what it would mean to everyone, and why we are doing this. If you sent in email feedback you will be invited to the meeting. If you'd like to be part of this, simply email me and I'll include you. Please review more comprehensive article in this issue. If you have any questions, please let us know.

Area 1 is planning to hold a mentoring class in April or May. We are also talking about holding a maintenance motorcar technical class that same weekend. If you have specific questions about your car, please let me know. The subject(s) that receive the most questions could be added to the weekend. Please watch the NARCOA site for an announcement.

Tom

AREA

THREE



BRIAN DAVIS

Greetings to all members of Area 3!

As I write this message to you, the weather outside is in the teens, and it is snowing. Not the weather we would like to have when operating our motorcars but it is the perfect weather to prepare for the upcoming season. The Board and the Turntable Team have been studying TT incidents, and have published a report of their findings. Look for it in in this issue. Our hope is that all members will use this list as a guideline for discussing then making improving to their turntables. This report will evolve into new rules later this year, after we have all discussed them and refined what is the best method for making the changes. More later!

I am very pleased to announce that NARCOA and Area 3 has had three new members so far in 2021: Kevin Frye of Muncie IN, Michael Latz of Carthage IN, and Ray Fortune of North Benton, OH! Welcome! I look forward to meeting these folks this spring, and I trust that all of you will make them feel right at home on the rails.

Membership in NARCOA is trending downward year over year, but the recent TRAINS® article has brought in two new members in the first weeks after it came out. Positive PR is what we need, and we are getting it, with your help.

The excursion calendar is filling up nicely, and I hope that we will have fewer Covid-19 related problems setting up and getting to these runs. I am looking forward to receiving my vaccine, and putting last year's troubles behind us.

Stay Safe. We will see you on the rails.

Brian Davis

AREA
FIVE



BILL DELMAR

By the time you read this it will be nearly spring, and a new riding season will have begun. I look forward to many runs resuming as we get back to normal. Before applying for your 2021 Insurance, be sure to take the current Operator's Qualification Rules Test.

There were three end of the year runs in Area 5- the Florida Central / Florida Northern on

Dec. 4-6; Cater Parrott Railnet (CPR) Madison Division clean-up on Jan. 23rd; and CPR Valdosta Division on Jan. 31st, last day for our 2020 insurance.

Area Five welcomes two new members already in 2021: Jason Horst, Odessa, FL and Dave Myers, Sebastian, FL. Cecil Harper, Sarasota, FL joined in October 2020, making six new members in 2020. Hopefully we will see you folks on the rails soon.

There is sad news from Area 5. Renda Mackey, wife of NARCOA EC and Webmaster Keith Mackey, passed away January 31, 2021. Please remember the people we have lost this year.

Bill

AREA
SIX



DALE BRIX

Hello Area 6

By the time you read this report, hopefully most of the winter will be behind us. The Board of Directors have spent three long Zoom meetings to get NARCOA caught back up to date.

You have received the turntable report and findings. This all start-

ed when the BOD was getting reports of turntable pads falling off of electric turntables while going down the tracks. There was an incident where a turntable was not all the way up in the home position and struck a crossing resulting in an accident. The railroad asked NARCOA what they were going to do to resolve this issue. Our study committee found that people could not hear their alarms go off going down the rails and their were pads falling off of the early one-bolt Les King electric turntables. My hope is, you will look at this as an opportunity to improve the safety of your motor car, rather the BOD making a new rule. The addition of a warning light and electric cutout switch should prevent accidental turntable issues. Adding the Wil-lits modification to early electric turntables will prevent the pads from falling off.

The dates for a tune-up, mentor and just come for a ride day has not been decided yet. Until enough people have a chance to get inoculated, we are in a holding pattern.

The election for Director for Area 6 is coming up this year and you will be asked to vote in early July. I ask for your vote to be your Director for two more years.

May shiny wheels be in your future.

Dale Brix

AREA
EIGHT



LORNA KINGSLAND

As I write this from Canada we are at -8C (17.6F) outside, other parts of Canada are much colder, and some parts are little warmer. In Ontario, we are gradually coming out of lockdown and hoping that the new variant of Covid-19 does not put us in a third lockdown.

I would like to welcome Andre-Pierre Savard, from Levis, Quebec as our newest NARCOA member in Area 8. I look forward to seeing you on the rails sometime in the future when we get back to normal, whatever normal may be when this virus is done. Also on a sadder note, please keep member Louis-Francois Garceau in your prayers as he mourns the loss of his wife on February 3, 2021.

Our motorcar trailer has been successfully modified by reinforcing the tongue with thicker aluminum this time as well as lengthening it slightly; hopefully we will be ready to go when we are able to travel again.

I am not sure how things may evolve in Canada or Ontario, for this year with respect to NARCOA trips, but at present to drive

across the border into Canada, a pre-arrival COVID-19 molecular test will soon be required for travelers entering Canada by land, with limited exceptions such as commercial truckers. More information will be available soon. There has been no mention about once people have received vaccines whether that will change any rules of travel, but if a high percentage are vaccinated, it will hopefully eradicate the Covid-19 virus.

I hope everyone is staying safe. Looking forward to when we can get back into riding the rails in our track motorcars.

Lorna Kingsland

AREA
TEN



BILL ANDREWS

Motorcar runs are just around the corner...or next curve! I am ready and, as I hope most of you are, all caught up on detailed maintenance including brake inspection and wheel thickness measurements. Covid-19 vaccinations are slowly being made available here in Oregon, so hopefully we'll be ready for our June Coos Bay run.

Welcome to three new NARCOA Area 10 members: Tim

Palange WA, Steve and Dorothy Robert OR, Michael McCauley OR, and David Hunz AK. I've made telephone contact with each of you, but look forward to our meeting in person, hopefully on the rails. Thanks for coming along with us.

As EC Op's Chair, I'm pleased to report we have 9 new EC's completing mentorships this season, which is a large increase from previous years. New Area 10 EC's Mike Phelps and Roger Farrell are lining up some great runs in Idaho, Washington, and Eastern Oregon. Pacific Railcar Operators runs can be found on the PRO website. I hope other EC's are having success with railroad contacts and locating new rides for the hobby. Thanks for taking on new leadership responsibilities, guys.

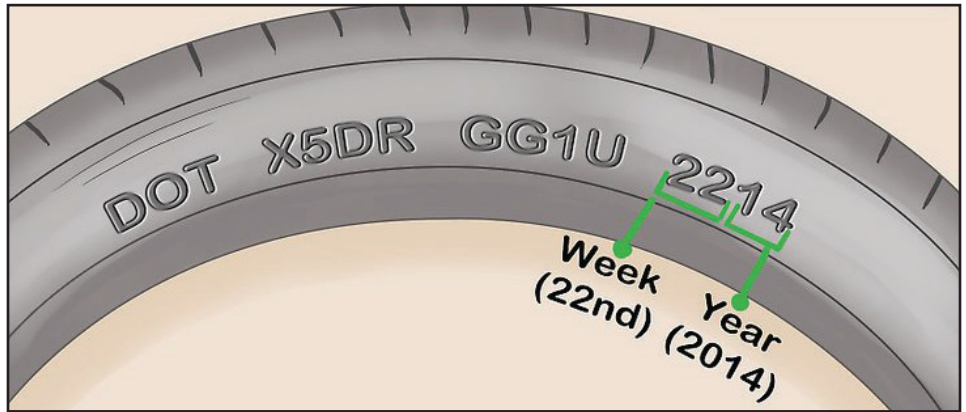
Last season was a trial for everyone, including our EC's and operators who dealt with cancelling and rescheduling excursions, changing food and hotel reservations, etc. Looking ahead with a positive attitude and supporting carefully thought-out BOD guidelines should bring us a successful season of new rail memories.

I hope everyone was able to access the March TRAINS® magazine which has a great article on NARCOA. Previously, there was support from a Wall Street Journal article which resulted in much interest and 30 new members! An article in a third national magazine is in the works! National recognition of our hobby is a real boon to our growth, bring-

ing us to the attention of “new” host railroads as well as prospective members. As usual, we’re all in this together working toward the same outcome — safe, good times on the rails. I hope to see you out there.

Enjoy the ride!

Bill Andrews



SAFETY



RICH GUNN

As we approach the end of winter most of us are already starting to look at our motorcars with an eye to getting back onto the rails. One question – how will you get it to the rails?

When is the last time you gave your trailer a safety inspection?

There are a lot of things that can cause problems from your trailer’s point of view. I may not cover all of them but, hopefully, you will take heed of the ones I mention – and maybe think of some others.

How are your tires? Just as important – how old are your tires? If your tires are more than five years old, it’s time to consider changing to new ones. They may look fine and be properly inflated but check the manufacturing date on the tire and it may be an eye opener. (The last 4 digits in the DOT character string, see example above.) If in doubt, have your local tire shop take a look. Don’t end up like this on the side of the

road. Are the tires properly inflated and are the wheel bearings properly serviced? Have you checked the tightness of the lug nuts?

Your trailer is a vehicle attached *BEHIND* the vehicle you’re driving. Regardless of how observant you are and how good your mirrors are, a lot of bad things can happen with your trailer while you’re not looking.

Once you are fairly certain that you can tow that trailer safely make sure all the other parts are still in good order. Are your safety straps or chains still something you can rely on? If not, replace them and lessen the risk of your motorcar coming loose – or worse.

How about the winch on your trailer? Is the strap or cable in good shape? If the cable is frayed – replace it. If your winch is an electric one what’s the condition of the battery? Is it still serviceable and charged? Consider a solar trickle charger and disconnect the battery when not in use.

Consider these and other things, then get off on the right foot to a new run season

STAY SAFE

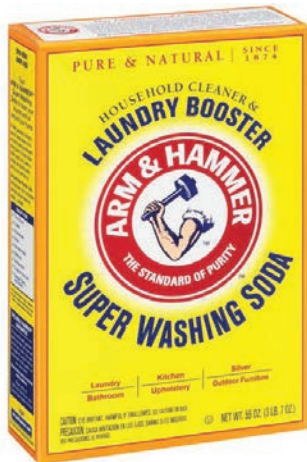
Rich



RUST AND PAINT REMOVAL USING REVERSE ELECTROLYSIS BY MIKE SIERS

Most of us have had to deal with paint and rust removal on our cars, usually this is by sandblasting, wire wheels, grinding, paint strippers or sanding. There is an alternative called reverse electrolysis that does not damage the metal underneath the paint. It's shockingly effective.

Before starting on WM62 and SAL No. 1, I had been doing a lot of railroad lantern and lamp restoration using reverse electrolysis. In reverse electrolysis, the part is immersed in water with a low voltage DC, low current (1 to 2 amps) applied, and a mild additive in the water to help in the current transfer. The negative connection goes on the part you are working on and the positive connection to a sacrificial anode.



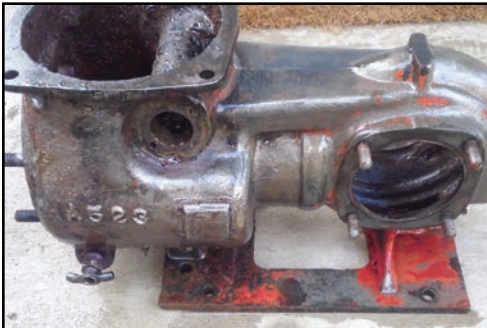
I have a couple of old battery chargers I use for the DC power source (older can be better). The anode I use is a piece of 1" steel flat bar, and I use Arm and Hammer Super Washing Soda (about a heaping tablespoon to a gallon of water). The washing soda is mostly sodium carbonate; it's not baking soda (sodium bicarbonate). It's mild but don't breathe the dust; use gloves if your skin is sensitive.

I find it best to use flat bar for the positive anode. It is cheap, but it is also easy to clean by rinsing and a quick hit with an old wire brush. It will rust quickly, and I would only get a few weeks out of it before it was worn out. Importantly, do not immerse the positive clamp in the water, it will corrode. Also, be aware that this process does create hydrogen gas, so this is best done outside.

The process will not only help remove (and neutralize rust) but will also remove paint. The process is not instant. Some parts may require a few hours while others need days. Depending on how much you are doing this you may have to change water out more frequently. The large tote did 4 wheels, 4 fenders, and 2 running boards over a 2-week period.

Larger items can also be done. In this picture an ROD engine block is being treated; this also treats any internal rust in the water jacket. The red paint breaks down quicker than other colors do. Notice the positive clamp is above the water, attached to the end of the flat bar, while the other end of the bar is submerged but *not* touching the block.





Some tips:

-Remove the positive clamp, or unplug the battery charger before touching or removing the part you are working on.

-Have a variety of brushes: Nylon, brass, stainless, and even some old toothbrushes for cleaning between soaks.

-SOS pads work well in removing any residue left behind.

-on longer soaks clean the anode more frequently, about twice a day. An old wire brush will do this along with a hose.

-Once parts are dried out get some paint or primer on them to prevent rust from returning

FREE! MEMBERSHIP FREE! NARCOA NEW MEMBER EXPANSION CAMPAIGN CONTINUES INTO 2021!

Based on the continuing success of the NARCOA New Member Campaign, we are going to run the New Member Expansion Campaign again in 2021. This effort is designed to encourage active members to encourage friends to join NARCOA. Please encourage folks to join. The Membership Committee will add a membership bonus to any current member who brings in either a new member or a past inactive member in 2021.

Our active members recruited a total of forty seven (47) new members in 2020! You can participate in the Campaign in 2021. It's easy.

Purpose: Expand NARCOA membership, communicate the unique experience of NARCOA to the greater Railroad community and involve the current NARCOA members in the growth of NARCOA

Timing: January 1, 2021 – December 31, 2021

Reward: A **TWO MONTH** Membership Bonus will be added to the renewal date of any active member who brings in a new member or a past inactive member. One new member – **two** free months. Another new member, another **two** free months. A third new member, **eight** free months.

EXTRA SUPER BONUS: any active member who brings in a total of **THREE** new members or past inactive members during 2021 will receive a total of **TWELVE MONTHS** of membership extension! **HOLY COW!!**

Rules: NARCOA will extend the membership of any active member who brings in either a new member or a past archived member. The new member or returning member must pay a full annual membership and **MUST** include the referring member's name on the membership application. The membership bonus will only be applied to the identified referring member (no trading on the black market). A valid past member must have been inactive for a least two calendar years prior to rejoining.

Please don't scam the system. Anyone suspected of cheating will have their name misspelled in NARCOA forever!! ;-)) Thanks in advance for your efforts to expand this hobby

Bob Hastings, Dan Page and Bill Delmar
NARCOA Membership Team

NARCOA SAYS THANK YOU!

For their ongoing support of NARCOA, EC Chris Thompson presented NARCOA lanterns to Autauga Northern Railroad's General Manager, Tony Kirkland right and Road Master, Todd Abbot left. The Autauga Northern is a WATCO railroad in Prattville, Alabama.



TURNTABLE RULES - CHANGES COMING BY BRIAN DAVIS

In the last few years NARCOA has seen a number of significant incidents related to the turntables on many of our motorcars. To address this the Board formed a Turntable Team* tasked to study the root causes of turntable incidents and to propose actions to address the source of the incidents. The team has made their recommendation to the NARCOA Board and this is a summary of the team's report, and a plan for implementation.

To protect our members' privacy we will not be releasing specifics for the incidents, but the root causes can be worked out by reading our corrective actions. In general we talked about the location of turntable controls, the understanding of what the controls were doing, alarms that were not loud enough, alarms that were out of sight, or mechanical failures where no backup safety device exists.

The team identified the root causes of each of the incidents and looked at what the incidents had in common. Possible corrective actions for each incident were discussed, and a summary list of all actions was generated. Finally, the team imagined how each of these actions would be applied to the many different types of turntables currently in use. This proved to be the most difficult task because of the variety of installations in use. This article is a brief summary of these corrective actions and how they relate to the four most prevalent types of motorcar turntable systems.

Why are we telling you this?

As an Operator your first step is to understand each of the proposed corrective actions and learn how they might apply to your car. You will be seeing information about these changes several times this spring. Read the material carefully, and ask questions. Many of you already have made a modification that is similar to what we have listed here. Good, let's talk about it.

The NARCOA Board would like the 2021 operating season to be used for education and discussion, ending in September in time for the NARCOA Annual meeting. At the meeting the Board will write up the changes into new Rules, and the Rule changes will then go out in *The SETOFF* for review and comment. After the comment period, the Rules would go to a Board vote so that they will take effect in early 2022. This will give enough time for all motorcars to be ready for full compliance by the summer of 2022.

It is the hope of the NARCOA board that by making these changes we can eliminate some of the risk that exists in operating our motorcars. Please make certain to direct any concerns or questions to one of the Team, or to your Area Director.

Turntable Team: Tom Sopchak (chair), John Gonder, Steve Paluso, Dale Brix, Ed Lee, and Brian Davis.

Turntable Safety Feature Details and Discussion

All Turntable Types

--Turntable Position (Height) Alarm

A Visual Alarm and an Audible Alarm must be triggered whenever the turntable is below 2 ½ inches above the railhead.

Visual and Audible Alarms must be wired or installed so that there is no way to disable them while the motorcar is in operation.

The Visual Alarm must be in the operator's normal view at all times.

The Audible Alarm must be sufficiently loud enough to be heard by the Operator during all vehicle operation.

These Audible and Visual Alarm circuits must become energized whenever the turntable falls below the minimum 2 ½ inch clearance requirement. This is frequently done using a normally closed plunger or rocker type switch which senses the height of the turntable baseplate and is triggered when the turntable descends.

These Audible and Visual Alarm circuits will be energized whenever the motorcar is in operation. Power to these Alarms will be on a circuit which is separate from any other circuit and has no separate On/Off switches can be used for the alarm circuit. It is suggested that power for the alarm circuit be drawn from the ignition circuit so if the coil is energized the alarm circuit is also energized.

The volume of the Audible Alarm must be loud enough to be heard in all situations such as while wearing headphones operating and on noisy rail, etc. The Visual Alarm must be mounted where the operator will see it during normal operation such as below the operator's windshield, on the center window pillar, or front bulkhead.

This is being required to prevent a single alarm from being overlooked, or from being accidental left in a silenced condition while underway.

Electric Driven (Jack) Screw

--Master Electrical Power Switch for Turntable

Must have a Master Power Switch that will interrupt all power going to the Up/Down direction switch and or to the turntable drive motor.

Master Power Switch must have a Visual Indication when the power circuit is complete (turned on). This Visual Indicator must be in the operator's normal view at all times.

This master power switch will disconnect all power from the turntable, so that if the Up/Down button is actuated, nothing will happen. This is being required to provide a second step so an accidental activation of the turntable cannot occur.

When this switch is "On" there must be a visual indicator, such as an amber or yellow light. This indicator light must be mounted where the operator will see it during normal operation such as below the operator's windshield, on the center window pillar, or front bulkhead. This will alert the operator that power is still connected to the turntable controls and will remind the operator to disable the master switch power to the turntable before moving the motorcar.

Electric Pump Driven Hydraulic Cylinder

--Master Electrical Power Switch for Turntable

Must have a Master Power Switch that will interrupt all power going to the hydraulic power unit.

Master Power Switch must have a Visual Indication when the

power circuit is complete (on). This Visual Indicator must be in the operator's normal view at all times.

This switch will disconnect all power from the turntable by either interrupting the power to the solenoid, or to the main power line, so that if the hydraulic power button is actuated nothing will happen. This is being required to provide a second step before an accidental activation of the turntable can occur.

When this switch is "On" there must be a visual indicator, such as an amber light. This indicator light must be mounted where the operator will see it during normal operation such as below the operator's windshield, on the center window pillar, or front bulkhead. This will alert the operator that power is still connected to the turntable controls and will remind the operator to disable power to the turntable before moving the motorcar.

Engine PTO Driven Hydraulic Cylinder

--Up/Down Controls Location

Controls must be beyond the reach of any person in the motorcar. Must have a physical means to retain position of up/down controls.

Engine driven hydraulic power pumps cannot be turned off or electrically isolated while the motorcar is operating, so the controls which operate the turntable must be located beyond the reach of any motorcar operator or passenger. Furthermore, these controls must not be able to actuate themselves from vibration or bumps caused by the trackage.

The team also has the following recommendations:

Electric Driven (Jack) Screw

--Turntable Screw Retention

Early style Electric Turntables with a single attachment bolt must undergo modification (aka Willits Safety Modification)

Early style Jack Screw type turntables have a feature that could cause problems. This needs to be addressed by modifying the attachment to improve redundancy.

--Up Position Locking Mechanism

An Positive Up Lock mechanism be installed.

A locking mechanical system to prevent any part of turntable from dropping below 2 ½" above the rail head is already a requirement for hydraulic turntables, and it is **recommended** that one be employed on jack screw type installations as well.

Hydraulically Operated Systems

--Hydraulic Hose Inspection

It is Recommended that all hydraulic hoses be inspected routinely for leaks, softness, bulges, worn outer jackets, or other defects which could affect system performance.

Hydraulic hoses can degrade over the years, and moving parts can wear through hoses' protective jackets. Periodic inspection of these components is prudent.

Proposed Turntable System Improvements

The table on the following page shows the most frequently employed turntable types in four columns. Down the left side is the "Safety Feature" list in boxes tinted green. The intersection of the columns and the rows contain the requirement(s) for that feature to achieve compliance in boxes tinted blue. Some of these Features apply to only one turntable type while another may apply to several types. Finally, several Recommendations were added; they are listed in boxes tinted yellow.

Turntable Safety Feature	Turntable Type			
	Electric Driven (Jack) Screw	Electric Pump Driven Hydraulic Cylinder	Engine PTO Driven Hydraulic Cylinder	Manual Pump Hydraulic Cylinder
Master Electrical Power Switch for Turntable	<ol style="list-style-type: none"> 1. Must have a master power switch that will interrupt all power going to the Up/Down direction switch or to the turntable drive motor. 2. Master power switch must have a Visual Indication when the power circuit is complete (on). This Visual Indicator must be in the operator's normal view at all times. 	<ol style="list-style-type: none"> 1. Must have a switch that will interrupt power to Electric Hydraulic Pump either at the solenoid (low current) OR the main pump power (high current). 2. Master power switch must have a Visual Indication when the power circuit is complete (on). This Visual Indicator must be in the operator's normal view at all times. 	n/a	n/a
Turntable Position Alarm	<ol style="list-style-type: none"> 1. A Visual Alarm and an Audible Alarm must be triggered whenever the turntable is below 2 ½ inches above the railhead. 2. Visual and Audible Alarms must be wired or installed so that there is no way to disable them while the motorcar is in operation. 3. The Visual Alarm must be in the operator's normal view at all times. 4. The Audible Alarm must be sufficiently loud enough to be heard by the Operator during all vehicle operation. 			
Turntable Screw Retention	Early style Electric Turntables with a single attachment bolt must undergo modification (aka Willits Safety Modification)	n/a	n/a	n/a
Up/Down Controls Location	n/a	n/a	<ol style="list-style-type: none"> 1. Controls must be beyond the reach of any person in the motorcar. 2. Must have a physical means to retain position of up/down controls. 	n/a
Up Position Locking Mechanism	It is Recommended that a positive locking mechanism be installed.	Must have a 'positive locking mechanism' to prevent any part of turntable from dropping below 2 ½" above the rail head. {This is Rulebook item 2.13}		
Hydraulic Hose Inspection	n/a	It is Recommended that all hydraulic hoses be inspected routinely for leaks, softness, bulges, worn outer jackets, or other defects which could affect system performance.		
Electric Jack Replacement	It is Recommended that older versions be updated to current standards, or replaced, as there have been significant updates made to the original electric turntable design over the years.	n/a	n/a	n/a

ADAM RIDES THE COOS BAY “TEDDY BEAR EXPRESS” 2020



Hello everyone, this is Adam Shellhorn. I haven't written a story for you in a while, so I thought I would tell you about my trip to Oregon on the Coos Bay Rail Line. It was a Pacific Railcar Operators (PRO) run, with lots of our other speeder friends from Motorcar Operators West. Because of the Covid-19 pandemic, the run was postponed and then cancelled two previous times, before we finally got to go the weekend of October 10th.

The EC's were Bill Andrews, the NARCOA Director for Area 10, assisted by his wife, Nancy, as well as Guy Howard, the President of PRO. Mr. Howard's wife came with him but could not come on the rails with us due to health problems. We all missed her on the run.

I came with my dad, Carl Shellhorn and two other friends, Glenn Boatman and Steve Baker. The four of us drove to the seton from California in Dad's truck. It was a little

crowded, but all went well; the men all shared the driving.

The seton was in Vaughn, Oregon next to the lumber mill, about 30 minutes from Eugene. Fall was definitely in the air; it was bright, cold and threatening rain. Everyone wore face masks and practiced social distancing as they put the railcars on the tracks.

Mr. Andrews had our car placed near the seton end of the line-up so that, in the morning, Dad could get me out of the truck and into the railcar. This is done with a portable hoist Dad built that fits on the truck, then can be moved



to the railcar to load me in and out. The railcar has a special seat with a 5-point racing harness to hold me in. We are traveling in a "speeder" after all! With four people's gear and my transport chair loaded in our Kalamazoo 27A car, we were all set to go.



The morning was overcast, bright and dry. Mr. Andrews conducted the safety meeting and introduced the Coos Bay Rail Line pilot, Alan French, who would lead us to Coos Bay in his hyrail truck.

When all the safety stuff and all the introductions were over, the group was ready to get underway. In front of the whole group Dad thanked Bill, Nancy and Guy for working with the railroad to find a way to save this run so we could all enjoy it. He also encouraged everyone to stop by the Kalamazoo and say “hi” to me if they had the chance. I love to “talk” and visit with all my old and new speeder friends.

The Vaughn branch is off the main line to Coos Bay. All the cars had to back up to the switch on the main line to get in the right direction to go to Coos Bay. Once we got underway, the autumn air started to get colder. My shirt, with no coat, was not enough so, at the first comfort stop, Dad put on my new safety-yellow, insulated raincoat. After that, I was nice and toasty.

This trip has everything a motorcar run should have: nine tunnels, 121 bridges and trestles, lakes, green trees, beautiful scenery, and even sand dunes! They say the dunes are the tenth largest in the whole world.

I knew that everyone brought a toy to donate for local children, but I didn’t realize that we

were stopping at many of the small towns and villages along the way to pick them up from the people who live along the railroad. This was part of the planning of the run, with the cooperation of the Coos Bay Rail Line, the Coos Bay Rotary Club, and the EC’s. Here comes the “Teddy Bear Express 2020!”



Photo by Carol Balestreri

After stopping in Ada for lunch, we made the last leg of the trip to Coos Bay. And guess what? Even more tunnels and trestles! They keep getting bigger and longer the farther we go. The biggest tunnel is 4800 feet long; almost a mile! In Cushman, there is a bridge and trestle 3378 feet long that was built in 1914. It is the longest



one on the run. We saw platforms along the side of the trestle every few hundred yards for water barrels to put out any fires that the old steam locomotives might have started. Super cool!

When we got into the small towns where we had grade crossings, the rail road shunted them for our safety. As we motored south, we went through part of the sand dunes. The ATV runners were all over the dunes; like us, they had a big weekend in Coos Bay.

dirt and rock cut, by North End, where Highway 101 goes over the tracks, there is a unique railcar in a glass enclosure. Called the *Merci TRAIN*, this box car (1 of 49) was a gift from France at the end of World War II, to thank the people of each state for their sacrifices in the liberation of France.



As we went into town, we traveled by the docks and Highway 101. We stopped across the highway from the Red Lion Inn, our destination and home for the night. I was loaded into my wheelchair, our gear was off-loaded and, once the railcars were made secure from

After the sand dunes, we came to the Coos Bay swing bridge over the Siuslaw River. This is one of the last commercial harbor, big-ship swing bridges in the country. It was built in 1914 and has a span of 485 feet. At 106 years old, it's starting to show its age. The railroad has spent millions of dollars to keep it sound and working for its lumber train traffic. Slow and safe was the word over the bridge. Upstream, you could see the much newer cantilevered Highway 101 bridge.

the possible overnight rain, we made the mad dash across the highway to the hotel. Always a challenge, but we made it safely.

Once across, on the ocean side, we passed the Coos Bay Airport. As we traveled through the

Dinner was included as part of the run. The caterers had prepared an excellent prime rib dinner with potatoes and all the trimmings. This was the first trip Dad and I had made since the change in my food regimen: everything has to be pureed in a blender and put through my feeding tube with a syringe. Not fun, but it's how it has to be. And this might have been my first prime rib! My beer did not have to be pureed; I enjoyed it very much! After dinner, we went straight to bed. It was long day, but a great one. And no rain!



Photo Coos Bay Rail Line

More info at <http://mercitrain.org/>

The next morning, we headed into town for breakfast. It had rained during the night, but the early morning was clear and dry. I was enjoying the bump-bump of the cracks in the old sidewalks as Dad pushed my chair. As we started to go up the hill, it started to rain. Dad had put my big, new raincoat on me, but he and Steve were very soon wet and cold, in only their shirts. We

discovered that the place we wanted to have breakfast was closed due to COVID-19, so we backtracked to a coffee shop. Dad and Steve got hot tea and breakfast burritos (I had a protein shake).

We had to hurry back because Dad had to have a complete change of clothes, and I needed dry pants. Warm and ready now, we got to the 10:00 safety meeting on time. Mr. Andrews talked about wet rails, stopping distances, and the cautions of “street running.” We were going to stop



Carl and Adam enjoy new hats. Photo by Steve Baker



at a gas station so all the cars could fill up; then we were off for the short run to Coquille, about 15 miles.

We passed an old smelter that, during World War II, refined chrome from local sand. It's now shut down. We went past the lumber mill to the end of the track at the park, where we had lunch. According to COVID-19 rules, everyone stayed close to their own car. One of the cars directly in front of us broke down. The men tried to fix it, but to no avail. It looked like the problem was in the engine. He had to be towed back to Coos Bay.

While we were having lunch, Mr. Rich Lopez, the General Manager of the Coos Bay Rail Line, came by and asked if this was “Adam’s car.” Dad told him he was in the right place. Mr. Lopez said he had a CBRL cap for me. How great is that? A hat from the railroad, presented by the General Manager. What a cool thing to do! So they wouldn’t feel left out, he had caps for Dad and Glenn and Steve, too.

We turned the cars, the rain stopped and back to Coos Bay we went. At the Embarcadero in Coos Bay, we stopped to deliver the toys the group had collected for the Rotary Club “Jam the Bus” toy drive. A whole truckload of toys was donated! The stop on the waterfront was fun. The sun came out and it warmed up. The public walked by and asked a lot of questions about the hobby and the history of the cars. We handed out NARCOA flyers; they were a big hit. We didn’t get to stop at the Train and Logging Museum because it was closed due to COVID-19. Too bad; it is a favorite spot.

Saturday night, we went into town for dinner. We met our friends and fellow motorcar operators, Rich and Linda Gunn. A good time was had by all. We saw a lot of other speeder people downtown, helping support the local restaurants during the pandemic.

The next morning, we were up early. Dad got me up and dressed, this time fully suited up in my rain gear. As the day went on, I was really glad that suit is insulated!

We had the safety meeting under the protection of the hotel carport. With all the operators and guests present and informed of the safety concerns of the run back to Vaughn, we were dismissed to go to our cars. The rain was now just a mist. Dad’s Kalamazoo car has side curtains, and the men rolled up the center curtain on each side.



With all the cars pointed down the tracks toward Vaughn, we were underway. When we got to the swing bridge, we were delayed for a few minutes while the operator rotated the bridge in place then locked the track bars for our safe passage. Thirty cars on the bridge was quite a sight!

When we got across the bridge to the sand dunes, we had to stop again. Some of the ATVs had run down the hillside and caused the sand to slip and block the tracks. Our railroad escort cleared the sand, and we were off again. But not for long. The Kalamazoo ran out of gas! We had filled the tank the day before. It looks like “gremlins” got to us. We switched to the re-

serve tank and caught up with the rest of the group. At the next stop, we put our extra gas in the tank. We had put fuel in the car the day before and thought we were okay. At our next highway crossing, we gave our gas can to PRO treasurer Bob McCoy. He filled it and gave it back to us at a crossing further down the line, at Lakeside.

We stopped at Ada for another comfort stop. Guy Howard was leading the consist and Bill and Nancy Andrews were the tail car. Sitting in Ada, we heard on the radio that Bill’s car had thrown a chain and broken down. But with a little luck, he found the chain, and, with good

skill, he had it fixed and his car moving again in no time, and group was underway again.

Our next stop was Mapleton for lunch and ice cream. Glenn went across the road and came back with a huge ice cream cone, and he didn’t share any of it! COVID-19...you know.



After leaving Mapleton, the car that was towing the car that broke down in Coquille broke down as well. That meant we had two cars in front of us that were disabled. We were tasked early on with towing the portapotty trailer from the turn-around in Coquille, to Coos Bay, to Vaughn. So we were, slowly and safely, pushing two cars in front of us and towing the portapotty trailer behind us. We were now a real train!

We only had to push the two front cars a little ways to the next road grade crossing. There they were hand-pushed off the rails and shuffled

speeder was loaded on the trailer, I was wheeled over to the truck and loaded into the back seat. The hoist was moved from the Kalamazoo to the truck to get me in.

We said good-bye to all our friends, old and new. And we thanked the EC's for a great run, and John Martin for assisting with the set-off. This was the Little Speeder Run that Could—at first, it didn't have enough cars, but it ended up with thirty! A great tribute to the Event Coordinators and the cooperation of the Coos Bay Rail Line.



Photo by Carl Shellhorn

in behind other “A” cars that could tow them safely. With the portapotty behind our Kalamazoo, the MT19 behind Jim Culbertson's A6, and the other MT19 behind Dave Balestreri's A4E, we were again safely underway.

Dad and Glenn (also a NARCOA operator) took turns running the Kalamazoo, while Steve took photos and thoroughly enjoyed all of his first speeder ride.

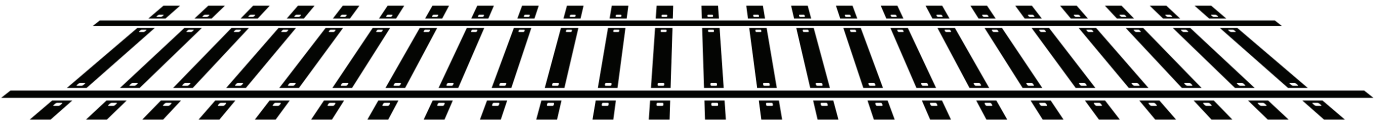
Back in Vaughn, we switched on the wye and pushed back to the set-off. With masks in place, everyone loaded their cars onto their trailers in good time, and safely. The men in our party pushed the car up and brought the truck and trailer around. Using the hoist, I was lifted out of the car and into my wheelchair. After the

Thanks to everyone who came by the Kalamazoo to say hello throughout the run. The speeder community is an inclusive one; I always feel accepted and supported, and it is always great to be with all of you.

Adam is a severely disabled adult of 46 years, who loves "speedering." Thanks for being his friends, and for accepting and supporting him. This account was written from Adam's perspective, by his dad, Carl Shellhorn. --Ed.

All Photos by Adam Weidenbach, except as noted.

SHORT LINES



January fun on the Cater Parrott Railnet

South Eastern Railcar Operators held a pair of winter runs in Georgia.

Jan 23, 2021 Cater Parrott Railnet - Madison Division. This was a SERO clean-up run on a gorgeous day with crystal blue skies. Here they are stopped for lunch in Madison, Georgia.

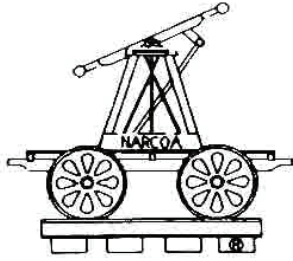


Jan 31, 2021 Cater Parrott Railnet - Valdosta Division. This day's operation covered 80 miles



between Willacoochee and Valdosta. Here the seton in Nashville, Georgia is complete and they're ready for the safety briefing by EC Frank Ahouse before heading out.

Photos by Daniel Ashworth
Submitted by Bill Delmar



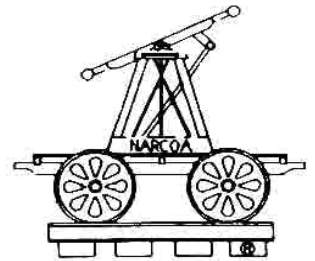
NARCOA EXCURSIONS

AS OF FEBRUARY 17, 2021

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>. A second document entitled "NARCOA Covid-19 Liability Release Form" will require a signature from all persons who participate in an excursion. Please 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

March 20 - 21 - AL posted 01/05

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.

Apr 10 - 11 - OK posted 12/07

Farmrail System

Oklahoma Railway Museum, two days of runs out of Clinton, OK on Farmrail System. Approximately 120 miles round trip each day. Clinton to Snyder on the 10th and Clinton to Erick on 11th. Trip fee is \$130.00 for both days. EC Drake Rice, 405-478-3225.

Apr 10 - PA posted 02/02

Allentown and Auburn RR

We have permission to hold a Test & Tune excursion on this railroad between Kutztown and Topton. Multiple trips. \$30 per car. EC Jamie Haislip 703-906-2502

Apr 11 - PA posted 02/02

West Chester RR

We have permission to hold a Test & Tune excursion on this railroad between West Chester and Glen Mills. Two trips. \$30 per car, EC Jamie Haislip 703-906-2502

Apr 16 - 17 - OH posted 02/07

Ohio South-Central Railroad

Friday evening run to tunnel, Saturday mileage approximately 90 RT. 20 car limit. Fee \$120 Ohio Valley Railcars, EC Jaime Samuell 740-427-4444

Apr 18 - OH posted 02/07

Hocking Valley Scenic Railway

Mileage approximately 23 RT. Caboose trip included. 20 car limit. Fee \$89 Ohio Valley Railcars, EC Jaime Samuell Phone 740-427-4444

Apr 23 - 24 - MD posted 01/23

Western Maryland Scenic RR

23rd - Night run from the Ridgeley Engine house to Frostburg and return-34 total miles. 24th run the line once or twice. 34 or 68 miles for Saturday. Set-off by 3PM for the trip to Hollidaysburg for the Everett RR excursion. Price \$50 for one or both days. EC Jamie Haislip 703-906-2502

Apr 24 - IA posted 02/11

Boone & Scenic Valley Railroad

First Iowa Division - Boone, IA. We will ride the line from Boone to the end of the line at Wolf and back three times during the day plus a night run. Round trip mileage is approximately 20 miles. Cost is \$30. EC Carl Schneider

Apr 25 - PA posted 01/23

Everett Railroad

Permission has been granted for our annual excursion. Note: Third time it's on Sunday this year. Set-on will be in Hollidaysburg 55-60 total miles. Roaring Spring station lunch stop. \$45. EC Gary Shrey, 717-227-9628

May 1 - 2 PA posted 01/14

Reading & Northern Railroad

We have permission to hold an excursion on the Reading and Northern Railroad again this year. We expect to start in Schuylkill Haven, travel to MT Carmel Sat, and to Oneida Jct Sun. 200+ miles To be put on the notification list, contact Gary Shrey, 717-227-9628

May 8 - OK posted 02/04

Arkansas-Oklahoma Railroad

McAlester – The Oklahoma Railway Museum (ORM) will host a trip from McAlester to Red Oak and then return. 92 miles round trip. The track parallels US 270 Highway. The cost will be \$40.00. EC Drake Rice 405-808-7516

May 15 - PA posted 02/17

Lycoming Valley Railroad

SAVE THE DATE-- Northern Central Railcar Association will host a 50 mile RT ride from Williamsport to Jersey Shore and back, then from Williamsport to Muncy and back. Registration fee \$50. EC Jamie Haislip.

May 16 - PA posted 02/17

Nittany & Bald Eagle Railroad

SAVE THE DATE-Northern Central Railcar Assc. ride from Bellefonte to either Tyrone or Mill Hall and return if the main line is available. If not, we will ride the Bellefonte Secondary. Itinerary set by RR that day. \$50. EC Jamie Haislip.

May 25 - 26 - NV posted 01/30

Nevada Northern Railroad

MOW 2021 Great Basin tour approx 270 miles Nevada Northern Railroad at Ely, NV then Eastern Idaho Railroad at Idaho Falls ID \$420 for both excursions; \$100 for NNRR only. Joe Schnyder EC 623-332-0238

May 28 - 31 - ID posted 02/01

Eastern Idaho Railroad

Eastern Idaho Railroad, Idaho Falls, ID Approx 210 miles \$320 EC Joe Schnyder 623-332-0238

May 28 - 29 - ND posted 02/11

Red River Valley & Western Railroad

First Iowa Division is hosting a 2-day ride at LaMoure, ND. We will ride the line from LaMoure to Edgeley on Friday evening and from LaMoure to Leonard, ND and back on Saturday. Total mileage is approximately 160 - 200 miles. Cost is \$80. EC is Dave Voeltz.

May 30 - 31 - SD posted 02/11

Dakota, Missouri Valley & Western Railroad

First Iowa Division is hosting a ride at Britton. We will ride the line to near Aberdeen on Saturday morning and then to Geneseo, ND on Saturday evening. We'll run from Britton to Geneseo and back on Sunday. Mileage is approx 210 miles. Cost is \$80. EC is Dave Voeltz.

May 30 - Jun 5 - MB posted 12/01 Excursion postponed for 2021. **Hudson Bay Railway**. EC Michael P. Ford.

Jun 4 - 8 - MT posted 01/08

Montana Excursions

Possible runs may include Montana Rail Link, June 4, 200 miles, Central Montana Railroad, June 6, 100 miles, Mission Mountain Railroad, June 8, 88 miles, dependent on COVID restrictions. EC Bill Taylor

Jun 10 - 13 - OR posted 01/06

Coos Bay Rail Line

From Vaughn to Coquille. 250 RT miles. 2 nights in Coos Bay. Contact EC Bill Andrews. Dependent on COVID restrictions.

Jun 12 - 13 - PA posted 02/17

North Shore RR/ Shamokin Valley RR

SAVE THE DATE- Central PA Weekend - Ride over the 86 mile North Shore Railroad on Saturday. 50 mile Shamokin Valley Railroad on Sunday. Fee \$95. EC Al Tyson.

Jun 17 - 20 - WA posted 01/07

Palouse River and Coulee City Railroad

SAVE THE DATE-Colfax, WA. Two days, 214 total miles. Pleasant Valley and Hooper branches. Rides for the public on June 20th. Dependent on Covid-19 restrictions. EC Roger Farrell

Jun 18 - 20 - MI posted 12/01

Great Lakes Central Railroad

SAVE THE DATE- 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.

Jun 23 - 24 - ID/WA posted 01/07

Great Northwest Railroad

SAVE THE DATE- Lewiston, ID . to Riparia WA. 144 total miles. Dependent on Covid-19 restrictions. EC Roger Farrell

Jun 25 - 27 - OR posted 01/07

Idaho Northern & Pacific Railroad, Wallowa Union Railway

SAVE THE DATE- La Grande to Joseph. 170 RT miles. EC Roger Farrell

Jul 10 - MN posted 02/11

Minnesota Prairie Lines

First Iowa Division is hosting a 1-day ride at Redwood Falls, MN. We will ride the line from North Redwood Falls to Norwood Young America and back. Total mileage is approximately 100 miles. Cost is \$80. EC is Dave Voeltz.

Jul 11 - MN posted 02/11

Twin Cities & Western Railroad

First Iowa Division is hosting a 1-day ride at Sacred Heart, MN. We will ride the line from Sacred Heart to Appleton and return. Total mileage is approximately 94 miles. Cost is \$80; \$150 total if doing both FID runs this weekend. EC is Dave Voeltz.

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 19 - 22 - OR posted 01/06

Coos Bay Rail Line

From Vaughn to Coquille. 250 RT miles. 2 nights in Coos Bay. Contact EC Guy Howard
Dependent on COVID restrictions.

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

Indiana Northeastern Railroad

SAVE THE DATE- 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 information, contact EC Dave Balestreri 916 531 7536.

Sep 12 - 16 - ON posted 12/01

Ontario Northland Railway

SAVE THE DATE- 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.

Sep 17 & 18 - SD posted 02/11

Black Hills Central Railroad

First Iowa Division is hosting a 2-day ride at Hill City, SD. We will ride the line from Hill City to Keystone 6 times over the two days. Total mileage is approximately 18 miles for each trip. Cost is \$80. EC is Dave Voeltz.

Oct 1 - 2 - IL posted 01/28

2021 NARCOA Annual Meeting

Sheraton Suites - Chicago O'Hare Airport Hotel, 6501 Mannheim Rd, Rosemont, IL 60018. Meeting open to all NARCOA

members. Members wishing to participate in the meeting, add items to the agenda, or secure a room at the NARCOA rate contact secretary Bob Hastings, by email or postal mail at NARCOA, P.O. box 9035, Cincinnati, OH 45209. The meeting will be held with a Zoom virtual connection for members unable attend.

Oct 7 - 10 - OR posted 01/06

Coos Bay Rail Line

From Vaughn to Coquille. 250 RT miles. 2 nights in Coos Bay. Contact EC Bill Andrews. Dependent on COVID restrictions.

Oct 13 - 16 - ON posted 12/22

Grand Canyon Railroad

SAVE THE DATE- October 13th 2021 to Oct 16th 2 nights at the Canyon details soon. EC Joe Schnyder

Nov 6 - IA posted 02/11

Boone & Scenic Valley Railroad

First Iowa Division - Boone, IA. We will ride the line from Boone to the end of the line at Wolf and back three times during the day and a night run. Round trip mileage is approximately 20 miles. Cost is \$30. EC Carl Schneider

Dec 3 - 5 - FL posted 01/05

Florida Central RR, Florida Northern RR

SAVE THE DATE- 3 days of running on these railroads. Keith Mackey. EC.

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

**PROPOSED CHANGE TO THE NARCOA RULE BOOK:
ATV'S IN NARCOA ACTIVITIES**

During the NARCOA Board of Directors session on January 24, 2021, the board reviewed the modification of ATV's for use in NARCOA activities. After discussion, the board decided that this type of vehicle does not meet the core value of the organization; that is, the preservation and safe, legal operation of railroad equipment historically used for maintenance of way. Therefore, the board is proposing the following addition to the NARCOA Rule Book, Section 3. Hi-rail Mechanical Standards:

3.09 All-Terrain Vehicles -- All-terrain vehicles, such as but not limited to ATV's, RTV's, UTV's and Side-by-Sides, are not approved for use in NARCOA activities.

According to the NARCOA Policy book, Section 11: "...Upon the affirmative majority vote of the Board for preliminary approval of the proposed changes, "The SETOFF" shall publish the proposed changes for the purpose of soliciting NARCOA membership comments. Membership comments are to be directed to the respective Board members..."

Please send any comments, either positive or negative, to your area director. A list of the area directors, with an active link to each email address, may be found on the NARCOA web site, www.narcoa.org, under "Documents and Officers / Officers and Directors". Just click on the name of your area director to send an email.

Thanks for your input,
Bob Hastings
NARCOA Secretary
narcoasecy@gmail.com

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. □

GAS CAP TROUBLE

ROCKY MOUNTAIN DIVISION LEADVILLE EXCURSION

BY JOHN SPIRO

I decided to run the Rocky Mountain Division Leadville CO motorcar excursion in September 2020 with some apprehension because of the Covid 19 pandemic still going on. What really prompted me to go was I sold my pride and joy, an M19-AA in February and Mike (the new owner) was signed up for the ride. He had run Leadville in July and had some issues with the car. Naturally I felt obligated to go and help him sort out the problems. I took my MT-19 but didn't set on for the first run up the mountain on Friday afternoon; I rode with Mike in the AA instead.



When Mike picked up the car from me in February, I suggested he buy a new gas tank cap for the car; the old one was kind of banged up. I gave him the NAPA part # 703-1220 since that's the part number I have always used for a replacement gas cap for motorcars. I've bought several of them over the years. When Mike told me about the problems he had with the car in July I had a hunch it might be something with the gas cap.

We took off Friday afternoon with the group and headed up the mountain with me as the passenger. We ran all the way to the end of the line with no problems and stopped with the group to turn the cars and head back down. We got underway and the M19-AA all of a sudden quit running. The belt was still tensioned up and the motor was turning over but not running. I quickly reached back and removed the new gas cap and within a second or two the engine restarted. I had brought a used, fully vented OEM-style gas tank cap with me, so I reached back again, put it on the gas tank and we ran on back down to the seton with no problems. The M19-AA ran great the rest of the weekend. It appears the manufacturer changed the cap's design and now it has a one-way check valve. It lets air in but doesn't let air or fumes out. The original caps were fully vented allowing free flow in both directions. Bottom line, the new cap was the problem; sometimes it would vent and sometimes it wouldn't. If your gas tank isn't vented, no fuel flows to the carburetor and the engine quits.



I don't know but maybe the EPA has mandated that all replacement gas caps have to have the one-way check valve in them, and fully vented caps aren't being made anymore. I do know that if your cap has a sticker on it that says: *WARNING remove slowly. Fuel spray may cause injury*, you have a gas cap with a one-way check valve and that's not so good.

The rest of the weekend and the excursion went well. I set on and ran my MT-19 on Saturday and headed home on Sunday. You might ask why I sold my pride and joy? The answer is three major back surgeries since 2015. I could no longer turn the M19-AA using the lift handles without help. The two cylinder, two-stroke RK engine in an M19-AA is very long so there is no room to install a turntable. I bought a clapped out MT-19 after my first surgery in 2015, fixed it up and installed a hydraulic turntable.



Selling your favorite motorcar is kind of like when your daughter gets married. You worry...will her husband be good to her and will he take care of her? It was kind of like that for me selling the M19-AA. I think Mike will take care of the green car and I hope he enjoys it as much as I did running it for 10 years. So, anybody got a good replacement part number for a true vented gas cap to fit our gas tanks? The NAPA # 703-1220 is no longer a good option in my opinion.

HOW DID YOU GET INTO THE HOBBY? BY DAVE HOLGATE

I am a relatively new member of NARCOA, but I have been around railroading most of my life in one way or another. My grandfather started as a fireman on the Northwestern Pacific in Willits, California; he was a section foreman for SP at Island Mt. mile post 194.5 on the Eel river until Eureka Southern took over. My father worked for SP on the section crew out of Island Mt. at the same time. I have fond memories as a child playing on the trestle in the Eel river that washed out in the '64 flood. We lived in a converted passenger car on a siding until they moved single wide trailers in. When I was in grade school my father finally quit as it was too hard on the family with him at the Island Mt. outpost all week and the family in Willits. Enough of my childhood, I went into Army at 17 and went to work in

the woods after I got out. That was just what you did being from a small town. I worked in the woods until a year or so ago my service-connected disabilities would no longer permit it. It was at this point in my life was when I started on the railroad driving truck and some track maintenance for the Goose Lake Railway out of Lakeview, OR. The short line runs about 54 miles from Lakeview, OR to Alturas, CA. Lake County owns the track, and the Goose as we call it, leases the track. The county owns an MT-14 that has seen better days. I tried to buy it but no luck. So, my friend Quinton and I started looking and found one in Virginia City, NV that we purchased. The motorcar was in very good condition, mostly original, and not far from being NARCOA compliant. I rewired most of it, installed new brakes, a turntable alarm and a few other things. In the meantime, I became a member of NARCOA to get qualified for excursions. As you can see it has taken me a lifetime to get ready, but now it has happened in a pretty short time.



It seems like I have been working day and night getting this motor car ready for an excursion and now with the corona virus, well, you know the rest of the story. With all this going on I am very fortunate to have the Goose as we have been going on excursions every weekend and even using the motor car for work during the week. Yes, indeed very fortunate!