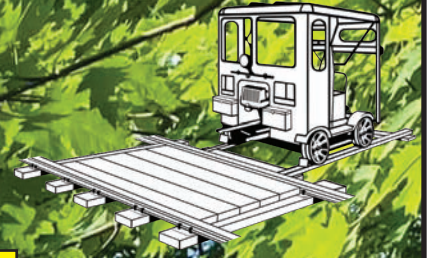


THE SETOFF



THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION
JULY / AUG 2022 VOLUME 36 - No. 4



SPRINGTIME RAILS IN MICHIGAN
MENTORING AND TRAINING
SHOOTING MOTORCARS FOR FUN

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NARCOA Store

PRESIDENT'S MESSAGE

MARK NORTH

Hello there NARCOA friends, I hope the spring of 2022 has been good to you! My observation is that this year has started off well. By the looks of the future excursion calendar there are many excursions with a waiting list. That shows we have strong participation even in these somewhat difficult times.

Also, the NARCOA insurance program met its goal in April, so we are doing as good as or better than we had hoped regarding our number of insured members to cover the annual policy.

I would like to thank Dan Page, who is our Public Relations Chair for continuing Bob Knight's passion in promoting NARCOA in the railroad world. Dan, along with his crew attended the 2022 ASLRRRA Convention on May 1-2 in St Louis. The purpose of their attendance was to develop new host railroads and to continue our strong relationship with ASLRRRA which a key to the future of NARCOA. Again, I would like to thank Dan as well as NARCOA members, Bob Wonderling, Bill Riess and Wayne Parsons who crewed the event. Bill also brought a nice example of a motorcar that became a great attraction. Dan compiled an excellent list of railroad contacts that are available to your Area Director. And not to be forgotten is member Keith Knowlton, who has physically and monetarily supported the outreach program for the last several years.



Continued on Page 5

FROM THE EDITOR

ROBIN DOUGLAS

It's that time of year when poppers are popping and wheels are clacking. But what I'm really hoping is that cameras and cell phones are snapping...great images. With so many excursions running, I know you're seeing exquisite scenery. Please take lots of photos, both horizontal and vertical format as I'll be needing them for many purposes including front covers of The SETOFF, Short Lines and especially the NARCOA calendar. When you're doing an upgrade or repair, taking photos will help you share your knowledge as well as put everything back together again. Check out the photographic tips from Thom Horvath in this issue and enjoy the view.



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THE SETOFF

VOLUME 36 No. 4

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

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

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

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:

*The Great Lakes Central excursion takes a break during a spectacular late spring run in Michigan.
Photo by Doug Anderson*

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President's message, continued

I want to echo Area 10 Director Bill Andrews' thoughts in this SETOFF issue. NARCOA is proud of the relationships we have built with our host railroads. As railroad guests, maintaining and building on these relationships is essential to our hobby. EC's, in their direct railroad contact, work to assure railroads NARCOA operators and guests are respecting railroad properties and their customers by posting only social media videos/photos that do not violate railroad privacy nor show unsafe acts. As our motorcar season gets underway, I would like to remind all of us to evaluate closely photos/videos we consider posting to be certain they reflect NARCOA respect for our hosts. Our goal through continued efforts is to demonstrate to the railroads that we respect their properties and privacy...and wish to continue as guests.

As always, remember the NARCOA way. Help each other, especially the new members, with motorcar related issues. Don't forget we have recommended turntable upgrades. So, if you can, spread the word on how to make those changes to other operators whenever you have the opportunity. As you know we are never too old

or experienced to be "mentored".

Have a great motorcar season!

Mark North

AREA

ONE



TOM SOPCHAK

Hello NARCOA Members,

The NEREX mentoring event is in the books. The mentoring event was very well received, and we added 14 new mentored members to the ranks of NARCOA. (See Scott Fuller's full report on it in this issue.) I hope to meet all of these newly mentored operators out on the rails.

So, you're on an excursion and trying to maintain the proper following distance, how do you calculate that? Clearly this is speed dependent. The faster you're traveling the farther back you need to be from the motorcar you're following. If you're on jointed rail, I would suggest counting the sections of rail (joints). But what if you're not on jointed rails? It was suggested to me that you count the seconds you are behind the motorcar in front of

you. Good idea, I think. This method automatically adjusts for your speed too. When the motorcar in front of you passes a shadow, or sign, or marker or some fixed point, just count the seconds until you pass the same point. This is a simple and effective way to measure your following distance.

I believe you should be a minimum of 5 seconds behind, and ten will be better. Take the environmental conditions into consideration. If you are on cold rails or damp rails or wet rails. etc., lean towards the ten second behind rule. Remember, per Rule 4.15 you always need to be able to stop "within half the range of vision short of the preceding operator." Figuring your speed by either of these methods will help you do that.

Tom Sopchak

AREA

FIVE



BILL DELMAR

While there were no new members in Area Five since the last report, I am pleased to report that five members

in Area Five were mentored on our excursions this spring. They are Todd Brackett, Paul Bruha, Dan Green, Paul and Roy McLendon, and Richard Spearman. In addition, Tom Sumner from Area Four was mentored. We look forward to seeing them on future runs. Special thanks to the folks that were their mentors. Several EC's are working with new railroads to offer excursions, so stay tuned and watch the websites.

Bill Delmar

AREA

SEVEN



CARL SCHNEIDER

I hope everyone is enjoying a busy motorcar season as there are plenty of opportunities to get out on the rails. As gas prices continue to surge, excursions are going to be more expensive than in the past years, but we hope to still see many of you out there enjoying the hobby. The First Iowa Division has many trips this year along with two new excursions in western Kansas. We've had

trips in Iowa, and North and South Dakota so far this year.

We have some new members this year that have been mentored. They are Wayne Lystrom of Mesa, AZ, Dwight Anderson of Omaha, NE, John Bauer of Burnside, MN, Kevin Finstad of New Ulm, MN, and Roland Pauk of Bracken, SK. Welcome to NARCOA and the First Iowa Division.

The First Iowa Division also lost a longtime member on June 11th. Jim Kirk of Vinton, IA passed away at the age of 90. Jim will be remembered as he arrived at the set on locations with his enclosed cab MT-19 riding on the top rails of his pickup. The last excursion he attended was on the Iowa Northern Railway at Vinton, Iowa when he showed up trackside hauling his motorcar on the forks of his John Deere tractor. Jim just lived a few miles south of Vinton so using his tractor was easier than loading the motorcar up on top of his pickup. He surely will be missed.

Have a safe motorcar season. I hope to see many of you on the rails.

Carl Schneider

AREA

EIGHT



LORNA KINGSLAND

It is hard to believe we are almost halfway through the year. I am happy to report that two of our Area 8 members that travelled to the USA for a Test and Tune day were successful in being mentored. Terry Cord and David Gorelle both passed, congratulations. Terry as you know already owns a track motorcar, but David is still looking.

In my spare time I kept hearing of several people trying to sell motorcars, so I thought I would give some of our Ontario NARCOA members the opportunity to see what was available. One of our former NARCOA members Rod Wilson was trying to sell off both of his motorcars and a trailer. My efforts paid off and I was able to match up our current member Wes Thompson, with Rod's equipment. Wes bought both motorcars and the tandem axle trailer. It is always nice to see some of this equipment being shared in our backyard; I hope Wes finds as much enjoy-

ment with these new motorcars as Rod did.

One of the first rail lines my husband and I took our motorcar for a trip on was out of Uxbridge, Ontario, the York Durham Heritage Railway, which was devastated by an F2 tornado on May 21st. The railway station, several railway cars and some of their tent structures suffered severe damage, so as a result of this they are temporarily closed. There were also many trees scattered across their rail line, but over the last week people and communities are supporting them by helping with the cleanup. A couple of folks even brought machinery and volunteered their time to aid the railway in the cleanup effort to remove trees that were obstructing the rail.

Please always remember that any time you are out on the rails, keep safety as your top priority. Inspect your motorcar thoroughly before going out on the rails and always double check as you travel and make stops along the way as things can vibrate loose. Make sure everything is secure and reduce the risk of problems along the way.

For 2022, there are upcoming trips in Manitoba and Ontario this summer and fall. Please sign up and stay safe.

Lorna Kingsland

AREA NINE



LELAND STEWART

Greetings Area 9. Things are somewhat quiet on the Area 9 motorcar world and summer has come on with a vengeance. Here in south Texas, we had a record warm May and are now in triple digits daily. This reminds me to make mention of the importance of dealing with the heat on excursions. The first step is to stay hydrated from the start. Most motorcars with cabs have marginal ventilation even at track speed. Combined with residual engine heat radiating into the car, there is little opportunity to stay cool. Your body tries to offset the warm conditions by perspiration causing loss of fluid and electrolytes. By the time you feel thirsty you are already behind the hydration curve with little chance to catch up.

It is a good idea to start the day drinking liquids and continue until heat exposure is relieved. Heat exhaustion and heat stroke are serious conditions and can sneak up on you if you don't address the causing

factors. In addition, dehydration can cause drowsiness and lack of concentration especially after lunch when all conditions are ripe for a heat related health event.

Be sure to be observant of other excursion participants that may be experiencing symptoms of heat related illness, such as dizziness, fast breathing, shortness of breath, feeling confused, nausea, not sweating even though feeling hot. If you or someone around you starts showing these symptoms get them to a shady spot, drink cool fluids and loosen clothing.

Another factor to remember is that many of us are getting up in the years and age is not friendly to heat stamina. We also may be taking medications that may affect our heat tolerance. Many people that do not spend a lot of time outdoors may not be acclimated to hot weather. With the proper attention to the conditions and doing things to prevent dehydration, there is no reason not to enjoy a warm weather excursion. Just pay attention and be careful.

See you on the rails.

Leland Stewart



AREA

TEN



BILL ANDREWS

Although we've had some badly needed late season rains, it's good to see the Northwest weather clearing up. Things are starting to get busy! In spite of the gas prices -- which really affect us in the Northwest as we drive 1-2 days or more and many miles to get to a run-- excursions are happening!

Currently, there is a great run including the Montana Prairie to Pines trip led by Bryan Adams and Peter Wolfgram followed by Roger Farrell's Idaho and Colfax, WA including museum rides for the public-- a great Northwest tour! Other Oregon runs are in the works and looking good.

Welcome to new members Ben Ritter, OR, Doug Youngfield, WY, and Kim Ferguson, ID. Glad to have you with us. Mentoring scheduling is already underway for four new operators. Look forward to seeing you join us on the rail.

As the motorcar season is underway across NARCOA, I want to remind all operators

and guests that we are ONLY on these rails because the railroads have invited us as guests. That invitation can be taken away at any time. A few railroads are asking that no photos or videos, including those from drones, be taken while on private railroad property nor published on YouTube, Facebook, etc. EC's are aware of railroads' requests and will keep excursion participants informed. As we are guests, those requests must be respected. Scenery, friends, wildlife, etc. photos are great. It is wise not to publish photos of track equipment, railroad yards, track malfunction or in need of repair. It is important we all respect railroad wishes. Talk to your EC regarding each railroad's request.

Hope everyone enjoys a great season with lots of fun and safe operation.

Enjoy the ride!

Bill

AREA

ELEVEN



STEVE PALUSO

I would like to welcome two new members to Area 11 - John Mekediak and Wayne Lystrom.

Now that our running season is well underway, I would like to remind all members to read Rule 4.15. This rule is about following distances. It has also been an unwritten rule for many, many years for participants to keep a running distance of 10 seconds between cars. This is to help prevent rear-end accidents. Anything less than 10 seconds can be considered unsafe except in the case when you are slowing down to a stop or when the motorcars are just getting going. Even when you have been in the hobby for many years it is a good practice to review the rulebook.

Barbara and I just got back from the First Iowa runs in North and South Dakota. EC Dave Voeltz did a fantastic job. The First Iowa group made us feel very welcome. I would also like to thank Stuart and Steve Remmer for the caretaking of the First Iowa porta-potty. This porta-party is a fold-down type which Stu and Steve haul to all the runs and clean and maintain themselves.

I would encourage you to think about going on runs you haven't been on before in different areas of the country. Road trips can be fun. We love going on the runs we have gone on many times, but it is great to expand out to different runs as well.

Hope to see you on a run soon.

Steve Paluso

NARCOA PUBLIC RELATIONS UPDATE

BY DAN PAGE

A team from NARCOA attended the annual ASLRRRA Convention May 1st and 2nd in St Louis. The purpose of our attendance was to develop new host railroads and continue our strong relationship with ASLRRRA, which is key to the future of NARCOA.

The volunteer team consisted of Wayne Parsons, NARCOA members Bob Wonderling and Bill Riess, and me. Bob and Bill transported a beautiful rail car to St. Louis and positioned it in our booth at the show. The car was a great hit and drew lots of traffic. We placed our display next to United Shortline Insurance.



Bob Wonderling, Dan Page, and Wayne Parsons setting up the NARCOA booth in St Louis

The show was an unqualified success for NARCOA. Wayne Parsons created a short ‘elevator speech’ for each potential host railroad executive that worked very well. We continued our relationship-building with current host railroads and have developed contacts with 11 potential new railroads. Executives from these potential new host railroads showed an interest in hosting NARCOA excursion. We’ve asked the appropriate area director to appoint an EC to further develop the contact. The assigned EC is to first contact Wayne Parsons to obtain background information for each lead before contacting the railroad. Wayne will track the status of each of these leads.

After the convention, Lou Schillinger (United Shortline) remarked that we had taken our participation to the next level beyond what Bob Knight began regarding our visibility to and engagement of host railroads.

My sincere thanks to Wayne, Bob, and Bill, who stepped up to assist, covering their travel expenses to minimize the impact on club finances. Bob and Bill went to great lengths to find a beautifully maintained motorcar in the area and transport it to the convention floor. Thank you to Ken Caflisch of Illinois for the loan of his rail car. Finally, I want to thank all who donated to support this event, especially Keith Knowlton, who generously purchased the booth space.



**American Short Line and
Regional Railroad Association**

The next ASLRRRA convention is in April 2023 in New Orleans. NARCOA will be there!

NARCOA BOARD OF DIRECTORS ELECTION ENDS SOON! BALLOTS ARE DUE JULY 15, 2022 FOR ODD NUMBERED AREAS

Active full NARCOA members as of April 1, 2022, who reside in odd numbered Areas have already received their ballots to elect their area directors for a term of two years. If you have an active email address on record in NED (NARCOA Electronic Database), you have received an electronic ballot labeled “2022 NARCOA AREA DIRECTOR BALLOT”. Members without email addresses have received paper ballots. Ballots must be voted electronically by July 15, 2022 or, in the case of paper ballots, must be returned postmarked by July 15, 2022.

Why should I vote? The NARCOA Area Directors are the guardians of the motorcar hobby. They must ensure that we continue to have opportunities to operate our rail cars at excursions. Everything they do works to that end, including safety, insurance, member and EC training, rules and member discipline.

What does an Area Director do? The board meets by telephone, via email and during on-line ZOOM sessions throughout the year to deal with NARCOA issues. Annually, they meet face to face at the annual Member Meeting. The overall good of NARCOA must rise above any personal agenda. Each Director must be willing to give and take as the board makes decisions. Also, an Area Director is normally assigned to a committee, possibly as a committee chairman.

What does the Area Director do for me? Your Area Director is your conduit to the national organization. You can call or write them if you have questions or issues. They are listed on the NARCOA website.

Who is running? Positions to be elected in 2022 are:

Area 1 CT, MA, ME, NH, NY, RI, VT)

Incumbent: Tom Sopchak – not running

Rob Bertekap Jr – new candidate

Jesse Mazzie – new candidate

Area 3 - IN, MI, OH - Incumbent: Brian Davis Unopposed

Area 5 - AL, GA, FL, MS, LA - Incumbent: Bill Delmar Unopposed

Area 7 - IA, NE, ND, SD Incumbent: Carl Schneider Unopposed

Area 9 - CO, KS, MO, OK, TX, NM, UT Incumbent: Leland Stewart Unopposed

Area 11 - AZ, CA, HI, NV – Incumbent: Steve Paluso Unopposed

Bob Hastings, NARCOA Elections Chair, may be reached at narcoelections@gmail.com

GREAT LAKES CENTRAL MOTORCAR RUN

BY DOUG ANDERSON



Cadillac Lake Photos by Doug Anderson except as noted.

traveling at its finest. As for moisture, we were spritzed by just a few raindrops late Saturday as we snaked our way between a couple thunderstorms.

The excursion started in Cadillac and headed north 100 miles to overnight in Petoskey. Our first morning stop Friday, the people of Manton, gave us some of the biggest and best homemade cinnamon rolls I've ever had! We traveled through the Michigan north woods and across a huge potato farming region of the state. Up early Saturday morning, we were off to Traverse City, motoring another 100 miles for the day. There were lots of railfans taking pictures along the way and the townspeople were truly welcoming! They came out to watch us roll through and always had coffee and pastries for us.



Photo by Evan Manley

This leg included an interesting dew covered, 4 percent grade after our Boyne Falls stop. A whole lot of slippin' and slidin' went on for a few miles, but everyone summited without incident.

Definitely one of the best! The mid-June run, which sold out in 30 minutes, consisted of 32 motorcars and a couple of hi-rails. The excursion was 3 days, 2 nights, covering 260 miles out on the rails in beautiful northern Michigan. The weather was perfect, crisp mid 40's in the morning and warming to the mid 70's by the afternoon which made for motorcar





Photo by Mike Mullins

The Sunday morning safety meeting gave us the instructions we needed before the last leg of our trip back to Cadillac which was about 50 miles.



A special thanks to Mike Ford, our excursion coordinator, who is one of the best in the biz. Mike had a fine young gentleman who would personally greet every motorcar as we rolled to a stop and inform us of the time for our scheduled on-time departure. We'd arrive at the station at the end of the day's run, and Mike would have buses waiting for us to take us to and from the hotels. Stepping off the bus, he handed us our room keys as he had already checked all of us in... incredible.



It was an absolutely memorable run that we'll certainly do again. Great scenery along with the greatest people made it truly fantastic. Thanks to the Great Lakes Central Railroad for their hospitality, hosting the event, and everyone who made it happen. If you haven't been on a Mike Ford excursion, by all means put it on your bucket list; it doesn't get any better than this!

MENTORING & TRAINING IN NEW ENGLAND

BY SCOTT FULLER

On Saturday, April 23rd, NARCOA affiliates, Cotton Valley Rail Trail Club (CVRTC) and New England Rail Excursions (NEREX) joined together to host a NARCOA mentoring class and excursion at CVRTC's home base of operation in Wolfeboro, NH. This is the third time these two organizations have worked together to host such an event in an effort to grow the motorcar hobby by getting new operators mentored in a relaxed and stress-free environment. The previous two times there were 5 operators mentored at each class, this year the number almost tripled with 14 new operators. We had two attendees that traveled over 9 hours from Ontario to attend. Many were new to the hobby, and a few were returning after having been out of the hobby for some time.



Fernald Station in Wolfeboro where the classroom time took place.



Mentoring class is underway inside Fernald Station.

NEREX has found over time that mentoring on an excursion is not the best practice and has adapted to a classroom followed by rail time, resulting in a much better experience for those being mentored. The classroom session was held inside the recently restored first floor of CVRTC's Fernald Station with the railroad style pot belly stove providing warmth on what began as a crisp 30-degree morning. At 8:00AM, instruction began with Gordon "Gordy" Wallick heading up the effort with a number of other NEREX EC's present to assist him at times with their experiences for this new class of operators. Also present were many of the experienced operators from CVRTC that would perform the role of mentors to the students later in the day. A lot of valuable information was presented to those that attended stressing the importance of safety on the rails. Asking questions was encouraged and breaks were taken to allow those attending to stretch their legs, refill their coffee cup or get a bottle of water. 8.5x11" photos as well as different 'Show-N-Tell' items were passed around during the many topics discussed to further enhance the learning experience for those attending the class.

Shortly after 11:00AM, the classroom portion of the event concluded and everyone headed outside to the rails to perform and oversee the safe seton of the motorcars and perform safety inspections with the mentors overseeing and offering guidance.

NEREX has found that utilizing the NARCOA Member Insurance Policy (as would be used for Depot Days or Museum events) works best for these mentoring classes and rail time, but that does limit the number of motorcars to a maximum of ten. So, some of



Photo by Aaron & Jessica Mansur

those being mentored shared one motorcar, with one of the two persons being mentored in that motorcar on the outbound trip, and then a seat swap with the other being mentored on the return trip. At approximately noon time, the consist was ready to head east on the historic Wolfeboro branch. Flagging of necessary grade crossings was done NEREX-style as the motorcars made their way east towards the end of line.

We planned our arrival at the end of the Wolfeboro branch line and our lunch location, the Miss Wakefield Diner. It was still off-season for the diner, so they weren't open on weekends



Photos submitted by Scott Fuller except as noted.

yet. But the owners Scott and Grace Bramer graciously agreed to open the diner just to accommodate our group for an approximate 1:00PM arrival. We greatly appreciated their willingness to do so as it made the lunch break much easier to handle for this event, and their food and service is always wonderful!

The mentoring consist arrived and were safely out of the motorcars by 12:59PM, and our group of 25 walked the short distance to the diner and ordered lunch which was paid for by NEREX. Multiple conversations took place while the group enjoyed a great lunch and time spent together. Once everyone was done eating and conversing, we all headed back out to the motorcars where we turned the motorcars with the mentors' supervision for the westbound return trip back to Fernald. Once we arrived at Fernald, the entire group headed back into the station where a question-and-answer period was conducted, paperwork was completed then signed-off for the newly mentored NARCOA operators.



The NEREX Class of 2022 students and mentors.

The next morning, Sunday, April 24th, a subset of the individuals from Saturday gathered inside the station again for the Maintenance Workshop. The class began again at 8:00am and was taught by Scott Fuller. Just about every topic related to motorcar maintenance was covered for both Fairmont 2-cycle powered belt drive and Fairmont 4-cycle Onan powered transmission drive motorcars. We did not have any Woodings owner/operators present, so we skipped over the Woodings related material.

We took breaks when necessary and encouraged questions from those present. A lunch order was taken, and sandwiches delivered from a local shop. Right around the same time lunch showed up the classroom portion of the Maintenance Workshop had concluded. Everyone ate their lunch and once everyone finished eating, we went out to address and answer specific questions on attendee's specific motorcars.



Photo by Aaron & Jessica Mansur

We then invited those present to drive north approximately 20 minutes to Center Ossipee to ride another line that CVRTC maintains and has permission to operate on. This gave everyone another opportunity to practice what they learned the previous day and perform seton and setoff at a different location. It was the frosting on the cake and a great way to conclude the weekend.

Everyone that attended either one or both days of this weekend event had positive feedback and comments about their experience. And our hobby is a little bit stronger and better with 14 more individuals mentored as NARCOA operators, which is a good thing for us all.



Sunday's motorcars on the Ossipee line following maintenance training.

I'd be remiss if I didn't thank and give credit to a number of individuals that were part of making this event possible. A list of names, positions, and contribution(s) appear below in no particular order, thanks to each of you and the entire membership of CVRTC who helped make this event possible, it truly takes a village, or in this case, a great team!

Credits & Thanks

Bruce Stewart, CVRTC President & Trailmaster, numerous tasks to make it all happen.

Tom Sopchak, Area 1 Director, NEREX EC of record for mentoring event & mentor.

Scott Fuller, CVRTC Safety Chair, Event Coord., maintenance instructor & mentor.

Gordon Wallick, Manager of Mentoring, classroom mentoring instructor & mentor.

Jesse Mazzie, CVRTC VP & Safety Committee member, mentor.

Dan Peck, CVRTC member & NEREX EC, mentor.

Sean McInerney, CVRTC member & Webmaster, mentor.

Denise Lasher, CVRTC member & NEREX EC, mentor.

Mark Lasher, CVRTC member & NEREX EC, mentor.

Cliff Mills II, CVRTC member, mentor.

Jon Miner, CVRTC member, Saturday morning line inspection & mentor.

Hayden Lamoureux, CVRTC member, Saturday morning line inspection.

Scott & Grace Bramer, Owners & operators of Miss Wakefield Diner,

7 Windy Hollow Rd, Sanbornville, NH 03872

Cotton Valley Rail Trail Club - <http://cottonvalley.org> New England Rail Excursions - <https://nerex.org/>

NCRA HENRY HERMAN AWARD BY MARDIS WALLACE

North Central Railroad Association is pleased to present the Henry Herman Award to Levere (Sonny) Anthony. The Henry Herman Award is given to members of the North Central Railroad Association in recognition of their service and contributions to promoting the hobby of operating on-track motorcars. These individuals have spent countless hours working on the North Central's behalf whether is clearing the tracks of debris, cutting weeds, or talking to a prospective railroad to schedule an excursion. This award was named in honor of Henry Herman who worked with the State of Pennsylvania and York County to save the rails that we ride on today.



Accepting the award for Sonny is his son John Anthony, as unfortunately Sonny passed away in October 2021. NCRA President Dean Grote (left) and Gary Shrey (right) were proud to have known and worked with Sonny.

SHORT LINES



Busy EC's almost never take a break on the rails. While collecting toys and shepherding 20+ operators on the Coos Bay run last October, Elizabeth Monhoff captured Bill Andrews in this rare moment, and the panorama of the full lineup below. The dawn's early light set the tone for a beautiful ride in the shot at right by Tye Tomchak.



AREA INSURANCE REP UPDATE

The new Area Insurance representative for the Southeast is Jonathan Blair. We welcome Jonathan to this position and ask all SE members to direct inquiries to him. Thanks to Tom Falicon for his previous work supporting NARCOA insurance program.

NORTHEAST

John Gonder, 415 Levine Lane, Ruffs Dale, PA 15679 Phone: (724) 244-7538
Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York,
Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia.

SOUTHEAST

Jonathan Blair, 695 McClain Rd, Kingston, GA 30145 Phone: (706) 252-1582
Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, and
Tennessee.

CENTRAL & CANADA

Mike Ford, 7712 Carpenter Court, Plainfield, IN 46168 Phone: (317) 839-9320
Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Nebraska,
North Dakota, South Dakota, Ohio, Wisconsin, and Canada (all Provinces).

NORTHWEST

Nancy Andrews, 191 Azalea Drive, Grants Pass, OR 97526 Phone: (541) 295-5635
Alaska, Idaho, Kansas, Montana, Oklahoma, Oregon, Texas, Washington, Wyoming.

SOUTHWEST

Doug Stivers, 1544 Fuchsia Drive, San Jose, CA 95125 Phone: (408) 269-5547
Arizona, California, Colorado, Hawaii, Nevada, New Mexico, and Utah.

ADMINISTRATOR

Wayne Parsons, 3161 Country Ln, Simi Valley, CA 93063 (818) 631-4805
Electronic COP and related COI. Affiliate insurance renewals. narcoatrea@gmail.com
Doug Stivers & Wayne Parsons are alternate contacts for all regions.

HOW DID YOU GET INTO THE HOBBY? TRACK CARS THROUGH THE VIEWFINDER BY THOMAS HORVATH

Back in 2016, I was going through one of those phases that railroad photographers will start from time to time – I had developed a blasé attitude from repetitively photographing trains in basically the same locations within the same area. For me that meant photographing NS intermodals on the Lehigh Line in central New Jersey or trying my luck along CSX’s Trenton Line, a line that some people might describe as being hot and cold when it comes to train traffic. My inspiration to create an interesting railroad photo was starting to wane.

I recall searching the Internet regarding railroad excursions in order to find something more challenging to photograph. Lo and behold, I came across the North America Railcar Operators Association (NARCOA) website. On it was a category titled “Excursion Calendar” which I decided to check out. It was there that I learned about an excursion on June 18, 2016, that would start in Scranton, PA, and travel to the Delaware Water Gap. Curiosity hooked me, and soon I was off to photograph it! Track cars were something I always wanted to see, and this excursion presented me with an opportunity to do just that.

As spectators awaited the motorcars arrival in East Stroudsburg, PA, one could feel the excitement building. Local television station WNEP had a camera crew in attendance interviewing people, and the crew’s timing aligned well as that first track car’s lights. The track car leading this procession could be seen passing through the East Broad Street grade crossing and steadily approaching Analomink Street’s grade crossing where a lunch break had been planned. The putt-putt of their engines soon became louder as the track cars approached my vantage point.

Upon seeing those first few track cars pass

through the Analomink Street grade crossing in East Stroudsburg, my track car photography challenge had begun. The next thought to cross my mind was how do I photograph a track car to make that photo appeal to both track car enthusiasts and people in general?

In looking at the NARCOA excursion calen-



One of my favorite locations for photographing track cars has been grade crossings like East Stroudsburg’s Analomink Street. People watching the procession and paved over tracks add to the scene

dar, my first consideration is to see what type of excursion this will be. Will it be a “test and tune” or one that is a long mileage trip? When Northern Central Railcar Association (NCRA) scheduled a ten-mile round trip test and tune for March 2022 between Kutztown and Topton (PA), I went to Google, keyed in Kutztown and used “Layers” on its map to familiarize myself with the Allentown & Auburn’s (A&A) right-of-way between those two towns. This allows me to see where the grade crossings are, what the landscape is like or if there are various structures along the ROW that could be potential photo locations.

On the day an excursion is scheduled, I try to arrive at the set-on location so I can get a visual as to what cars will be running. Previously,

I recalled seeing one track car that had a custom paint scheme resembling a Checker Cab. On its roof was a sign saying “TAXI”, a list of its rates posted and a checkerboard stripe along its roof line. Evidently that operator had a sense



of humor. Another car was painted in the Marine Corps colors of scarlet and gold. When I asked its operator if he was a former Marine, his response to me was “Nope, as once a Marine always a Marine!”

In the case for NCRA’s test and tune on the A&A’s ROW there were some grade crossings, open areas, and farm buildings. It wasn’t much to work with from a photographer’s standpoint, or was it? The barns and silos added another dimension to the overall scene with both color and shape. Given that the day turned out to be overcast, layered elements were needed. Using a vertical format, those silos could be incorporated into the background so that the viewer’s eye would be drawn directly to that track car. If a brightly colored track car was photographed with the grayish colored silo in the background, the contrast between the two would be more evident.

Making a track car an integral part of an overall entire scene with the barn and not just the primary focus can be accomplished by using a technique called pre-envisioning. This means

that I am considering many of the elements, such as sun, shadows, the barn’s roof lines, etc., that will make this scene more than a point and shoot. Having that framed up image set in my mind, I then look for a distinguishing feature, such as road’s edge at a grade crossing and let each track car approach that selected spot. When a track car hits my predetermined spot, the shutter button is pressed.



On dreary days focus one’s attention on brightly colored track cars and filling the frame with various objects if possible such as the silos. Doing that will make the sky less prevalent in the scene.

In talking with some of the operators, a common thread with all of them is their having an interest in railroad history or traveling over a stretch of track that once was part of their favorite railroad. Eric Clark, owner of an ex-WM 1963 Fairmont M-19, said “When I operate my motorcar on the remaining parts of the WM, I travel back into time and imagine what life was like 50 – 100 years ago during the “Golden Age of Railroading.” Eric Clark went on to say he imagines WM’s H-9 Class Consolidations pulling long strings of loaded coal hoppers down the Cheat River Valley and into Elkins.

For a long mileage excursion, doing research homework regarding a line’s history is nec-



Incorporate landmarks or signs helping to identify where a photo was taken. RBMN's sign at their Port Clinton, PA facility leaves no doubt where Eric Clark's 1986 Fairmont MT-19B track car was.

essary to familiarize oneself where locations might exist relating a line's past heritage. This knowledge can be gathered through Google, looking at railroad photos and YouTube videos. Back in 2016, I had no clue regarding what other locations there might be. I have since come to know where former Delaware Lackawanna & Western (DLW) depots, signal bridges and towers are still standing that serve as historical reminders of what this line once was. It is easy to conjure up an image of what railroading must have been like in its heyday while waiting for the procession of track cars to appear.

Now that there is a photo location in mind, the next question to be considered would be "Where do I shoot from?" Most people would respond by answering from ground level. My response would be "On a five-foot stepladder!" Whether a step ladder or step stool is used, the resulting image will be a different perspective than the same scene taken at eye level. By tilting the camera down, it makes the horizon move towards the top of the photo. Doing this will emphasize a track car in the foreground with the structures in the background.

More than can be captured on "film" are the track car operator's receptive attitude towards spectators by answering various queries about their machines. Whether it was in Tamaqua, Kutztown or Topton, Pennsylvania, the scenario was always the same. Eating lunch or doing some maintenance on their car, operators would pause to cordially respond to each spectator's question. By answering those questions, I sensed the operators should be considered track car ambassadors of good will.

Elevation and the tracks help to lead a viewer's eye into and out of this scene from track cars crossing the Reading & Northern's bridge in Nesquehoning, PA.



HEADS UP TACHOMETER

BY STEVE HART

Being a motorcar enthusiast with an MT-14, and a hot rodder with a 1931 Ford 5 Window Coupe, I drive by the tach more than the speedometer most of the time. In my trackcar were two digital tachs from the previous owner(s). Both were the induction type where you wind a pickup wire around your spark plug wire getting an ignition pulse for the tach that way. One was constantly jumping RPM's making it useless. The other one was steady, though unsure of the accuracy, it was mounted down on the console where your oil and amperes gauges are. That requires you to take your eyes off the rails and look down for the RPMs. It was time to look for something better.

I wanted a small tach that would fit in with the cab and not look out of place. I also wanted one that connected to the coil for better accuracy.

Researching many tachs, I finally found a small 2 1/16" size tach from Autometer. They have a 0-4000 and 0-5000 RPM tach in this size. I chose the 0-5000 RPM tach for me. My reasoning was that if the needle was straight up, a quick glance it would tell me I was at 2500 RPM. For my Onan CCKB this was a good reference point. I made the purchase from a third-party reseller.

This tach comes configurable for 4, 6, and 8 cylinder motors. Knowing this I configured it for 4 cylinders figuring it would be off by "two cylinders" when indicating the RPMs. Hooking it up to "bench test" proved this was indeed the case. Rats! I could deal with it, but I really wanted it to be right.

I remembered reading an old tech article about instruments for a motorcar in the SETOFF of October / November 2002 by Dave Sigafosse. He talked about the Autometer tach he had and that it needed to be modified for a 2-cylinder application. Autometer did the modification for a small fee. Hoping Autometer still does these modifications I contacted them. Sure enough, they could make the modification, so into the mail it went!



Note: If you purchase direct from Autometer, ask them to do the modification when you buy it to save some time and freight charges.

At first I thought I would replace the ampere gauge in the console, but that meant looking down again with eyes off the rails. Re-thinking, I opted to purchase the mounting cup for the gauge and used it to mount the tach in the center of the front windows at the top. Being small it does not take away from your field of vision but is right there to be seen without having to look down. A quick glance to the center of the front windows, the needle pointing straight up, 2500 RPM's...eyes are still straight ahead!

I'm really happy with the way this project turned out!

Parts:

2-1/16" IN-DASH TACHOMETER, 0-5,000 RPM, Z-SERIES, Product 2697

www.autometer.com/2-tach-5-000-rpm-in-dash-z-series.html

2-1/16", PEDESTAL W/ BLACK CUP, Product 2204

www.autometer.com/2-mounting-cup-black.html



NARCOA EXCURSIONS

AS OF JUNE 21, 2022



Please submit all excursions and ads directly to
webmaster@narcoa.org
 The *SETOFF* downloads directly from the website
 for the most current information.

Jul 9 - 10 - SD posted 04/14

Ringneck & Western Railroad

First Iowa Division is hosting a 2-day ride at Oacoma, SD. We will ride the line from Oacoma east on Saturday and west on Sunday. Total mileage is approximately 210 miles. Cost is \$80 for pre-registration and \$90 the day of the excursion.

EC is Dave Voeltz dvoeltz@pie.midco.net. Details <http://www.firstiowadivision.com/ride-schedule.asp>

Jul 10 - Jul 16 - MB posted 01/01 **FULL - Waiting list started**

Hudson Bay Railway

Great Lakes Railcars, Inc. hosting a 7-day, 1,140 mile excursion in northern Manitoba between The Pas and Churchill. Excursion fee \$3,000 (USD) or \$3,600 (CDN) includes hotels, fuel, and other items. Details: <https://www.narcoa.org/excursions/info/2022/HBR.pdf>
 EC Michael P. Ford. mford@indy.rr.com
 Phone: [\(317\) 839-9320](tel:(317)839-9320)

Jul 15 - 17 - CO posted 05/30

Leadville, Colorado & Southern RR

Rocky Mountain Division, Leadville, CO., Limit 15 cars, 85 miles (approx.) \$100/three days, \$55/one day.
 EC Jerry Geiger, 719-568-7966. Details at: <https://www.rockymountaindiv.com/>.

Jul 21 - MN posted 01/01 **FULL - Waiting list started**

North Shore Scenic Railroad

Great Lakes Railcars, Inc. hosting a 1-day, 52-mile "Rail and Sail" excursion in northern Minnesota between Two Harbors and Duluth, which includes a 2-hour Duluth harbor cruise. Excursion fee is \$150 (USD) and includes railroad fee, 2 Harbor Cruise tickets, 2 lunches at the NSSR depot. Details at: <https://www.narcoa.org/excursions/info/2022/NSSR.pdf>
 EC Michael P. Ford. mford@indy.rr.com
 Phone: [\(317\) 839-9320](tel:(317)839-9320)

Jul 30 - MN posted 03/29

Minnesota Prairie Lines Railroad

First Iowa Division is hosting a 1-day ride at North Redwood Falls, MN. We will ride the line to Norwood, MN and back. Mileage is approx 100 miles. Cost is \$80 for pre-registration \$90 the day of the run.

EC is Dave Voeltz dvoeltz@pie.midco.net. Details <http://www.firstiowadivision.com/ride-schedule.asp>

Jul 31 - MN posted 03/29

Twin Cities & Western Railroad

First Iowa Division is hosting a 1-day ride at Sacred Heart, MN. We will ride the line to Appleton, MN and back. Mileage is approx 94 miles. Cost is \$80 for pre-registration and \$90 the day of the excursion.

EC is Dave Voeltz dvoeltz@pie.midco.net. Details <http://www.firstiowadivision.com/ride-schedule.asp>

Aug 5 - 7 - NY posted 05/30

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. Cost is \$85.
 EC is Ken Ciparis [908-625-6282](tel:908-625-6282) Details at: <http://www.njtrackcars.org/>

Aug 6 - 7 - NY/PA posted 06/18

Lehigh Railway and Owego & Harford Railway

Eastern Railcar Association, 100 mile round trip from Athens to Myobeach on Saturday, 50 mile round trip from Owego to Harford on Sunday, lunch on Sunday only included, 25-car limit, \$200, Contact Rob Piligian, EC, robhp@verizon.net for registration form

Aug 13 - 14 WV posted 02/10 **FULL - Waiting list started**

South Branch Valley Railroad

Romney, WV. 102 Rt miles. Two-day trip from Romney to Petersburg and Greenspring. Details here: <http://areexcursions.com/> EC John Gonder up3706@gmail.com

Aug 13 - 14 - VT posted 04/10

NEREX Vermont Rail Systems Excursion

White River Junction to Newport and return, approximately 200 RT miles. . Non-mentoring excursion. 40 motorcar limit. The \$570 fee includes, accommodations, some meals. Children under 10, Hyrail / gang car approval by EC Tom Sopchak ONLY call. [\(802\) 578-7427](tel:(802)578-7427) or email up2665@gmail.com
 Details <https://nerex.org/excursion2022.htm#vt2>.

Aug 20 - 21 - PA posted 04/18

Delaware Lackawana RR

New Jersey Trackcar Excursions (NJTE) excursion. Due to railroad traffic, Carbondale line on Saturday and Pocono Main line from Scranton to Slateford yards on Sunday. About 170 miles. Cost \$300. EC's David Sigafosse [732-618-4286](tel:732-618-4286) & Ken Ciparis [908-625-6282](tel:908-625-6282) Details at: <http://www.njtrackcars.org/>

Aug 27 - IA posted 05/08

Iowa Northern Railway

First Iowa Division - Vinton, IA. We will ride the line between Waterloo and near Cedar Rapids with set on in Vinton, IA.. Round trip mileage is approximately 105 miles. Cost is \$65. EC Carl Schneider Details <http://www.firstiowadivision.com/ride-schedule.asp>

Aug 27 - 28 - IN/MI posted 01/01 **FULL - Waiting list started**

Indiana Northeastern Railroad

Great Lakes Railcars, Inc. hosting a 2-day, 154-mile excursion between Ashley, IN and Coldwater, MI. Excursion fee is \$325 (USD) and includes railroad fee, gratuities, & 1-night lodging. Details at: <https://www.narcoa.org/excursions/info/2022/INE.pdf> EC Michael P. Ford. mford@indy.rr.com Phone: [\(317\) 839-9320](tel:317-839-9320)

Sep 5 - 11 - CO/NM posted 03/21 **FULL - Waiting list started**

Durango & Silverton Narrow Gauge RR and Cumbres & Toltec Scenic RR

The Rocky Mountain Division 378 mile tour on the Narrow Gauge. 3 days on the D&SNG followed by 3 days C&TS. No mentoring. 20 car limit. Price estimated \$740/car. Deposit \$350 per car with registration form required to reserve a spot. ECs Philip Walters & Alan Borchardt. Details at: https://www.rockymountaindiv.com/event/rmngfall22/?instance_id=509

Sep 10 - NY posted - 06/19

Ithaca Central RR

Eastern Railcar Association, approx. 80 mile round trip from Ithaca to East Waverly, 25-car limit, \$135, Contact Rob Piligian, EC, robhp@verizon.net for registration form

Sep 11 - 15 - ON posted 01/01

Ontario Northland Railway

SAVE THE DATES. Great Lakes Railcars, Inc. 5-day, 646 mile trip in Northern Ontario between North Bay and Kapuskasing. No sign-ups at this time. Anticipating late March/early April confirmation and detail finalization. EC Michael P. Ford mford@indy.rr.com Phone: [\(317\) 839-9320](tel:317-839-9320)

Sep 16 - 17 - SD posted 02/27

Black Hills Central Railroad

First Iowa Division is hosting a 2-day ride at Hill City. We will ride the line from Hill City to Keystone twice on Friday and four times on Saturday. Total mileage is approximately 144 miles. Cost is \$80. EC is Dave Voeltz dvoeltz@pie.midco.net. Details <http://www.firstiowadivision.com/ride-schedule.asp>

Sep 16 - 17 - CO posted 05/30

Leadville, Colorado & Southern RR

Rocky Mountain Division, Leadville, CO., Limit 15 cars, 85 miles (approx.) \$100/three days, \$55/one day. EC Jerry Geiger, [719-568-7966](tel:719-568-7966). Details <https://www.rockymountaindiv.com/>

Sep 17 - VA posted 02/26

Fort Eustis Army Base

Appalachian Rail Excursions LLC RR loop track at Fort Eustis with side trips to the line along the James River and to the Harbor Branch with a tour of the port. One lunch included. Fee \$70.00. Approx. 45-50 rt miles. EC Win Goodier Chefwrg@gmail.com Details at: <http://www.areexcursions.com/excursions.asp>.

Sep 23-24 - IL

2022 NARCOA Annual Meeting

Sheraton Suites Chicago O'Hare Open to all members on-site and virtually via ZOOM. Contact Bob Hasting by email at narcoasecy@gmail.com See details on page 25

Sep 28 - Oct 8 - WA, OR, ID, NV, UT Posted 05/31
M O W Five Western States Tour

Motorcar Operators West is hosting fall excursions. We will run the rails of the Columbia Rail Group near Tacoma, WA, spend three days on the INPR and WURA from La Grande to Joseph, OR, ride the INPR from Payette east to Horseshoe Bend, ID, the Nevada Northern Railway in Ely, NV and the Heber Valley Railroad near Provo, UT. Ride one or all for approx. 485 miles. No hy-rails. ECs Dave Balestreri and Rick Smith. Details at <https://www.mow-online.org/>

Oct 1 - 2 PA posted 04/28

Western New York and Pennsylvania RR

Ohio Valley Railcars excursion out of Meadville PA. Saturday Meadville to Corry, about 100 miles. Sunday Meadville to Oil City, about 60 miles. No large gang cars or Hy-rails without prior approval. 30 car limit. \$160 fee. EC Brian Davis briandavis1111@gmail.com Mobile: [\(330\) 554-4480](tel:330-554-4480). Details at <https://ohiovalleyrailcars.blogspot.com/>

Oct 8 - MO posted 05/08

Ft. Leonard Wood Army Base

First Iowa Division is hosting an excursion at St. Robert, MO on the Ft. Leonard Wood Army Base. Round trip is approximately 80 miles for the day. Cost is \$50. EC Stuart Remmers stremmers@hotmail.com.
Details <http://www.firstiowadivision.com/ride-schedule.asp>

Oct 8 - OK posted 06/13

Arkansas-Oklahoma Railroad

The Oklahoma Railway Museum (ORM) is hosting a 92 mile round trip run from McAlester to Red Oak and return. Cost \$40. EC Drake Rice [405-808-7516](tel:405-808-7516) Details here
<https://www.oklahomarailwaymuseum.org/events/motor-car-excursions/>

Oct 9 - MO posted 05/08

Columbia Terminal (COLT) Railroad

First Iowa Division is hosting an excursion at Columbia, MO on the COLT Railroad. Round trip mileage is approximately 108 miles for the day. Cost is \$50. EC Stuart Remmers stremmers@hotmail.com.
Details <http://www.firstiowadivision.com/ride-schedule.asp>

Oct 9 - PA posted 04/16

Allegheny Valley Railroad

Appalachian Rail Excursions welcomes you to the 48 mile round trip from Arnold, PA to Pittsburgh, PA and return. Layover for lunch in Pittsburgh, Ice cream on the return trip. EC's John Gonder, Eric Clark, Chuck Badger, and Win Goodier. Details at
<http://www.areexcursions.com/excursions.asp>

Oct 11 - OR posted 06/21

Mount Hood Railroad

MHRR yard in Hood River to Parkdale for lunch and back. 42 miles RT. Fee is \$120 made out to PRO. Send check to EC Richard Wilkins. rwil519457@aol.com Deadline Oct 4th.
<https://www.pro-online.org/mt-hood-railroad.html>

Oct 15 - OR posted 06/21

Goose Lake Railroad

PRO 110 mile RT run on the Goose Lake Railway

in Lakeview. Set on Friday afternoon Oct 14th. Boots and long pants are required. Run fee is \$150. Send check made out to PRO to EC Richard Wilkins rwil519457@aol.com Details soon at:
<https://www.pro-online.org/goose-lake-railway.html>

Oct 22 - 25 - AZ posted 06/07

Grand Canyon Railway

Motorcar Operators West, Williams AZ to Grand Canyon south rim, 134.8 miles round trip, \$1182.00 include two nights lodging at south rim. Details schnyder6380@gmail.com Joe Schnyder EC. [623-332-0238](tel:623-332-0238)

Oct 29 - KS posted 06/02

Kansas & Oklahoma Railroad

First Iowa Division is hosting an excursion at Moundridge, KS. Round trip mileage is approximately 84 miles for the day. Cost is \$50. EC is Stuart Remmers. stremmers@hotmail.com Details here:
<http://www.firstiowadivision.com/ride-schedule.asp>

Oct 30 - KS posted 06/02

Abilene & Smoky Valley Railroad

First Iowa Division is hosting an excursion at Abilene, KS. Round trip mileage is approximately 60 miles for the day. Cost is \$30. EC is Stuart Remmers. stremmers@hotmail.com Details at:
<http://www.firstiowadivision.com/ride-schedule.asp>.

Nov 5 - IA posted 03/16

Boone & Scenic Valley Railroad

First Iowa Division - Boone, IA. We will ride the line from Boone to Wolf and back several times during the day. Round trip mileage is approximately 22 miles. Cost is \$30. EC Carl Schneider Details at:
<http://www.firstiowadivision.com/ride-schedule.asp>

Nov 12- PA posted 05/09

Southwest Pennsylvania Railroad

Mt Pleasant PA, Toys for Tots run. Confirmed date, EC is John Gonder. Details coming soon at
<http://areexcursions.com/excursions.asp>

Excursions Held On A Regular Basis

Feb 1, 2022 - January 31, 2023

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. Details <http://www.railroadpartners.com/> EC Leland Stewart poppermaker@gmail.com 210-863-5397

Jan 1, 2022 - Dec 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](tel:717-637-7647) or e-mail for details dizzydean55@embarqmail.com

Jan 1, 2022 - Dec 31, 2022 - PA

Stewartstown Railroad

Excursions on the Stewartstown Railroad from New Freedom, PA to Stewartstown, PA on various dates. Northern Central Railcar Association EC Dean L. Grote call [717-637-7647](tel:717-637-7647) or e-mail for details dizzydean55@embarqmail.com

Feb 1, 2022 - Jan 31, 2023 - 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 Ahouse.frank@yahoo.com 229-886-4707

Feb 1, 2022 - Jan 31, 2023 - 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 boggsrr@bellsouth.net 904-910-5648

Oct 5, 2022 - Jan 31, 2023 - TX

North East Texas Connector RR

Railroad Partners, Inc will host NARCOA motorcar runs and work sessions on various dates from Sulphur Springs east to Mt. Pleasant or west to Greenville depending on railroad operations. Approx. 60 miles RT either direction. EC Myron Malone [214-882-8756](tel:214-882-8756) malonemg@geusnet.com Details at: http://www.railroadpartners.org/run_info/netc/network2021.htm

2022 NARCOA ANNUAL MEETING FRIDAY, SEPT 23, 2022 AND SATURDAY, SEPT 24, 2022

Sheraton Suites Chicago O'Hare
6501 Mannheim Rd
Rosemont, IL, 60018

The NARCOA Annual Meeting is open to all NARCOA members. The meeting will be a 'hybrid' consisting of both an in-person meeting at the Sheraton Suites in Chicago coupled with a real-time virtual ZOOM meeting for those members who are unable to travel to Chicago. All NARCOA members are encouraged to attend by either method.

Any member wishing to address the Board or add items to the agenda must contact Secretary Bob Hastings at e-mail narcoasecy@gmail.com by September 9th to be added to the agenda.

By attending the meeting virtually, you will be able to listen and watch the proceedings using ZOOM. You must install ZOOM on your device of choice prior to the meeting. Watch for an official NARCOA bulletin that will be sent on a date closer to the meeting. The bulletin will have details with the ZOOM meeting ID and passcode. You will need the ZOOM meeting ID and a passcode to join the meeting at the scheduled time.

To reserve a room at the Sheraton at the NARCOA rate, contact Bob Hastings, e-mail narcoasecy@gmail.com. Please note, the cut-off date for a room reservation is Friday, August 16, 2022, to qualify for this year's NARCOA room rate of \$129.00 per night, plus taxes.

See you at the 2022 NARCOA Annual Meeting.

Mark North - NARCOA President

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.

Carburetor rebuilding and parts for F-4,C-5,F-6 and C-8 carburetors. Engine parts for RQ,QBA,ROB,ODB, ROC Frame and some motorcar body parts. Carey Boney & David Eakins, Careyboney@embarqmail.com or Carey Boney, 1605 Powers RD. , Wallace, NC 28466 phone [910-285-7489](tel:910-285-7489).

ThunderHill Services, thunderhillservices@gmail.com and thunderhillservices.com [857-302-3135](tel: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](tel:210-845-4119) from 8:00 AM to 6:00 PM, Central Time, weekdays. Personal visit by appointment only. Email at royalrubyman64@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](tel: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, Newly manufactured motor car parts and accessories. www.fredericksburgshops.com or 209 Creamery Rd., Fredericksburg, Ohio 44627. Call (don't text) Dean Mark at [330-465-0713](tel:330-465-0713) 2 pm-6 pm Eastern time, or send him an email to: fredshops@earthlink.net

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. Fifth Avenue Internet Garage, 415 Court Street, Clay Center, KS 67432. phone [785-632-3450](tel:785-632-3450). fifthaveinternetgarage.com or email fifthavegarage@gmail.com

Dave Myers at: dave@redspeeder.com or [928-380-7056](tel:928-380-7056) Custom Fairmont transmission sprockets.

Tom Phair tom@phairs.net phone [\(925\) 820-4159](tel:925-820-4159) Complete line of the David Clark Company Intercom systems and railroad type Motorola radios.

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](tel:812-545-9684), Mitchell, Indiana.

Onan CCKB and B-48-G Engines, rebuilt. Onan OEM parts only. Built to Onan standard of quality. Shop run-in time 30 minutes. Re-torqued, timing and valves checked. \$1,350.00 with qualified engine exchange. 5-7 day turn-around time. Norm McKeen, text [417-839-3300](tel:417-839-3300). or Shelley at [417-839-3555](tel:417-839-3555)

□ 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. □

GREAT BASIN TOUR 2022

BY JOE SCHNYDER

The Great Basin Tour started in Ely, Nevada on Tuesday afternoon as our escort Mike Hughes watched us set on then rode with me as we ran to Ruth then back to Ely, and then out to McGill on the high line and then back to East Ely for the afternoon tie up. Many of our participants took advantage of the offerings of the Nevada Northern Railroad, learning their history and taking tours of their shops where you could see everything up close. Wednesday, we did the whole thing over again and then had an early afternoon set off. The weather was perfect, and I even got a bit of a sunburn on my arm as I was wearing a short sleeve shirt.

Memorial Day weekend in Idaho Falls, Idaho was wet, cold, and windy but everyone here seemed to have a good time despite the weather. We set on Friday and were ready for Saturday morning's excursion. After our safety meeting,



Cloudy skies at Ririe, Idaho on Saturday Photo by Richard Hawkins

we departed Idaho Falls and traveled the East Belt Subdivision behind our escort Troy Tracy of Eastern Idaho Railroad. We had a stop at Jenson for our morning break, then went to the end of the line at Newdale where we had lunch. Motorcars were turned and headed back to Ririe for our afternoon stop then a very enjoyable and leisurely ride back to town.

Sunday after the safety meeting we went the out the Yellowstone Subdivision to Ashton. Our ride was quite a nice despite some rain and wind but those in closed cars did not seem to mind



Consist stopped just north of Rexburg on our north bound trip.

Photo by Joe Snyder

at all. We had blue room breaks at Rexburg on the way out and back for everyone, which I think were quite necessary since it was very cold, and we consumed lots of hot chocolate and coffee to stay warm. We were back by 5:00 that afternoon which was nice as the rain turned to ice pellets on me on the way back. I was one of the three who had open cars; all the rest were warm and cozy inside just enjoying the ride.

Monday morning, we ran out the West Belt subdivision. We stopped at the park at Menan, turned and went back to Idaho Falls for an early setoff so everyone was on their way home by 1:30 that afternoon. As you can see by the pictures there were only 10 cars, so no one had to wait long for the blue room. This is the type of excursion an EC looks forward to as we had no close calls, no cars off the track, and everyone came back safe with all parts attached. This group was wonderful; I observed car spacing that was appropriate for the wet weather and everyone was happy to be out on the rails enjoying our hobby and companionship of the group.



Railcars on wet rails at the wye in Idaho Falls on Monday. Photo by Richard Hawkins

SHORT LINES

A graphic featuring the text "SHORT LINES" in a large, bold, serif font. Below the text is a stylized illustration of a railroad track with several cross-ties.

Early morning golden sunshine illuminates the seton at Holidaysburg, Pennsylvania on the Everett Railroad. The April 24th event was organized by Gary Shrey. Photo by Terry Mott