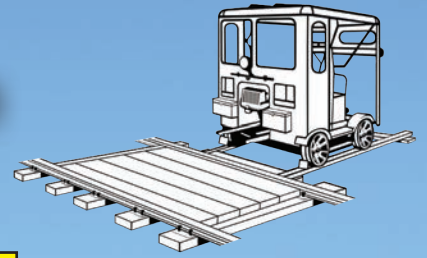
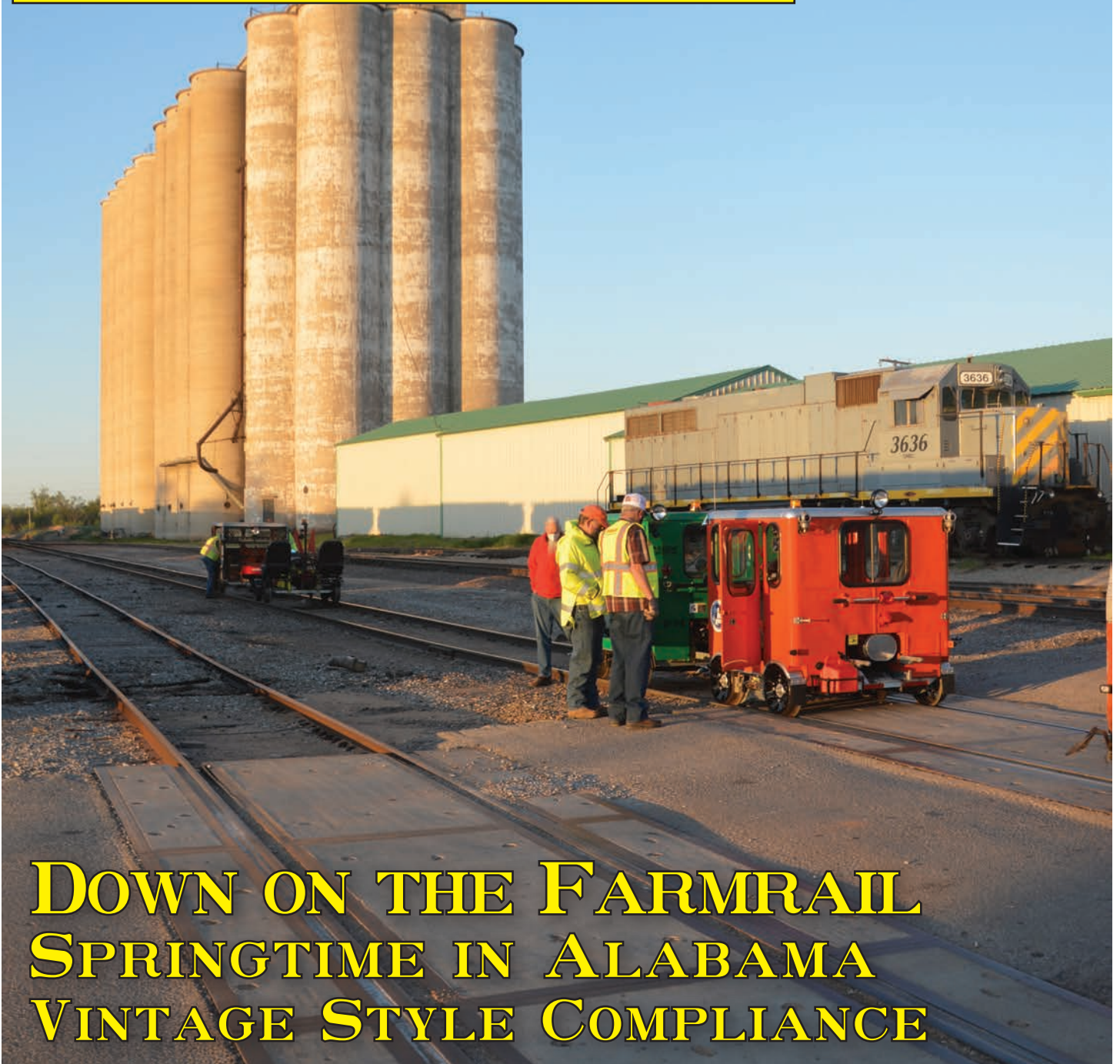


THE SETOFF



THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION
MAY / JUNE 2021 VOLUME 35 - No. 3



DOWN ON THE FARMRAIL
SPRINGTIME IN ALABAMA
VINTAGE STYLE COMPLIANCE

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.



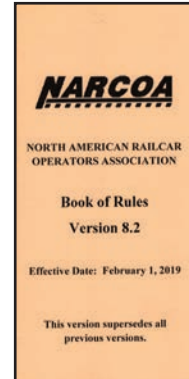
NARCOA Safety Vest - \$15.00 each + S/H in sizes M, L, XL, and 2XL. and 3XL

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.

PRESIDENT'S MESSAGE

MARK NORTH



Spring is finally here, and I, like many of my friends reading this issue of *The SETOFF*, are anxiously anticipating the reality of motorcar runs in 2021. In preparation to write this report I looked at the listing of future excursions and am amazed to find that there are 49 individual runs as well as 6 regularly scheduled reoccurring runs on the books today. This represents a wonderful rebound from the scarcities of 2020. Thanks to all the diligent EC's and affiliates who are making this happen.

Excursion Coordinators. Again, I want to be very thankful and appreciative of the people who make these excursions a reality. Without them we do not have a hobby. I urge you to reach out to your coordinators and thank them for their efforts. But better than verbal thanks, an EC deeply appreciates participants who joyfully comply – following NARCOA rules and operational directions and who actively assist during excursions.

The Shiny Wheel Award. Several years ago, our respected and beloved president Bob Knight instituted an award to recognize individuals in this hobby, both regular members and railroad officials, who have contributed significantly to the motorcar experience. Bob's vision in presenting this award was to recognize the unsung persons who contribute so much time, behind the scenes to make NARCOA happen. Many, many hours of free volunteer man/women hours of time are expended in making the unseen and unrecognized issues of running this hobby go down smoothly and efficiently. Think of the awesome number of tasks that NARCOA requires just to be an efficient operation: consider annual insurance, business functions, committee participation, governance, publications, rosters, mentoring, websites, and many, many more. The **Hank Brown Award** recognizes Excursion Coordinators, but there are other support people in that arena also whose efforts make a successful excursion happen including registration, finances, advertising, assistant EC support, etc. As an honor to Bob, the Board of Directors has chosen to continue his initiative and officially institute the **Bob Knight Shiny Wheel Award**. The award is intended to recognize individuals who have *Continued on Page 5*

IN THIS ISSUE

Company Store	2
President's Message	3
From the Editor	3
NARCOA Officials	4
Directors' Messages	5
Safety Update	10
Getting Ready to Run	11
Border Pacific	12
Vintage style accessories	13
Farmrail run in OK	14
Motorcar Secret	17
Spring on the Autauga Northern	18
Upcoming Excursions	21
Shortlines	25
Suppliers	26
Get to know your suppliers	27
How did you join the hobby?	28

FROM THE EDITOR

ROBIN DOUGLAS

Are you ready to roll down the tracks? Have you gotten mentally and mechanically prepared for this year? Throughout this issue, you'll find recommendations as well as practical tips that will help you safely have a great time this year. Along with your calendar in January, you got a copy of this flyer to give away to help promote NARCOA. If you haven't already passed it along, tuck it your speeder to hand to someone with questions along the line. If you'd like to print a few more to hand out, drop me a line and I'll send you a PDF file right away.



THE SETOFF

VOLUME 35 No. 3

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

The SETOFF is printed by
Greg Kightlinger, GEK Printing

Membership in NARCOA, which includes a subscription to The SETOFF, is \$40 per year, and is available from the Membership team at the address below. Please send your check made out to NARCOA to:

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

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

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

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

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

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

© Copyright 2021 NARCOA. All rights reserved. Reproduction, by any means, in whole or part, by any party, is strictly prohibited.

ON THE COVER: 7:30AM seton on the Farmrail System at East Hayes Ave. in Clinton, OK. Twenty motorcars came out for the two day event. Photo by Frank Pacione

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@neor.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
Dan Page dan.h.page@gmail.com

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

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

President's message, continued

contributed significantly to advancing the motorcar hobby. I am sure each of you will look forward to recognizing and acknowledging our silent heroes.

Board Transparency. The NARCOA Board of Directors has instituted a new policy of posting the minutes of the monthly work sessions. These minutes may be found in the **Members Only** section of the NARCOA website under the **Members** tab then **Board of Directors Working Sessions**. This policy is possible due to the tireless work of Secretary Bob Hastings. The policy is intended to give members the ability to see “how the sausage is made” so to speak. Remember these are “working” sessions, so keep that in consideration while reviewing the documents. This policy may also evolve over time. Look under the Members tab for other NARCOA information soon to come!

Safety and Rules. In my position as president, I hear many sincere and well-meaning comments like: “*We need a rule for this.*” versus “*We don't need more rules – just enforce the ones we have.*” We in this hobby – as well as our brothers in the railroad industry have one – NUMBER ONE RULE – **SAFETY!** Please refer to NARCOA Rule Book (V 8.2)

and review and memorize the Introduction, and then actively apply it to all aspects of our operations. We run heavy equipment on track ranging from excellent to accepted track under varied conditions. We are at risk to ourselves, our passengers, our RR associates, and the public if we do not accept the reality and intent of the rules – **AND COMPLY** with them. Rules are here for our benefit.

When in doubt – ALWAYS – take the safe course of action.

The most fun I can remember in my many experiences is in safely completing a motorcar run, on a sunny day, on good track, in the company of good friends. **BE SAFE . . .** and see you on the rails.

Thank you
Mark North

AREA ONE



TOM SOPCHAK

Hello Area 1 Members,

I am excited to announce new members in Area 1. Please ex-

tend a warm welcome to Francis Saunders Jr. He is actually a returning member as he was a member a number of years ago. Also, Brian Anderson who saw the write up in the Trains magazine. Brian was in the airline industry, was looking for a railroad hobby and found us. A friend and Brian bought a nice MT19 to operate. I'm looking forward to seeing both of these members on the rails in 2021.

To all NARCOA members, it is impossible to say enough about safety, especially rear end collisions. Please be mindful of the track conditions, your vehicle, the stopping distance and what is going on around you. If you have someone else in the motorcar with you, **PLEASE** do not get distracted from what you are doing- operating the vehicle!

The Board of Directors has received a fair amount of feedback on the proposed turntable rule. We have discussed this at length during meetings and I'm sure there will be more to follow.

If you have the opportunity to attend a Test & Tune, or Technical Session, or if you have legal use of rails some place, please get your motorcar ready for the season. Make sure you complete a NARCOA inspection, adjust your brakes, make sure your engine runs well, be certain your electrical system

is working well, etc. Make the most of your opportunity.

There is a fair amount of pent-up demand. We are all looking forward to getting back on some rails. There have been a number of excursion announcements, please have a wonderful and safe motorcar season!

Tom Sopchak

AREA

TWO



MARK NORTH

Well, we are back on track and operational in Area 2.

The Northern Central Railcar Assn. (NCRA) affiliate's Test & Tune runs were conducted on the Allentown & Auburn and West Chester Railroads, and we are anticipating the upcoming Western Maryland Scenic and Everett RRs weekend. Of course, NCRA's premier run on the Reading and Northern will occur in May as well as the several SE-DA-COG Joint Rail Authority lines in May and June. Looking further out, we anticipate our New Jersey Trackcar affiliate's offerings on the Delaware & Ulster RR and Delaware-Lackawanna RR. Plus,

Appalachian Rail Excursions (ARE) trips in beautiful West (by God) Virginia are always a treat.

While we are happy to welcome these runs, I must again remind all members, newcomer and veteran operator alike, that SAFETY is our first concern. Go to the NARCOA Rule Book (V 8.2) and review and memorize all aspects of Rules number 4.12 and 4.15.

Pardon a nostalgic remembrance on my part. On Sunday, May 6, 2007 my son Jack and I rode with Boomer John on the Western Maryland Scenic RR run as our first NARCOA motorcar experience. Jack was seven years old. On April 22 and 23, 2021, the Western Maryland Scenic RR run hosted mentoring for the following new members onto the NARCOA operators list; Konrad Mellert, Wayne Willever, Gary Bird, Kevin Frye, Ray Fortune and Bill Stahl. Within the next few weeks Jack North will be mentored and also join the group of six new operators mentored in Area 2. Congratulations to the new operators and hope they find the NARCOA family as welcoming as my family has since the day back in May '07! As you may see, the Western Maryland RR is one of my favorites.

Thank you.

Mark North

AREA

FIVE



BILL DELMAR

Area Five welcomes two new members: William Myles, Sr (Jackson, GA) and Joseph Malnar (Tickfaw, LA).

We have lost another member of Area 5, John Witten III, 72, of Sumner, MS after a long battle with cancer. He died on December 29, 2020. You may remember him from runs on the Mississippi Delta RR.

Area 5 folks have been hitting the rails already. The Carter Parrott Railnet (CPR) Valdosta Division run on Jan. 31 had 15 operators, getting a final run on 2020 insurance. On March 20-21 the Autauga Northern RR run had good weather with 25 motorcars and 1 hyrail. No incidents and only minor breakdowns. A number of people made a long trip to this Alabama run to get on the rails early this year (including operators from MO, IN, TN, NS, SC, & FL).

Congratulations to the six new operators who were successfully mentored: Cecil Harper (Sarasota, FL), Mike

Latz (Carthage, IN), Eric Jonas (Prairie, MS), Hylar Bracey and his wife Cass Flagg (Crossville, TN), and Milton "Reefe" Long (Greenville, SC).

Some EC's are working on several runs; one is approved and a date set with the announcement coming soon.

As the country continues to reopen, there will be lots of opportunities to ride this year. You need to have your insurance in place and your motorcar ready to go. As always, we go to have a fun and an enjoyable ride, but the most important thing is for us to focus on safety. Maintain safe following distances. Incidents are caused by operator inattention or distraction and could cause us to lose access to a railroad.

Bill Delmar

AREA

SEVEN



CARL SCHNEIDER

The First Iowa Division is running a full excursion schedule in 2021 with plenty of riding opportunities. As I'm

writing this on Easter Sunday, I have my motorcars both inspected and ready for the first ride which is coming up on April 24th. I started them up yesterday to the enjoyment of my neighbors who love hearing the 'purr' of a 2-cycle engine in the afternoon, so the season is off to a great start. I hope the rest of you are doing your inspections prior to your first excursion so there no safety or mechanical surprises when you arrive at the set on location.

I would like to welcome Brad Renner from New Hartford, IA to NARCOA and the First Iowa Division and look forward to him finding a motorcar and getting mentored so he can enjoy the hobby as much as the rest of us do.

As we begin this ride season, we must still observe the Covid-19 restrictions and recommendations to keep everyone safe. Wear your masks anytime you're on railroad property unless you're riding down the rails on your motorcar away from others. This is not only a NARCOA policy but also an FRA requirement.

Carl Schneider

AREA

EIGHT



LORNA KINGSLAND

Life in Canada is about the same, with parts of the Country in various stages of lock down. In Ontario with rising variant cases of this virus, more extreme lock down measures were implemented recently. We can still go out for a walk, but our basic day for those of us in essential jobs, consists of work, home and grocery shop. Any other items you need including model trains you can only pick up at the door. The same with restaurants; only take out. I think now more people have become accustomed to ordering things on line and having it delivered to their door.

We recently had some nice weather and pulled the motorcar out of the garage for a good cleaning. We also made the tongue reinforcement on the trailer slightly longer and it should last us at least another ten years...that is if we make it back to the rails someday.

Especially for our Canadian Members, new and old, this

past year has not been user friendly for our hobby. I have several members waiting to be mentored but have not come up with a viable way to do this in Canada until the borders reopen and some of our American affiliate groups make it into Canada to run some trips. Unfortunately, I do not have a crystal ball to determine when this might be. I hope some of our newer members will hang in a little longer and not get discouraged.

Some of our Canadian members have not purchased NARCOA Insurance, maybe still waiting to see what happens with trips in Canada. I thank the members who have maintained their membership and insurance throughout this pandemic. I have tried to keep in touch with some of these members, since we do not have any trips happening.

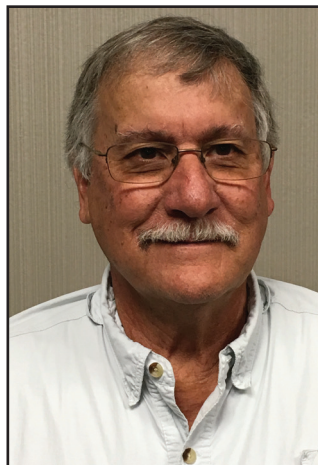
My best advice to all of us, will be when we do resume motorcar trips in Canada, that everyone has safety and the operation of their motorcar high on the priority list. The last trip we rode on the rails was July 2019. So, for most of our Canadian Members it will likely be about two years or more that we have not ridden out on an organized NARCOA trip. The most important advice, which would

be the same as driving your car down the highway, pay attention to what is going on around you and drive according to the conditions.

At this time, I hope everyone is staying safe and following the safety protocols, as we continue to live in this pandemic lifestyle. On the bright side, I have received the first dose of vaccine in trying to fight this virus; many others that have also started this process. Stay safe everyone.

Lorna Kingsland

AREA NINE



LELAND STEWART

Greetings Area 9,

As we advance into the spring and summer, the motorcar season is bringing many opportunities as well as a few challenges. The FRA has issued an emergency order requiring railroads to mandate the wearing of masks in vehicles with more than one occupant. Some railroads are requiring the wearing of masks while inside motor-

cars and some are requiring them while on the property. Please pay attention to these requirements as laid out by our host railroads. Covid issues are starting to relax a bit so we are optimistic that excursions will be much easier to plan and execute as the year goes along.

A big concern from the BoD is the continued problem of rear end collisions. In almost all cases, the root cause is inattention, distraction in the cab, and excessive speed for the condition. We need to stay alert to the operation of our motorcars and make every effort to stay focused on the track ahead. Stay alert and watch your following distance.

I want to welcome the following new members to NARCOA: John Berry of Stafford, MO, Dave Holland of Stillwell, KS, James Stillman of Denver, CO, Steve Moore of Oak Point, TX, Tom Mitchell of Colorado Springs, CO, Scott Woodward of San Angelo, TX, and Adam Perry of Denver, CO. We all look forward to meeting you in person on the rails.

The following are news segments from Area 9 affiliates:

Rocky Mountain Division- by Al Rodi. Greetings from the RMD. As we all know, 2020 was a tough year but I am glad to report that the RMD was able to schedule and complete a handful of runs.

Thanks to Jerry Geiger and Rob Small for the excursions on the Leadville and Southern and to Jon Keeling for a run on the Creede Branch.

With respect to the RMD board of directors, we would like to thank Pat Green for his service as President for two terms (2016-2020). Al Rodi has stepped up to President and John Spiro took Al's place as Director at Large. The remainder of the board is as it was.

In this new year of 2021 we expect runs on the Leadville and Southern, the Colorado Pacific RR (Towner line), and possibly a run on LaVeta pass. Nature is slowly reclaiming the Creede Branch so we would expect at least one work party to get the line passable again and if possible a Creede branch excursion later on in the season.

Oklahoma Railway Museum- by Drake Rice.

Farmrail trip set for November 6th and 7th this fall. Also, the museum will be hosting a Diesel at the Throttle on May 22, Handcar and Motorcar day on May 29 and Handcar and Motorcar day on July 29th. I'm also waiting to hear back from the WT&J on a possible run date of August 28th.

Railroad Partners, Inc.- The Border Pacific run is in the books and by the time you read

this, we will have completed the Bluebonnet run out of Llano, TX. We will be holding a number of work sessions on the Llano Branch over the summer and we are hoping to do a Texas State RR run in the fall. The annual fall run on the Llano branch is also planned for the end of October. In addition RPI is working with the new rail operator of the old Blacklands line to restore motorcar operations.

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

Leland Stewart

AREA
TEN



BILL ANDREWS

It's great to read and hear about all the excursions coming up. Thanks to all the EC's for their dedication, allowing us to hold rail excursions and make new memories with our friends. We're grateful to be back on the rail and very thankful for the vaccines that give us greater confidence to return to favorite hobbies.

PRO's June Coos Bay excursion, always popular, is already

showing a good turnout. Operators from the East have signed — Illinois, Alabama, Georgia, Pennsylvania, and North Carolina, as well as our faithful from California, Washington, Idaho, Montana! It will be great to visit with our motorcar buddies from across America. Should be an amazing run! We are honored to have each of you.

PRO will hold an Operator Mentoring day, prior to the Coos Bay excursion, focusing on classroom work, maintenance, loading/unloading procedures, and operating cars on the track. Dan Page, Guy Howard and I are looking forward to meeting the four mentorees, helping them prepare for the rail.

As some of you know, the NARCOA BoD meets frequently through the year, either via ZOOM or email in order to keep abreast of NARCOA business. The minutes of these meetings are now available to all on NED in the Member section, allowing you to stay current with the business and provide input if you wish.

Area 10 is proud to welcome new NARCOA members: Ed Snell of Pocatello, ID, Fred Messing from Malta, MT, and Nicholas Salerno in Bend, OR. I look forward to seeing you and am glad to have you aboard! Speaking of mem-

bers, two longtime operators and rail friends, John Chase and Sterling Chapman have retired from the hobby in the last year. Faithful operators, we miss them on our runs.

To honor Bob Knight's years of dedication and leadership, NARCOA is proud to offer a new recognition- the Bob Knight Shiny Wheel Award- in memory of NARCOA's past President and leader. This yearly award, presented at the Annual Meeting, exemplifies Bob's outstanding dedication to NARCOA's growth and expansion. Candidate criteria will be made available in *The SETOFF*, so be sure to look for it.

FYI- I am always available if you want to contact me, need clarification, give feedback, provide input or just visit! Enjoy the ride!

Bill Andrews

AREA

ELEVEN



STEVE PALUSO

Hello to the Area 11 members,
As we are beginning to emer

ge from the worst of the pandemic, we are seeing runs starting to happen. And we are seeing new members join NARCOA. I want to welcome all the new members who have joined recently. Feel free to call or email me if you have any questions. Any members who have been in NARCOA for a while are also always welcome to contact me.

By the time this is printed, EC Carl Shellhorn and ECIT Rick Smith will have held a run on the Napa Valley Wine Train railroad and EC Dave Balestreri and ECIT Rick Smith will have held a run on the Western Railway Museum track at Rio Vista on April 24/25. The Amador Central Railroad/RRCHS will have had their Spring Flower Run on May 1 with EC Tom Correa. MOW is doing the Great Basin tour with EC Joe Schnyder in Eastern Idaho on Memorial Day weekend. Dave Balestreri is doing his great run on the Alaska Railroad in early September.

There are also exciting upcoming runs happening in Oregon, Washington, and Montana this summer. Please check the PRO website for more details.

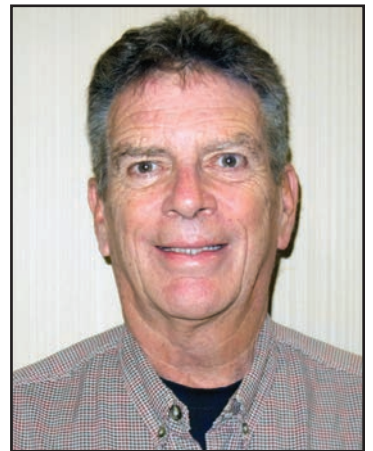
You still have time to get your NARCOA insurance for this year if you haven't done so already. Don't let this speeder season pass you by. Since we haven't been able to get out

on the rails for a while, please make sure your car is in good shape before traveling to a run. Lastly, be aware that we still need to follow the NARCOA COVID-restrictions such as wearing a mask, social distancing and using hand sanitizer.

Hope to see you soon on a run.

Steve

SAFETY



RICH GUNN

Preparedness. There's a word that is often said, but without being practiced.

We become so used to doing something that we can forget to make sure that we've done the things we need to do to be prepared.

Would you leave on an overseas trip without checking to make sure that all your necessary clothing is packed? Would you make sure that you had your tickets and passport? Would you think about how much time is required to get to your destination? Most likely you would think about these

things because there's a purpose in your trip and some sort of investment involved.

Should we treat a motorcar excursion any differently? Have we become so accustomed to doing these trips that we actually begin to do them on autopilot? Do we glance through our inspection form and assume that everything is as it should be since it worked last time?

I would suggest that each motorcar excursion must be treated as something that you need to prepare for. You need to look at the excursion schedule – set on times, the travel distance involved, etc. and make sure that you allow plenty of time. Remember that getting

to the set on and getting your car on the rail is just the beginning. You must make sure that you have the necessary things packed in your motorcar, such as tools, spare parts, fuel and safety equipment. Think over what you might need the whole trip and make sure you take it with you and pack it securely. Don't leave things loose in the motorcar. They have a knack for moving around a bit on the rail and you don't want things moving around. You need to make sure items and people are loaded in your car in such a way that they do not block your view as the operator. If you can't see an approaching danger, how can you react in time to avoid a collision? If things are moving around inside your

car, how can you focus on safely operating your machine?

You must be aware of the weather and track condition. Is the track dry and reasonably safe or have factors like moisture or a flange greaser now influenced your ability to react and safely stop? Are you travelling far enough behind the car ahead of you that you will be able to safely stop, if necessary? There is no road shoulder on these excursions to be able to duck out of the way. Are your passengers aware of how to stop your motorcar should something incapacitate you? Be ready for the unexpected.

**BE SMART,
BE PREPARED,
STAY SAFE!**

GETTING READY FOR A NEW SEASON



Gus Mocilac in Cañon City, Colorado installed new wooden brake blocks and springs on his 1956 M9G. Note the safety wire and correctly installed cotter pins.



Doug Swoboda in Julian, Pennsylvania installed a four-place David Clark intercom system in his MT 14 L car. He also put on a step to make it easier to get in and out of the car when it's on the rail.



12TH ANNUAL BORDER PACIFIC RR EXCURSION

BY LELAND STEWART

The 12th annual Border Pacific RR excursion by Railroad Partners Inc. was held on April 6 and 7, 2021 in Penitas, TX. As always, the weather was picture perfect. This year's attendance was a bit light with seven cars but that did not dampen the spirit of the run. Our seton in the village of Penitas is just a couple of hundred yards from the border fence between the US and Mexico and with the current issues concerning immigration, we were privy to a lot of law enforcement activity.



The Saturday set on went quickly and, after the safety meeting with BoP RR Manager, Jesse Longoria, we were ready to depart. As we traveled west, we observed the US Border Patrol and TX Department of Public Safety (state troopers) almost every mile or so. With the good weather, many local folks were out and about so we received many friendly waves.



Just short of our entrance to Rio Grande City, our group stopped at the La Escondido restaurant next to the tracks for a very tasty meal of Mexican cuisine. After lunch, we continued into Rio Grande City and ran to the end of track at the BoP yard for our turnaround. The trip back was leisurely and relaxing. Upon arrival back in Penitas, we took a short break and then proceeded east into Mission. This short segment was more challenging as it involved many "tee" intersections requiring the motorcar operators to be very

vigilant of traffic in more than two directions. All the operators performed flawlessly, and we turned around in Mission and ran back to Penitas to end a great day on the rails.

The following morning, we again met in Penitas for another day of operation. We were pleased to have Eryn Reddel Wingert of the local paper, Welcome Home RGV, who was there to write a feature on the motorcar excursions that we hold each year. Eryn took a short ride in a motorcar and interviewed us prior to our departure. Her feature article can be found on their website at welcomehomergv.com in the 4/17/2021 archive section. (Note: two of her photos are included above). Eryn is doing many features describing activities and historical points in the Rio Grande Valley.

Sunday's run was just as nice as the previous day albeit a little shorter as we chose not to do the extra run into Mission so we could have an early set off as many participants had a long drive home. We ended the day with the usual goodbyes, and we look forward to the next run on the border..



Under a dramatic spring sky, a picnic table popper makes its way back home. Photo by James Heina

ADDING “NEW-STALGIA” TO YOUR RAILCAR

BY MIKE SIERS

To comply with NARCOA rules, we need to add certain things to our railcars that were really not seen on the cars when they were first used. This is a way that you can add things to your car in a unique way and also add some railroad authenticity to it.

First Aid kits: Both of my SAL and WMRY cars railroads are part of CSX now; when looking for a first aid kit I decided to have a little fun. I searched on ebay and found this lightly used, but empty CSX kit for about \$6 plus shipping. Inside it now is a fresh, modern first aid kit in a bag that can be removed. This blends into the railcar a little more than a kit from Walmart would and can be secured.



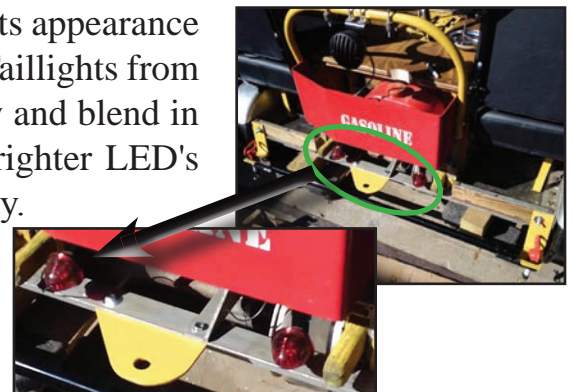
Storage: My Seaboard car is an open car, with not much storage space. I came across a new, (railroad surplus) “Fuses & Torpedoes” box with a flag holder underneath. My thoughts were this would provide some storage for things like rain gear, phone, etc

Fire extinguishers: These were something that would not have been on the cars as well. I found these extinguishers at an online store that does faux patina/rat rod extinguishers. I asked them if they could do custom work and sent pictures of the logos and the railcars. The coloring that was done was to match colors in the logos; I am really pleased with the results.



Tail lights. One of the cars is being done to try and keep its appearance closer to what it would have looked like when in service. Taillights from trucks and motor cycles in the 1940's are being used to try and blend in as much as possible. These are modern, replicas with brighter LED's and also have flasher units installed as well for added safety.

The thought on the accessories above is to hide things in plain sight and make them look like they belong. Modern functionality and safety compliance...with a vintage look.





TWO DAYS OF RUNNING IN WHEAT COUNTRY

NARCOA affiliate, Oklahoma Railway Museum, (ORM), had two great days of running in Western Oklahoma on the Farmrail System out of Clinton, Oklahoma. Farmrail operates on several lines in that part of Oklahoma, the former Frisco Line, former ATSF Line and former Rock Island Line. It provides several avenues for motorcar runs. ORM has had an excellent working relationship with Farmrail since the early 2000's and they allow the NARCOA operations.

The trips for the 2021 weekend of April 10th and 11th were on the former Frisco Line, which is now the Grain Belt Line from Clinton south to Snyder, OK and on the following day on the former Rock Island Line that is the Sunbelt Line. The Saturday run was 127 miles round trip, and the Sunday run was 119 miles round trip.



On Saturday the group ran from Clinton to Snyder, OK. The consist has turned and backed down to the road crossing at MP 744.68 where the hy-rail shuttled everyone to a nearby restaurant. Photo by Jesse Spruill.



Set on began at 7:30 AM, and by 8:45 AM 20 units were lined up ready to disembark. This was a great group of motor cars from all over the country. Twelve different states had representation which was the largest in all the years ORM has been running on this system. All cars had been safety checked by Bruce Sealy, (my assistant), COVID-19, NARCOA, and Affiliate releases signed, and it was Safety Briefing Time. The safety meeting included a review of several NARCOA items as required as well as the required railroad briefing which all members signed. One thing that Farmrail Safety requires is amber flashing lights on all units since they classify motorcars as MOW equipment, and a reminder of the emergency FRA Order requiring all personnel to wear masks while on railroad property. Following the briefing, a NARCOA hat was presented to our railroad contact, Heather Harding, with appreciation from NARCOA and ORM for the great partnership we enjoy.

Everyone fired up their unit in a refreshingly cool 46-degree temperature with a strong 35mph north wind for the 62-mile run to the south passing through greening wheat, cattle and oil country. First stop was Rocky, Oklahoma, which is about mid-way, for a break at the local grain elevator that has restrooms that they allow

Sunday morning dawned with a little warmer temperature but now with a nice 25-mph south wind. Again, the mandatory safety briefing was held. One car had set off the previous evening and another had an electrical problem which required a set off that morning. Around 8:50 AM the remaining 18 units pulled out and onto the Sunbelt Line (former Rock Island) heading west 59.5 miles to Erick, OK. Again, great track conditions allowed for good running though wheat and cattle country to our first rest stop at Elk City. At the stop, one unit developed a transmission problem, and we had to set it off but we picked it up on the return trip. In Elk City, the local Police Department helped us at several busy



us to use. Everyone took time to purchase some snacks and drinks and then got back on the rails. As we moved further south, the temperature warmed and jackets begin coming off. Arriving in Snyder, cars were turned and rolled back to the street crossing for the lunch break at a local Mexican restaurant. Following lunch, cars were refueled, and the trip back north started with a break stop in Cordell just a little north of Rocky. Again, the strong north headwind stayed with us but it had calmed

crossings by stopping the traffic to allow us to move through the city more quickly than expected. Leaving Elk City, we observed the oil and gas industry as well as wheat and cattle country as we traveled through the rolling hills which helped block the wind. Passing through Sayre, we reached Erick around 1:00 PM. We had a lunch break at the local Subway/Loves Store, and everyone checked their fuel and then headed back to Clinton. At our rest stop in Elk City, the local police again helped with the crossings which saved time. The disabled unit was set back on behind Don Kendall's



Don Kendall engineered the turntable for his A car. The truss mounts on the back of his car and acts as a bumper!

down some. We arrived back in Clinton around 6:30 PM, and the Farmrail shops and the railroad allowed us to tie down on the main line with blue flags out on each end of our cars. This saved time for the following day's trip.



Elk City, OK – The Choctaw, Oklahoma & Gulf Railroad tracks arrived here in 1901. The last passenger train—known as the “Choctaw Rocket”—departed this Rock Island Line depot in 1964.

A-Car for the tow back to Clinton. That's the nice thing about NARCOA members...they're always willing to help each other.

The group arrived back in Clinton around 5:55 PM, and all units were clear of the track around 6:45 ending another great and safe day on the Farmrail System. Thanks to Leland Stewart, our Area 9 Board Member and fellow EC, who assisted me with mentoring a new



Drake Rice, EC (left), Bruce Sealy, and Farmrail Escort Darius Rayford (right) work crossing protection for setoff.

NARCOA operator, Steve Moore. In addition, we had four other ECs on the trip: Joe Schnyder, Arizona; Jim McKeel, Kansas; John Spiro, Colorado; and Wayne Parsons, California. Special thanks to Heather Harding who made our time on Farmrail such a pleasant and successful experience.

Story by Drake Rice; all photos by Frank Pacione except as noted



MOTORCAR SECRET IN OKLAHOMA

BY WAYNE PARSONS

The Farmrail System, based in Clinton, is a friendly host to NARCOA operations in western Oklahoma. The track is some of the finest and smoothest jointed rail available to us motorcar riders. It was bought in stages by the State of Oklahoma to avoid abandonment by former owners that included the St. Louis–San Francisco Railway (Frisco), the Chicago, Rock Island and Pacific Railroad (Rock Island), and some Atchison, Topeka & Santa Fe Railway (Santa Fe) rail. Over time, after a period of leasing, Farmrail has been able to buy much of the track from the Department of Transportation. Farmrail also has a subsidiary Grainbelt Corp. (GNBC), formed in 1987, to purchase 178 miles of Burlington Northern Railroad Co. line between Enid and Frederick.

The result today is that what is on the ground is heavy main line steel, well ballasted, well aligned, and with good wood ties. Evidence of masterful upkeep over the years is visible in the good ditching and culvert work that moves water away from the road bed. Approaches to bridges are at deck level without rises or dips. Generally, road crossings are also level for both the rail and

the road. In two days of operating, I saw only one sidehill cut that needs attention. Faithful stewards of the past and present are reflected in the outstanding physical plant of the Farmrail System.

My visit to Clinton, OK, coincided with a family visit in Oklahoma City. My brother-in-law took me to a 22-acre pond on a private ranch. We could see bass in the shallows around the dock. One was over 18 inches; probably around 3 pounds. He and a buddy are the only two allowed by the owner. It's their secret.

Farmrail is the NARCOA secret in Oklahoma. The ride is a delightful surprise to this first-time participant. Drake Rice, EC, puts on a fine event. Clinton may be a long drive for you; but it is worth it. Watch for the next excursion coming up November 6th and 7th 2021.



2021 AUTAUGA NORTHERN EXCURSION

BY CHRIS THOMPSON



Southbound Autauga Northern train passing our speeders in the Mulberry siding

March 20th and 21st marked six years of excursions on the Autauga Northern Railroad, and this run was, in my opinion, one of the best. Registration started Saturday around 7AM with everyone lining up on a street beside the old Prattville Depot to await the passage of the northbound train to Maplesville, which was due to come by between 7 and 8AM. Prattville is MP14 from Montgomery and Maplesville, MP51. Once the train came through around 7:30AM our railroad pilot, Roadmaster Todd Abbott, gave us permission to begin setting our

cars on the track. With everyone's help we had a smooth seton of twenty-five speeders and two hi-rails including Todd's. Everyone then gathered around for our morning safety briefing, which was given by E.C. in training, Dan Willey. Dan did a great job on his first briefing and was very thorough. One of the important things on this trip was the new FRA mask mandate. This required everyone on the excursion to keep masks on while on RR property, except when by themselves, or if they could maintain a six feet distance. Fortunately, the cool weather made this requirement more tolerable. Afterwards, Bill Delmar, our Area 5 Director, updated us on the latest NARCOA information. Then, Jonathan Blair, Todd and I gave the day's itinerary and answered any questions. We then loaded up and headed north towards Maplesville. Starting in Prattville, this ex-GM&O line steadily climbs away from the lowlands of the Alabama River, running through hardwoods which had just begun to bud out and passing many country homes and farms. The track is heavy welded rail, with deep ballast and is well maintained by Todd and his crew. If you didn't know better you would think you were running on a Class One railroad.



Ready to roll out of Prattville Saturday morning.

Just out of Prattville, we passed a set of old water tower footings from the steam days of the GM&O partially hidden in the brush. The first town north of Prattville is Booth, MP20, which is marked by a long siding and a few homes and old buildings, as well as a cemetery. You can tell that at one time it was a busier place, and was in fact once a junction with a short line railroad that ran down to the river many years ago. If you know where to look, you can still see the old roadbed. Traveling further north, the next community is Vida, MP31, which also has a long siding serving a gravel pit. This is the location



Rolling along through sweeping curves on beautifully maintained track

of our first restroom break. After the break, we continue to Billingsley, which like Booth, has seen more prosperous times, but is still a pretty community with a few public buildings, homes and a church. From here to Maplesville, the line continues to climb and wind its way along, over creeks, beaver ponds, bottoms, and through and around hills on long sweeping curves. There are more pine forests now, and here and there the trees have been clear cut for the local paper mills, one of which is the railroad's biggest customer in Prattville. The clear cut areas offer wide views of the hilly countryside.

We were rolling along making good time when Todd informed us, over the radio, that the train had completed its work in Maplesville, and was ready to head back to Prattville. To keep from holding them up, Todd instructed us to back our speeders into the spur track in Mulberry, MP38, so they could pass. We usually meet the train in Maplesville, but on several occasions we've had meets out on the road, depending on the train's progress. Running with trains is always interesting and this day was no different. After we tucked into the sidetrack, and a short wait, the train with two locomotives and a doz-

en cars, passed. The switch was then lined and we were rolling again. After passing another set of abandoned water tower footings, we crossed Mulberry Creek on the longest of several bridges on this line. We then passed a small lake just before pulling into Maplesville. Most folks walked into town, crossing the NS main line, for a late lunch at the Valle Grande Mexican Grill. The food there is always very good and the service fast, and this day was no exception. After a leisurely lunch, we returned to the tracks to turn the cars and head back to Prattville, stopping again in Vida for a restroom break.



Jonathan Blair right and Todd Abbot left watch as we back through a spring frog switch and into Mulberry siding.



The lineup at Vida

By early evening we were back in Prattville, where after unloading passengers and gear at the depot, we backed our cars into a siding, and tied them down for the night.

Sunday morning, we arrived to find the train to Maplesville had already passed and would not be coming back until Monday, which gave us the railroad. After Dan held the safety briefing, and we discussed the day's plans, we pulled the cars out of the siding, loaded up and continued south a few more miles to the Autauga Northern's yard and office, located at MP10. Along the way, we crossed a concrete bridge over a highway that still wears the old GM&O winged emblem. Once at the yard, we turned our cars, took a quick restroom break, and headed back north to Billingsley. There, we turned and ran back to the Prattville Depot, for a smooth setoff a little past noon.

The trip went without incident, and although there were a few minor mechanical problems along the way; they are to be expected and planned for. As usual, everyone pulled together to help out whenever necessary; from flagging to troubleshooting speeder problems, to mentoring the six new operators we had on this trip. I would like to thank Tony Kirkland, General Manager and Todd Abbott, for allowing us to ride their fine railroad. They are both a pleasure to work with and have become good friends to both Jonathan and me, as well as, NARCOA.

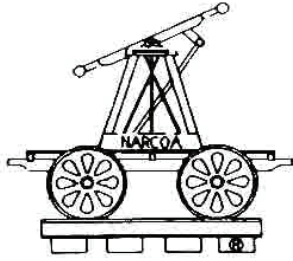
As an EC, it is always rewarding when an excursion goes well, and everyone seems to have a good time. Without the enthusiasm and support of the participants, it would not be possible. Believe me, it is much appreciated. Hopefully you will consider joining us next year on the rails of the Autauga Northern.

See ya'll then!

Photos by Maria Thompson



Sunday morning getting ready to leave the Prattville depot.



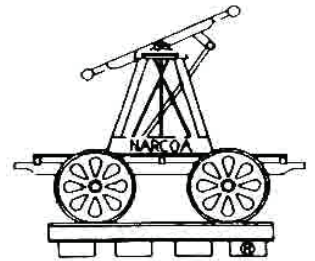
NARCOA EXCURSIONS

AS OF APRIL 21, 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.

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 8 - NH posted 03/329

NEREX Mentoring Excursion

Wolfeboro Mentoring class followed by short excursion, 16 RT miles. This event is free to those members requiring mentoring, \$25 for everyone else. Pre-registration is re-quired. EC is Tom Sopchak 802-578-7427.

May 9 - NH posted 03/29

NEREX Motorcar Maintenance Clinic

Maintenance Clinic, NARCOA membership not necessary. After the clinic, attendees will have the opportunity to test or ride on the Wolfeboro line. Up to 10 cars or 20 people. Pre-registration required. Tom Sopchak 802-578-7427 or Scott Fuller 603-505-5656.

May 15 - IN posted 03/24

Great Lakes Railcars

50 mile round trip from French Lick to Jasper on the French Lick Scenic Railway. Fee \$70. EC Andy Sargent at 812-525-4856 . Registration info will be sent upon request. Registration material must be completed and

returned to EC by May 8th, no exceptions.

May 15 - PA posted 02/17

Lycoming Valley Railroad

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

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 22 - CA posted 04/20

Placerville and Sacramento Valley Railroad

MOW excursion Folsom to Latrobe. MOW Board of Directors meeting in Latrobe with opening of ballots and election results. 20 miles RT with possibility of 2 RTs. Cost is \$20. EC John Haverty 916-769-1912

May 23 - OR posted 04/20

Oregon Pacific RR

A motorcar tune up run in Canby, OR with Pizza and Steam embellishments. This is NOT a mentoring run. \$35 Contact Guy Howard 541-998-5280.

May 25 - 26 - NV posted 01/30 **FULL -**

Waiting list started

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 **FULL -**

Waiting list started

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.

Jun 4 - 7 - MT posted 04/03

Montana Tour

Pacific Railcar Operators. Central Montana Rail Inc. Denton, MT, June 4, 126 miles rdt. Mission Mountain RR, Eureka, MT June 7, 88 miles rdt. 214 miles of scenic miles total. Bill Taylor EC. \$295 run fee.

Jun 10 - 13 - OR posted 03/09

Coos Bay Rail Line

Pacific Railcar Operators (PRO). From Vaughn to Coquille. 250 RT miles. \$510 fee includes some meals. Contact EC Bill Andrews. 541-295-5631.

Jun 12 - 13 - PA posted 02/17

North Shore RR/ Shamokin Valley RR

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 18 - 20 - WA posted 04/21

Palouse River and Coulee City Railroad

Pacific Railcar Operators run across the Palouse country from Colfax to Hooper and Thornton, 210 miles total. Run fee is \$160.00. 20 cars minimum. Mentoring available with EC approval. EC is Roger Farrell. 509-334-7999

Jun 18 - 20 - MI posted 3/29 **FULL Waiting list started**

Great Lakes Central Railroad

Great Lakes Railcars hosting a 3-day excursion, 234 miles in Michigan's lower peninsula. We will ride the line between Cadillac, Petoskey & Traverse City. Excursion fee is \$625. EC Michael P. Ford (317) 839-9320..

Jun 23 - 24 - ID/WA posted 04/21

Great Northwest Railroad

Pacific Railcar Operators run down the Snake River canyon from Lewiston, ID to Riparia, WA. 144 total miles. Run fee is \$140.00. 20 cars minimum. Mentoring available with EC approval. EC is Roger Farrell. Contact Roger

@ 509-334-7999

Jun 25 - 27 - OR posted 04/21
**Idaho Northern & Pacific Railroad,
Wallowa Union Railway**

Pacific Railcar Operators presents a motorcar trip from Island City, OR to Joseph, OR, and return. 166 RT miles. Minimum 20 cars. Fee: \$280.00. Mentoring by EC permission. EC's Roger Farrell (509) 334-7999/ Guy Howard (541) 998-5280.

Jun 25 - 26 - MS posted 04/21
Mississippi Southern Railroad

New excursion. One day run Louisville to Union and return, (80 RTM). Friday afternoon seton, ride Saturday. Ride fee \$100, Mentoring by permission, SERO Affiliate, E-mail or call EC's Chris Thompson, (251) 463-3270 or Jonathan Blair

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 –
Cancelled

White Pass & Yukon Railway

Jul 19 – MN posted 03/09

North Shore Scenic Railroad

Great Lakes Railcars, Inc. is hosting a 1-day, 52 mile, round-trip between Two Harbors and Duluth, MN. Trip includes 2-hour harbor cruise, lunch, and museum visit. Cost is \$150. EC Mike Ford.

Aug 13 - 15 - NY posted 03/29

Delaware & Ulster RR

Camp out and run this old line in Arkville. A great time for all as we night run and day run this line in the beautiful Catskills with camping allowed onsite next to the river. About 120 miles over 3 days. EC Ken Ciparis, Cost is \$85.

Aug 13 - 15 - WV posted 04/01

South Branch Valley Railroad

Romney, WV. 102 miles of beautiful scenery along the South Branch of the Potomac River from Romney to Petersburg then Romney to Greenspring and return. Friday set-on. \$165.00 per car. 35 car limit. EC's John Gonder, Eric Clark. Appalachian Rail Excursions.

Aug 19 - 22 - OR posted 04/04

Coos Bay Rail Line

Pacific Railcar Operators (PRO). From Vaughn to Coquille and return over 3 days, 250 Miles round trip. \$510 fee includes some meals. Contact EC Guy Howard 541-998-5280.

Aug 28 - PA posted 03/29

Delaware Lackawana RR

New Jersey Trackcar Excursions (NJTE) run on Saturday followed by a paired trip with Rob Piligian on August 29 on the Stourbridge Line out of Honesdale. Set on in Scranton. About 127 miles. Cost \$275. EC's David Sigafoose, Ken Ciparis, 732-618-4286.

Aug 28 - 29 - IN/MI/OH posted 12/01 **FULL
- Waiting List Started**

Indiana Northeastern Railroad

Great Lakes Railcars is hosting a 2-day, 150 mile excursion in northern Indiana/southern Michigan between Ashley, IN and Coldwater, MI. Contact EC Mike Ford 317-839-9320.

Sep 4 - 20 - 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 **FULL**

Waiting list started

Ontario Northland Railway

Great Lakes Railcars is hosting a 5-day, 646 mile motor car excursion in northern Ontario between North Bay and Kapuskasing. Contact EC Mike Ford (317) 839-9320.

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 04/06

Coos Bay Rail Line

Pacific Railcar Operators 3 day excursion from Vaughn to Coquille 250 RT miles, 2 nights in Coos Bay. \$510 fee includes some meals. Contact EC Bill Andrews.. 541-295-5631.

Oct 13 - 16 - ON posted 04/17

Grand Canyon Railroad

Williams AZ to the Grand Canyon 134.8 miles \$1,044.00 includes two nights lodging, EC Joe Schnyder 623-332-0238

Oct 15 - 17 - VT posted 03/29

Vermont Rail

White River Junction to Newport and return, approx. 210 RT miles. Early seton available Friday evening. This non-mentoring excursion has a 40 car limit, fee is \$470. Hyrail and gang car approval by NEREX EC Tom Sopchak ONLY (802) 578-7427.

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

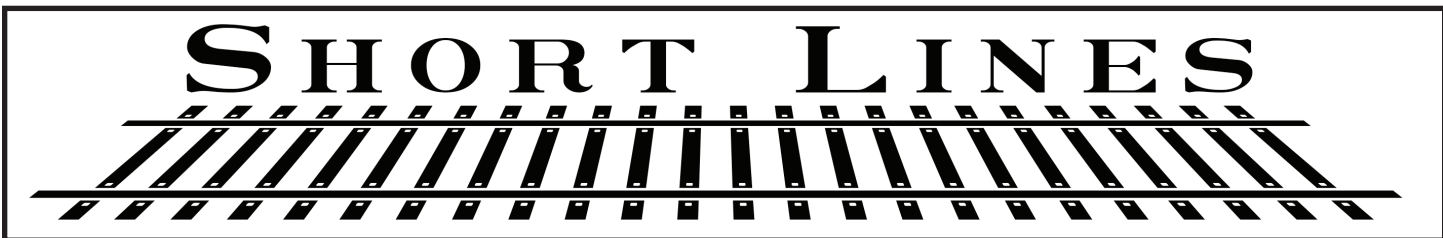
Amador Central Railroad, RRCHS
RRCHS will be having NARCOA motorcar runs open to all licensed and insured motorcar operators and work parties from Ione to Martell on various dates throughout the year. Details contact Tom

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

SHORT LINES



Ohio Valley Railcars and EC Phil Linne organized a great run last October on the Asland Railway in Mansfield, OH. Photos by Evan Manley

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.

Onan CCKB Engine, rebuilt. Onan OEM parts only, no off-shore parts. Built to Onan standard of quality. Built by master engine builder. Shop run-in time 30 minutes. Re-torqued, timing and valves checked. \$1,310.00 with qualified engine exchange. Norm McKeen, NARCOA member, text 417-839-3300.

□ 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. □

GET TO KNOW YOUR SUPPLIERS

-NORM MCKEEN-

The “safe, legal operation of railroad motorcars” depends upon keeping them running properly. We are grateful to our suppliers who produce, procure and sell critical parts and as well as provide services. Here’s another one who helps us to make it safely down the line.

Norm, when did your interest in engines begin?

Around the young age of 10, I started tinkering around with engines like the lawn mower. Of course, taking it apart made my mother furious, even though I put it back together correctly.

You survived her wrath, but it wasn't the end, obviously.

No, at 20, I went to work at a production automotive engine rebuilding shop, learning the basics of engine building, as well as how to operate all the machinery. In my mid 20’s, I started a speed shop with my brother, where I was the machinist and engine rebuilder. I gradually moved on to a performance parts manufacturing business and learned the products and how to use them in the best way. Around 30, I started

an import repair service for Porsche, Jaguar, Ferrari, Rover, etc. I also built engines for these cars. During this time, I also built performance small block Chevys for circle track (asphalt) racing.

Sounds like a lot of work

It was, and at 52, I retired and sold my business. but kept building engines for professional racers only, at home here in Kimberling City, Missouri.

In 2012, I worked

as the tune-up and service guy for a 32 Ford running at Bonneville Salt Flats. The car ran 247 mph on a 251 record. As always, racers say, ‘we’ll get around to winning next year.’ The last team I worked with, I was the engine builder and won seven championships in ten years. There were two second place finishes.



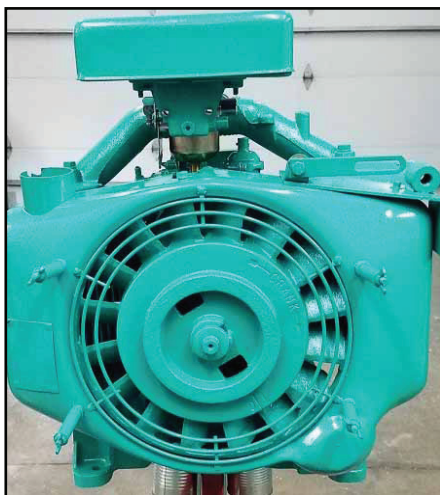
So tell us about small engines.

I joined NARCOA a few years ago and now rebuild Onan CCKB engines for the members. I only use top quality parts in my engines; no off-shore or lesser quality parts. Engines require a combination of good parts and know-how to run properly and last a long time. After tear-down and inspection, worn items are replaced. I make sure everything is torqued to spec, the valves are adjusted correctly and timing is accurate. After assembly, each one is run in for 30 minutes.

Any final thoughts to share?

I think you should love your work and have fun with it. Always do a better job every day. Learning should never stop.

If you’d like to share your story please contact the Editor at setoff@centurylink.net or 661-713-9295.



HOW DID YOU GET INTO THE HOBBY?

BY CASS FLAGG & HYLER BRACEY

Fear of looking bad stops a lot of people from trying something new, odd or, as perceived, risky. Fortunately for both of us, having a near death experience put us on a path of “living life with no regrets”. Hyler was burned in a race car fire. Cass had a broken neck after being thrown from a horse. This philosophy of life gave us the motivation to buy a rail motor car and do excursions. Like many folks we were scared of looking bad but did it anyway. So how did we discover this hobby?

In the 1980s we took our truck, Big Horn (covered up with horn and whistles) to the North Carolina Transportation Museum in Spencer. We used Big Horn to do demonstrations and teach about the sounds of the indus-



trial revolution. During a break between shows we saw a group giving rides on speeders. So, off we went on a ride. We loved it. We wondered how to get involved, but it was not obvious. Running a business and personal hobbies took this idea off our radar screen until 2021. An issue of TRAINS magazine had a great article about rail motorcar excursions and NARCOA. WOW, that looked like our next adventure!

We joined NARCOA, passed the operators test and found an excursion where we could go learn about railcars. We contacted Chris Thompson about the Alabama excursion to see if we could just come visit. In the meantime we decided to start looking for a railcar. Jim Hopkins was very helpful in coaching us what to look for and where to place ads. He kept us from making a lot of mistakes.

In response to our ad, Rick Nation of Fort Scott Kansas called us to let us know he just finished restoring a Fairmont MT-14. After getting help and advice from Chris Thompson, we called Rick back and agreed to buy the railcar. We met Rick and his daughter Isabella

in St. Louis Missouri to pick it up. Rick did a great job of the restoration. We loved it.

We immediately contacted Chris Thompson and signed up for the March 20-21 Autauga Northern Railroad Excursion. As collectors of antique tractors, we are accustomed to operating equipment. However, we were concerned about our first outing with a different kind of equipment since all three handles operated in the opposite direction of an antique John Deere tractor. Chris suggested we find a parking lot and practice. After getting the OK from the groundskeeper, we tried it out in the parking lot at a local tech school. We're glad we took it for a spin although a police officer stopped by to check us out. We discovered we had a lot to learn.

So off to Alabama we go with our new rail car. Our first rail motorcar excursion was wonderful. The NARCOA folks in the other 26 motorcars were extremely friendly and supportive. They made us feel welcome and came to our rescue many times. We would rather not relive the adventure of a flag being consumed by the engine nor the disaster of bending the turntable lock and others having to help turn us around. Stories best told over a beer at the end of the day.

Chris Thompson and Jonathan Blair did an outstanding job as excursion coordinators. Dave Acheson mentored us and taught us a lot. We are so excited about being in this hobby with the folks who are in it. See you on the rails.



The “Railcar Delivery”. From the left, Rick Nation, Cass Flagg and Hyler Bracey.