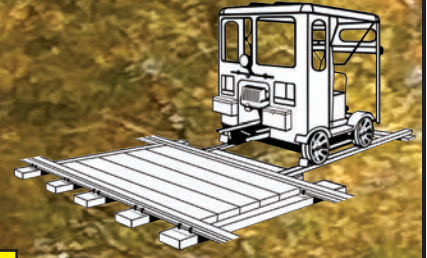


THE SETOFF



THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION
MAR / APL 2022 VOLUME 36 - No. 2

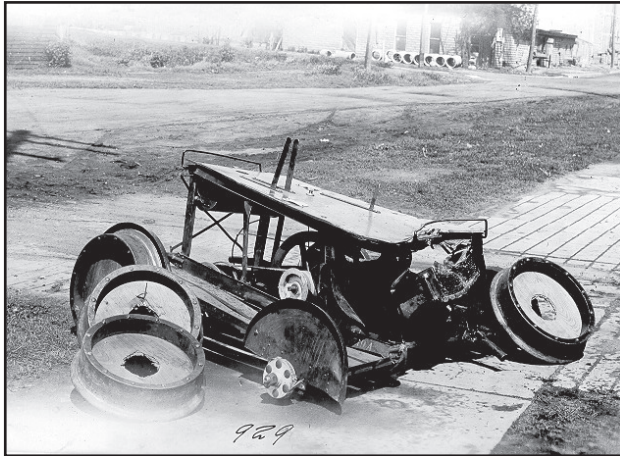
A photograph of a motorcar on a narrow gauge railway track. The track is set on a hillside, and the surrounding forest is in full autumn foliage, with trees displaying bright yellow and orange leaves. The motorcar is moving away from the viewer along the track.

NARROW GAUGE ADVENTURES
SNOWFLAKE ON THE HOBO
INSURANCE FOR YOUR MOTORCAR

CARE, CUSTODY, AND CONTROL

-INSURANCE FOR YOUR MOTORCAR-

BY WAYNE PARSONS, INSURANCE ADMINISTRATOR



Historic photo of damaged motorcar from the Fairmont Archives. Wood wheels not NARCOA approved.

What happens if your motorcar falls off your trailer on the way to an event? What happens if your motorcar is stolen from your driveway? In these events your motorcar is not covered under your homeowners or automobile insurance. To cover this type of loss requires a special type of insurance referred to as Commercial Inland Marine insurance, or CIM. For this season, NARCOA is pleased to offer CIM insurance from the Hanover Insurance Group.

This second optional CIM insurance, separate from the required NARCOA liability policy, is offered through our friends at United Shortline Services. The coverage is in effect 24/7 as long as the motorcar is in

your “care, custody, and control.” This legal term means that as long as you are in charge of your motorcar, it is insured. When you’re driving to an event the coverage is in effect. If it is parked at your hotel on the way to or from an excursion the coverage is in effect. If the motorcar is at your home the coverage is in effect. 24/7. It covers loss or damage to your motorcar on or off the rails. It also covers hi-rail vehicles while on the rails. The rest of the time the hi-rail is covered by automobile insurance. Non-motorized trailer cars, such as “blue room” cars are not covered.

Anytime your motorcar is shipped on a commercial truck or in a container, any physical damage is the responsibility of the common carrier. As soon as the motorcar is unloaded—back in your care, custody, and control—the physical damage coverage resumes.

The Hanover Insurance Group 2022 application has been emailed to everyone that bought coverage in 2021. The application for 2022 is also on the NARCOA website. The policy period runs from March 31, 2022 to March 31, 2023. The current 2022 yearly cost is \$101 for up to \$5,000 of value; \$161 for up to \$10,000 of value; \$226 for up to \$20,000 of value; and hi-rails for \$189.



How many times have you looked out your hotel window and hoped your motorcar would be safe during the night?

Follow the application instructions to uniquely identify the motorcar(s) that you are insuring. As your insurance administrator, I urge you to get this coverage for the coming operating season.

PRESIDENT'S MESSAGE

MARK NORTH



Hello out there to the NARCOA family. The last few years have been quite the roller coaster; and I for one am looking forward to enjoying excursions, seeing everyone and your smiling faces!

As we turn the corner into a new season of railcar excursions, as usual, make sure your equipment is up to NARCOA standards and is in tip top shape mechanically. In addition to your equipment, make sure you are also ready for the season. Besides any studying for required testing, please read the NARCOA rulebook and Judicial Policy throughout the year. They are not very long and will take a short while to read. Refresh yourself from time to time regarding these documents. NARCOA members are proud to be “professional” and our documents give you the tools to be a skilled, knowledgeable and safe operator. Professionals know their trade, make sure you know our requirements. Operators, you must remember that any movement of your railcar is under your control and is your responsibility, period. You are operating heavy machinery and as such you have the burden of *responsibility* for the safety and enjoyment of our members and also bystanders who are near our events. Make sure your focus is 100% on operating and all other distractions are removed from your environment.

NARCOA is continuing to move into the digital age. Our leadership meetings are conducted on Zoom. This year our elections will be held electronically. Make sure to read the article in this issue by our elections chair Bob Hastings. NARCOA is also creating procedures to execute required documentation in digital form for excursions. Some procedures are in the beginning stages and behind the scenes from the general membership, but be assured, the NARCOA team will continue to work on our processes and methods to make use of evolving technology.

Continued on Page 5

FROM THE EDITOR

ROBIN DOUGLAS

It is looking like a very good year for NARCOA! We’re seeing some rails become available that we haven’t been on for years. But the most exciting news of all is the large quantity of new members joining us. Read through the Area Director’s reports and you’ll find folks have discovered the fun, adventure and comradery of safe, legal operation of railroad motorcars. Contact those near you to get acquainted; maybe they would like to see your ride. Listen to their questions... you’ve probably got the answers they seek. If they don’t have a track car, offer them a seat on your next trip. Welcome them to the NARCOA family!



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THE SETOFF

VOLUME 36 No. 2

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

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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

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ON THE COVER:

Fall colors are ablaze on Cumbres & Toltec narrow gauge rails where the Rocky Mountain Division organized a spectacular adventure. Photo by Eric Thompson

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President's message, continued

Last fall our store began accepting online payments via credit cards, making life easier for Dan Page. I have had several requests regarding the possibility of payment for excursions being accomplished electronically. NARCOA is a union of many affiliates that manage their affairs individually. Payment methods will vary from group to group. Some affiliates have been changing over the last several years to accept excursion payments in methods other than checks. While this is outside of NARCOA's scope, I believe this trend will continue to grow.

In other news, a task force has reviewed and updated our Operator Mentoring Guidelines. The group has worked to standardize the operator mentoring process via single checklist to be used across the NARCOA system. For example, mentors must meet the refined definition of an "experienced operator" as follows: *The experienced operator must have at least two years of motorcar operation, participate regularly in motorcar excursions, and be familiar with NARCOA and affiliate rules and procedures.*

Many thanks to Operator Mentoring Manager, John Becker and Area Director/Operations Chair, Bill Andrews for their work and to their team

who worked to make the improvements. You will find the guideline on our website at: <https://www.narcoa.org/docs.htm>

Also, my direct cell phone number is 302-530-3620. Feel free to text me or call if you have any comments or questions. A text would be best to start a conversation.

As always, I am proud to be a member of the NARCOA family and am honored to represent such an outstanding group of individuals. And remember **"SAFETY IS OUR NUMBER ONE RULE. When in doubt – ALWAYS – take the safe course of action."**

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 extend a warm welcome to

Albert Howes (Newmarket, NH), George Stavros (Peabody,

MA), John Alling (Brooktondale, NY), Carrie Buchanan (Brooktondale, NY), William Chandler (Owego, NY), Jessica Mansur (Chester, NH), John Pepper (Chester, NH), Loree Pepper (Chester, NH), John Henson (Lockwood, NY), and Michael Coyle (Waverly, NY). I am looking forward to meeting these new members at excursions and have reached out to them to extend help and a welcome.

We also appear to have lost one, Harry Brett from Hanson, MA.

In a previous issue I spoke about radios, well what about intercoms? If you're like most people, you have your radio piped into your intercom. You likely have noise canceling headphones which you and your passenger(s) wear. Why do people use these? This important equipment removes much of the noise in the motorcar. When you're heading down the rails you have the engine, suspension, axles, wheels, rails, wind, etc., sounds; it is a very noisy environment. This gear reduces unwanted sounds, it also enables the people in the motorcar to carry on a private conversation among themselves without yelling at each other. It is not broadcast out on the radio for everyone else to hear, they can carry on an internal conversation. The sys-

tem should also have a priority input coming from the radio. If the EC or anyone else tries to speak to anyone in the motorcar, the radio has priority over their private conversation. This is an important feature.

First, it saves your hearing. So, you can't hear anything now? Well, it won't get worse as a function of this hobby with a good set of noise cancelling headphones.

Next, it allows you to have a conversation among yourselves (the people in your motorcar) without yelling.

Finally, it is a big safety feature. It allows the EC, railroad pilot, or anyone else in the consist to communicate with you directly. What if there is a problem with your motorcar? What if you need to do a reversing action to pull someone else? What if there is a medical emergency and you can either provide help or are in need of help? What if your passenger(s) hears better than you do? I can think of an endless number of reasons to have one and most of us use them.

Although it is not on the NARCOA inspection checklist, I encourage you to go over your intercom and make sure it works correctly. Make sure you have a set of headphones for everyone in your motorcar. Know how it works and be able to use it. Make sure all the pas-

sengers in your motorcar know how to identify your motorcar and use the radio. Check with the car in front and in back of you to see if they have a radio and intercom.

Having a working intercom will help you help have a safe and enjoyable excursion.

Tom Sopchak

AREA

FIVE



BILL DELMAR

Area Five welcomes two new members John Nichols (Pinson, Alabama), and Al Garren (Douglasville, Georgia). As I write this in February, they and several other new members have passed their Operator Qualification test and are obtaining insurance. I encourage the new members to read the rulebook and take the test.

By the time you read this, runs here in the South will have resumed. During 2021 sixteen members joined NARCOA, and several of them have already obtained motorcars and are ready to be mentored. I look forward to meeting all

these new members and hope to see you on the rails soon.
Bill Delmar

AREA

SIX



HAL JOHNSON

As we continue to renew our 2022 membership and insurance forms, I want to look back and celebrate the new members who joined Area 6 (Minnesota, Illinois, Wisconsin) in 2021. The addition of 24 new members last year is a wonderful sign of growth as we welcome these folks into our hobby. Several of these new members have reached out to me with a request, and I need to apologize for my slow response due to work and health issues. While I sort through the messages and respond, I do want to acknowledge the great addition of these new members to the NARCOA family.

Jerry Alexander, Bourbonnais, IL

Jeff Alsmo, Deforest, WI

Brenda J. Anderson, Deforest, WI

Christopher Bandel, Pine Island, MN

Dan C. Barker, Wyoming, IL
 Jon Burns, Wayzata, MN
 Bill Christopher, Waukegan, IL
 Mark Colliender, Arlington Heights, IL
 Robert Conway, McHenry, IL
 Ken Craig, Mundelein, IL
 Jack Foss, Wayzata, MN
 Jim Heinze, Deer Creek, MN
 Richard Horvath, Jr., Cuba, IL
 Roy Jackson, Monee, IL
 William Johnson, Jackson, WI
 Barbara Litsenberger, Rochester, MN
 Brad Mangan, Dunlap, IL
 Robert Miller, Rochester, MN
 Vincent Neyens, Peoria, IL
 Ron "Rev" Revisky, Minooka, IL
 Norman T. Schurdak, McHenry, IL
 Robert Sullivan, Red Wing, MN
 Jess G. Thew, Staples, MN
 Mike Wiericks, Casco, WI

Thank you all for joining and welcome!

Hal Johnson

AREA

SEVEN



CARL SCHNEIDER

I hope everyone has renewed their memberships and insurance for 2022 because this looks to be a great year for riding the rails.

The inaugural First Iowa Division (FID) excursion for the season will be on April 30th on the Boone & Scenic Valley Railroad in Boone, IA. There will be several round trips during the day working around trains and also an evening run. This is a perfect excursion to make sure your car is operating flawlessly as we have a full schedule planned for the summer. Final details and dates are being confirmed by the EC's and those details will be posted on the FID website as soon as they become available. Come ride with us and enjoy the fun!

The First Iowa Division will be holding their annual membership meeting on March 26th at the Pizza Ranch in Boone, IA. This will be a combination in-person and Zoom meeting so those not able to make the trip to Boone will still be able to join in once the meeting begins. Further information is on the FID website with times and instructions for receiving the Zoom link.

Carl Schneider

AREA

NINE



LELAND STEWART

Well, 2022 is here and things are starting to happen as EC's start planning this years' excursions. Some already have hard dates. Railroad Partner's Inc. (RPI) has the Border Pacific RR excursion set for March 5 and 6 and Oklahoma Railway Museum's FarmRail RR excursion will be April 23 and 24.

RPI is planning the annual Bluebonnet Run in early April with a date to be announced soon. RPI is also working on runs on the Northeast Texas Connector (formerly Blacklands RR) as well as the Texas State RR. The Rocky Mountain Division (RMD) is planning the 2022 season runs on the Leadville, Colorado, and Southern with firm dates coming soon.

In further news from RMD, they would like to welcome Grant Sorenson as well as Lavelle and Claudia Prewitt to the hobby. Lavelle has recently been mentored and ready for the season. These folks joined the hobby through the efforts of

Darrell Arndt so many thanks, Darrell. We all look forward to meeting you on the rails.

As we get the motorcars out of hibernation and work on the necessary maintenance issues don't forget to check your fire extinguishers and first aid kits. Make sure the fire extinguishers have the pressure gauge in the green zone and the pins are secure. Give the extinguishers a good shake and tap to assure that the powder has not settled and compacted from vibration. The other often neglected item is the first aid kit. Open it up and make sure it is complete and not missing any items. Check any date sensitive materials and replace any medications or ointments that have passed their expiration date. Also check bandages and tape to assure that they are still viable. Replace anything that has dried out or otherwise deteriorated. If the kit is several years old, it may be wise just to replace the entire kit.

Lastly, if you haven't already done so, get your 2022 NARCOA insurance applications in and updated so you won't get caught short for any early season run.

I'm looking forward to seeing you all on the rails, so get those cars tuned and ready for a great season.

Leland Stewart

AREA TEN



BILL ANDREWS

NARCOA affiliates experiencing early Spring "good weather" already have excursions underway. We envy them as here in the Northwest, we are still preparing and planning for a busy season!

Operator Mentoring Task Force efforts resulted in a solid, comprehensive mentoring program to be implemented across NARCOA. Tightening our present mentoring program by adding more thorough discussion and hands-on learning over a 4 to 5-hour mentoring session is designed to result in safer and more competent operators. Safety practices and mentoring requirements are being more closely scrutinized by railroads than ever before. Gone are the days of a 20-minute talk with a potential motorcar operator, followed by a 10-minute on-track motorcar operation. EC's have received the revised guidelines; they are posted on the NARCOA website in "Documents".

Speaking of mentoring, Coos Bay Rail Line (CBRL) runs

will offer operator mentoring prior to each run. Other Pacific Railcar Operators EC's have a program also-- contact them well in advance of their runs to make arrangements. For two-stroke motorcar operators, the June CBRL run will also offer two-stroke consultation from a 30-year two-stroke veteran operator.

Keep your eyes on the PRO website - pro-online.org - for finalized run dates. Our EC's are working together with the railroads to bring you some great rides. Don't hesitate to contact any PRO EC if you have questions.

Enjoy the ride!

Bill Andrews

AREA

ELEVEN



STEVE PALUSO

Greetings to all Area 11 members. I have some exciting news to share with you. First, we have Glenn Boatman as a new Excursion Coordinator in Training (ECIT) with Carl Shellhorn as his mentor. Glenn assisted Carl on his January Napa run. Glenn is currently coordinating PRO's March run on the Santa Cruz Big Trees

railroad. He is also working to set up runs on several other railroads. We are happy to have Glenn on board as an ECIT.

Dave Balestreri under MOW is working on a general release that people can sign and submit digitally. Once this is tested and all the bugs worked out, this is something NARCOA will be looking into instituting nationwide. This would help tremendously to speed up the paperwork process.

Area 11 has two new members: Paul R. Detjens and John Salvin.

When you see these new members on a run, please make them feel welcome. I apologize to all the new members who I did not welcome in this newsletter. I will be recognizing all new members in Area 11 in future SETOFFs.

There are new runs that are in the planning stages at the time of this writing which should be announced by the time you read this.

You will be receiving a notification soon that it is time to vote for Area 11 Director. I am run-

ning again to continue to serve our members and I hope that you support me.

Remember to sign up for the insurance so you don't miss out on any upcoming runs. Mike Ford has been very busy processing applications so don't wait until the last minute.

Hope to see you on the rails soon.

Steve Paluso

NARCOA MOVES FORWARD WITH ELECTRONIC VOTING

The NARCOA Board of Directors has approved moving to an electronic voting process for the election of area directors.

The advantages of this process, available at no extra cost in the NARCOA Electronic Database (NED), include rapid distribution of ballots, increased security, voter anonymity, as well as automatic vote validation and tabulation. Significantly, the move to electronic voting ends the cost and labor needed to prepare, print, mail, and tabulate paper ballots. These annual savings of several hundred dollars will help keep the cost of NARCOA membership manageable.

The notice for this year's odd-numbered director elections appears in this issue of The Setoff. Each voting member in Odd-numbered Areas who has an email address recorded in NED will vote by electronic ballot this year. On or about April 1st, the Election Chair will send an email announcement to each voting member in the Odd numbered Areas. This email will contain a link to an electronic ballot. This electronic document will be unique to the voting member and completely anonymous. Security features in the system prevent a person from voting more than once. No one can view any individual's vote, nor can it be changed by anyone other

than the voter.

The voting period is from April 1st through July 15th. Regular members, Affiliate members, and Complimentary members may vote. Family members and Honorary members may not vote.

Voting members who do not have a validated email address recorded in NED will receive a printed ballot. As in the past, this hard copy mailing will consist of the ballot, an inner envelope that says, "Official Ballot," and an outer envelope addressed to the Election Chair with the member's name in the return address. The voting member will receive these items by postal mail and return the completed ballot by July 15th.

The success of any organization depends upon having good leaders in critical positions. This simplified online voting process will encourage increased member participation in the election of future NARCOA leaders.

Members in odd-numbered areas should check their email in early April for a chance to vote in NARCOA's first online election.

Bob Hastings

Election Chair

narcoelections@gmail.com

GET READY TO ROLL IN 2022 PRE-SEASON SAFETY UPDATE

BY RICH GUNN

Well, the calendar is changing, excursions are beginning to post, and hopefully all you need to do to be ready for another season of motorcar operation is to make a few checks of your equipment.

I hope that you remembered to get your trailer serviced while it was not in use. Did you replace those old tires so that the ones on the trailer are road worthy and reliable? Do you have a spare tire for your trailer in case you encounter the unexpected? Have you checked its air pressure lately? Have you serviced the bearings on the trailer and done all the necessary maintenance? Hopefully you also checked your winch. How does your cable or rope look? Is it in good condition and free of kinks and frays? If not, replace it now. We all know that if a cable breaks it can hurt you and maybe others but if your hand is on a frayed cable, it won't do much for your day either. If you have an electric winch, remember to check the battery. They don't last forever and it's much easier to replace it at home than when you're travelling.

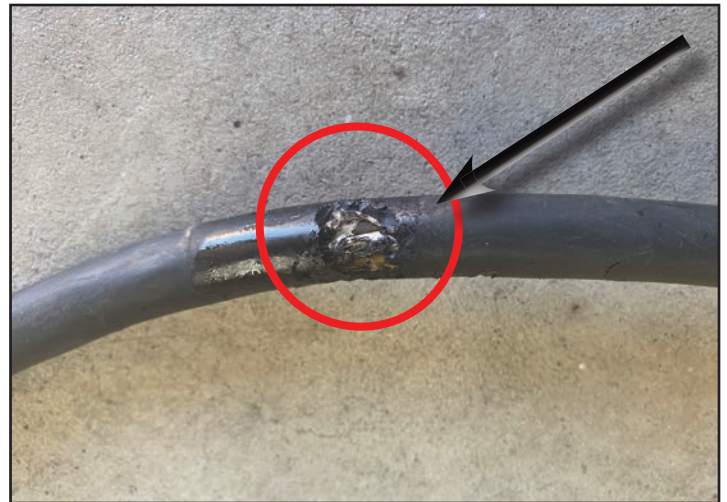
Check the straps or chain that you use to secure your motor car to the trailer. I don't think I need to say what could happen if one of them breaks.

Have you checked all the equipment on your motorcar? A good point of reference is the Vehicle Inspection Form. Go through it and make sure everything on your car measures up. Check the wheel thickness and profile, the thickness of the brake shoes and their adjustment. It's time to begin the season with fresh fuel, oil and filters. All are cheap and can prevent a lot of heartache and embarrassment.

Be honest when you complete the Vehicle Inspection Form and measure things that need

to be measured. Your replacing a worn set of brakes can help you avoid a rear end collision when you're not able to stop in time.

An easy thing to overlook is the wiring on your trailer. Don't wait until you're loaded up and ready to roll to check out your brake, tail and marker lights. Intermittent lights or weak connections are danger signs. Mice and other varmints might have found your wires to be a tasty winter snack.



"It happened to me," said Harry Fischer, of Santa Clarita, CA. "I had to look closely but eventually found a couple of spots where the insulation was gnawed through. I hope they choked on it!"

Check the adjustment of your chain and brakes. Make sure that the chain is not too slack and that the brakes will hold the car when applied to the first notch. Lean on the back of the car and see if it moves. Make sure that the brakes on both sides and front and rear apply evenly.

Hopefully now that this is out of the way, you can get ready to "Go have a great time for a long time!"

Stay Safe

2022 NARCOA BOARD OF DIRECTORS NOMINATIONS ARE OPEN FOR DIRECTORS IN ODD NUMBERED AREAS

Nominations are open for Area Directors in **Odd Numbered Areas**.

The success of any organization depends upon having good leaders in critical positions. NARCOA members elect Area Directors to serve a two-year term. Area Directors in even numbered Areas are elected in odd years. Area Directors in odd numbered Areas are elected in even years.

In 2022, NARCOA will elect Area Directors in **odd** numbered Areas as listed below.

Any active NARCOA member in an **odd** numbered Area may nominate another active member in their Area who will do an excellent job as a NARCOA Area Director. Incumbents are automatically renominated unless they decline.

Before nominating someone, please check with them first to ensure they are willing to serve. Nominations close on March 31, 2022.

Send your nominations either by email to narcoelections@gmail.com or by postal mail to:

NARCOA Elections
P.O. Box 9035
Cincinnati, OH 45209

Positions to be elected:

Area 1 - CT, MA, ME, NH, NY, RI, and VT - Incumbent: Tom Sopchak

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

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

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

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

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

Thank you for participating in the NARCOA Elections

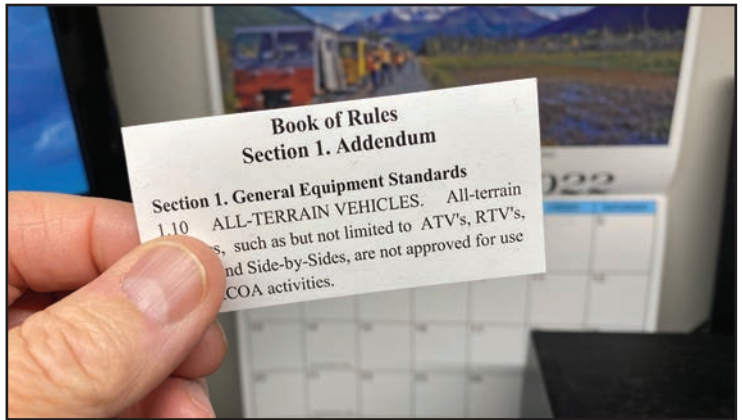
Bob Hastings

Elections Chair

narcoelections@gmail.com

What's this Rule Book sticker?

Question: I bought NARCOA insurance this year and when I received my blue Insurance ID card, a little sticker fell out. What is it? What do I do with it?

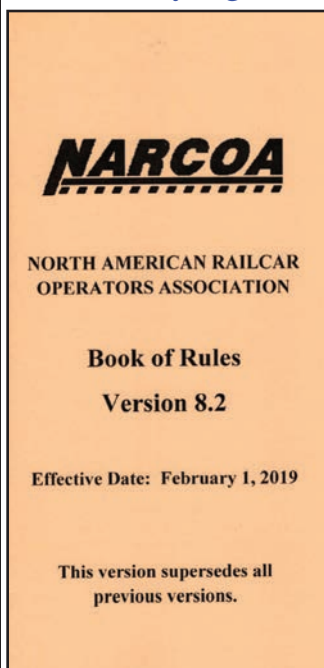
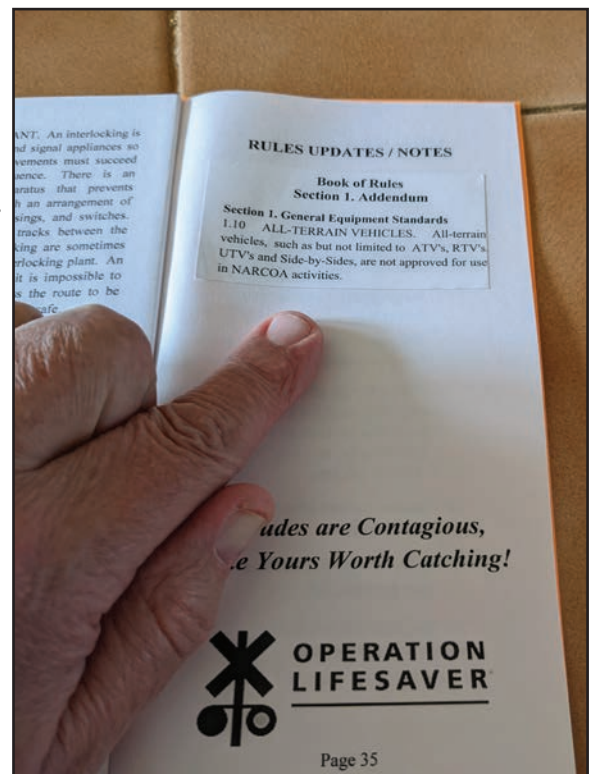


Answer: Last year the NARCOA Board added a section to the Rule Book stating that all-terrain vehicles are not approved for use in NARCOA activities. So, if you plan to go on an excursion this year and bought insurance, you'll need to carry a current rulebook. To make it easy to update your little orange book, I asked Mike Ford to stick a sticker (what?) in the envelope with your operator's insurance card. So, take the sticker, peel off the back and stick it on page 35 under RULES UPDATES / NOTES. See the example. Your rule book now contains the new Rule 1.10, and you didn't have to pay 5 bucks to get another rule book.

Bob Hastings

NARCOA Secretary

narcoasecy@gmail.com



P.S. - if you WANT a new rule book with the addendum already printed inside, you can buy one from the NARCOA Company Store online at:

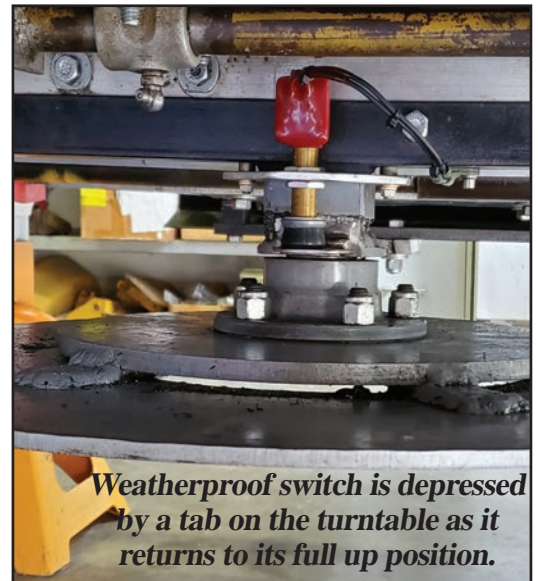
<https://narcoa.wildapricot.org/Sys/Store/Products/153>

TURNTABLE SAFETY UPGRADE

BY DOUG ANDERSON

My turntable is electric, but it's not the common Les King style. It is a 3500 lb. electric trailer tongue jack that was adapted to this application. The turntable plate has a bearing for support and easy rotation. The welded lower plate assembly is bolted to the bearing support with 6 bolts using nylon insert locking nuts.

Turntable power is standalone system. I utilize a guarded system on/off switch and indicator light. Turntable power is not connected to turntable warning by any means. In normal operation, turntable power is off. It takes two actions to energize the turntable motor; open the guard and flip the lever.



The “turntable unsafe” warning is also a standalone system. It is powered by the ignition side of the starter switch, so anytime the ignition switch is ON, the warning system is powered regardless of any other switch position on the motorcar. Ignition “on”-- turntable warning “on” works for me. The

warning light and horn are activated by a weatherproof switch (Cole Hersee 90043-07 push button switch) mounted at the base of the turntable actuator and the push button is depressed by a tab on the turntable as it returns to its full up position. If the turntable drops more than 1/4” the warning system activated. The only means of cancelling the warning horn/light is if the turntable is fully stowed in the up and locked position.

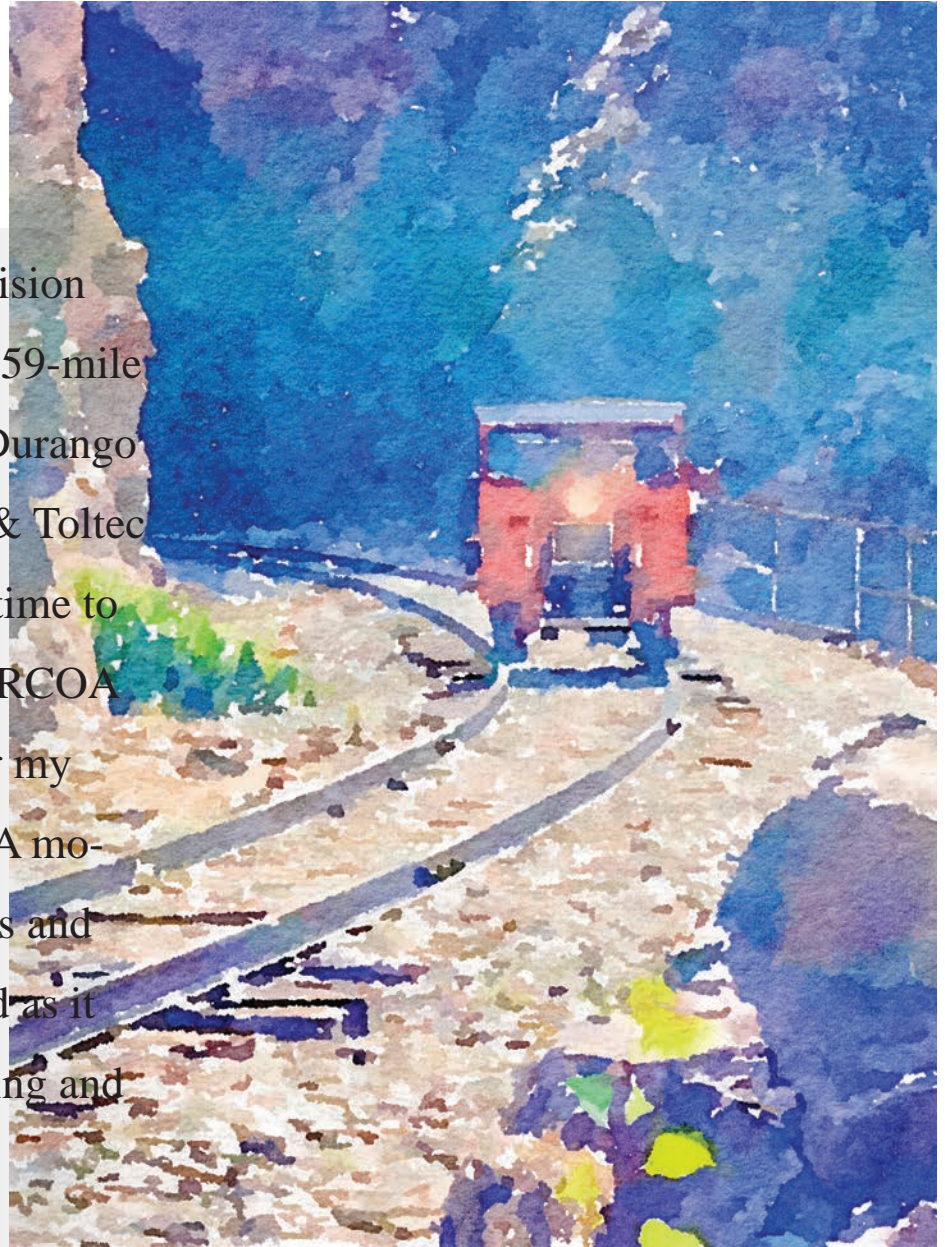
I do have an aircraft circuit breaker installed on the panel for the turntable warning system. It will deactivate the turntable warning, however that is not it's intent. I can visually look at the CB and see that if it's tripped, and if so, I'm running without TT warning activated and the problem needs to be addressed immediately. Here's what can happen if you were to have the fuse for the system installed out of sight and the fuse blows. You as the operator won't know the system is inoperable until you run the turntable down or the worst-case scenario, the turntable falls. That's the nice thing about aircraft circuit breakers compared to fuses, the visual indication and they are resettable.



NARROW GAUGE ADVENTURES

BY ERIC THOMPSON

The Rocky Mountain Division conducted a breathtaking 359-mile narrow gauge tour on the Durango & Silverton and Cumbres & Toltec railroads. It was my third time to operate at this premier NARCOA event, and the first time for my newly restored '55 M19 AA motorcar. EC's Philip Walters and Alan Borchardt are as good as it gets with respect to preparing and conducting these events.



Durango, Colorado was founded by the Denver & Rio Grande Railway in 1880. The railroad arrived in Durango on August 5, 1881 and construction on the line to Silverton began in the fall of the same year. By July of 1882, the tracks to Silverton were completed, and the train began hauling both freight and passengers. The line was constructed to haul silver & gold ore from Southwest Colorado's San Juan Mountains, but passengers soon realized it was the view that was truly precious. The Cumbres & Toltec Scenic Railroad was originally constructed in 1880 as part of the Rio Grande's narrow gauge San Juan Extension, which served the silver mining district of the San Juan mountains in southwestern Colorado. The tracks today wind from Antonito, CO to Chama, NM crossing the border between the states numerous times.



Here is what I consider the “ideal motorcar trailer” which is – no trailer! Photo taken from my room at the historic Windsor Hotel in Del Norte CO on the way to Durango. The windshield on the Fairmont folds nearly flat and the top is stowed to the side. With this arrangement, fuel mileage increases from 13-14 MPG when towing the standard gage M19 on its open trailer, to 19-20 MPG while hauling the narrow gage car, which fits nicely between wheel wells. This arrangement uses 8’ ramps concealed inside a truck mounted platform, and a 12-volt bed mounted winch.



A double-headed excursion train loaded with tourists on its way from Durango to Silverton, during the first day of our event. The railway was busy with pent-up demand, and it was great to watch as they made their way past our small (15 motorcar) entourage. The loco’s had been recently converted to run on oil vs. the coal used in years prior.



The evening before, as they were backing into Durango station. I was staying nearby at the historic Strater hotel, which is beside these rails.

We are high above the river on the D&S, near the location where they filmed the “jump scene” in Butch Cassidy and the Sundance Kid, :



In the photo at left we are almost to Silverton, while riding alongside the Animas River. Silverton is where we chain down each evening.

Now we move on to the Cumbres-Toltec, a few hours’ drive southeast of Durango. That is the “new” M19 exiting Rock Tunnel.



The two rides are completely different, with D&S alternating from deep valley to tall vistas while following the Animas River. The C&T starts with a steep climb to the Cumbres pass (10,022'). Once you reach the summit, it is like riding on top of the world with panoramic big-sky views in all directions. A break for the operators helped to keep us attentive, focused and safe.



The Galloping Goose makes a stop at Osier, loaded with railroad photography buffs.

Motorcars and operators are hanging out at a water stop for the steam engines on the C&T. This is near the location where they filmed the exploding baggage car in the Sundance Kid movie.

Many thanks to the railroads for hosting us and the Rocky Mountain Division for letting us enjoy this wonderful experience.



SHORT LINES



NEW ENGLAND SNOWFLAKE EXCURSION

BY TOM SOPCHACK

Early in November, NEREX put on their annual Snowflake run on 3 different railroads. On the southern end they set on to the New England Southern, currently owned by Vermont Rail Sys-



tems. Next motorcars crossed over onto the Meredith Railroad and finally the Hobo or Winnepesaukee Scenic Railroad. Under the experienced and skillful leadership of EC Gordy Wallick, they covered 70 miles of scenic rail from Concord to Lincoln on Saturday, stayed overnight and returned on Sunday. There was an early seton Friday evening. Saturday morning was a chilly 26 degrees. Once the frost was scraped off the windows, it was time to warm up the motorcars; Sunday wasn't any warmer. But hey, it's called the Snowflake for a reason!



Gorgeous view of the dam and pond from the Ashland High Trestle in Ashland, NH.



The lineup waits near the church at Laconia, NH.



Here's an old Pullman car named the Granite State on a siding in the Canterbury Yard. It certainly would be neat if it was restored to original.



The consist crossing the Lakeport Draw Bridge while heading north.



Josh and Heather, very much enjoying the excursion. They are the future of NARCOA



This beautifully restored Woodings motorcar is owned by Carl Carlsmith



Glenn Forrister is the owner of this rare L & N motorcar.



Rob Pilgian (EC Eastern Railcar Association) shows several NARCOA members the gas-powered Beaver motorcar he restored, and gives Tom Sopchak an up-close education on this uncommon maintenance of way vehicle.



This powerhouse team makes an EC's life better. From left to right: Jesse Mazzie, Keith Knowlton, Scott Fuller, Dan Peck, Gordy Wallick, Mark Lasher, and Tom Sopchak

HOW DID YOU GET INTO THE HOBBY?

BY JEREMY WINKWORTH



In the summer of 1993, I attended a railroad convention in Ironwood, Michigan. On that weekend there happened to be a motorcar excursion on the Wisconsin & Michigan RR, which ran from Mellen, Wisconsin through Ironwood to Bessemer, Michigan. I was fascinated by those quirky looking and sounding machines. A year later, my friend Tom Weaver told me that one of his friends in Lansing, MI, had a speeder for sale. I drove there to look it over. It was an ex-NYC Fairmont M19 with a pizza pan roof, complete but the worse for wear. The engine turned over, but it did not start. I bought the car and Tom loaned me his motorcar trailer to get it back home to Kalamazoo.

The first job was to get it running but a 2-cycle engine was completely new to me. The previous owner of the car would not return the phone messages I left him but fortunately, Dick Ray and Bill Kaminsky were willing to share their knowledge via email (no Facebook or social media back then). It also helped tremendously that the Fairmont factory in Minnesota still had a stock of motor car parts. Anything I needed could be ordered from there. They were also selling manuals and build sheets. A new wood-

en coil from Pontiac Coil was procured. I pulled apart the C5 carburetor and made sure it was operating correctly. On the day I got the engine running, that loud putt-putt noise brought my entire family out of the house to stare open-mouthed. I was grinning from ear to ear at my success. I ended up replacing the drive belt and the rear axle pulley, then painting the car yellow and adding NYC decals. Boat seats and a bell were useful items added. One front windshield panel was shattered and a local glass shop made an exact replacement. I needed a trailer and after careful thought, I had a local trailer-maker build me a 6ft x 8ft flatbed trailer with a drop axle and a couple of broad ramps.

Only four miles away from home was a privately owned half-mile stretch of track. I introduced myself to the owner and we struck a deal. I would clean it out if I could ride on it. He agreed, so with a trimmer and a chain saw I cleared enough foliage for the line to be usable. Now I got my first experiences of running a 2-cycle Fairmont both forward and reverse and learning how to use the timing lever. Being so close to home, my wife and two daughters would sometimes come along to ride.



My NYC M19 on a private track close to home.

Back in 1994, NARCOA was a new organization. The predecessor to it, the Motor Car Collectors Association (MCCA) was still around and holding excursions but the momentum in the hobby was rapidly transferring to NARCOA. Most excursions were small ones, which was an excellent way to learn how to operate a motor car with minimal risk and pressure. Motorcar owners back then would trailer their cars hundreds of miles just to ride on a 10-mile length of track. Liability insurance became available, which opened the door to longer rides on short-lines across the country. After a couple of years of running my car, I felt confident enough to organize my own 80-mile excursion from Cadillac to Kalkaska, MI on the Tuscola & Saginaw Bay Railroad. There was only token mentoring back then for operators and excursion coordinators. I just did the best I could. 14 motor cars and 2 hi-rails showed up and everyone had a good time, especially at the ice cream stop in Fife Lake. I was fortunate to get a place on a 1996 Hank Brown excursion from Sault Ste Marie, Ontario north to the Agawa Canyon – 160 miles of riding through the Canadian wilderness. There was not a single road crossing in that 160 miles. On the return trip from the canyon, the railroad hi-rail at the front of the convoy hit a bear!



*My M9-C It runs off a dry battery -
no generator or alternator.*

I liked restoration so much that I completed a number of frame-off restorations of Fairmont 2-cycle cars and converted a standard gauge M19 to narrow gauge. All of these are chronicled on my website, which is hosted at:

<https://www.narcoa.org/motorcar/home.htm>

My timing was good. In the nineties it was still possible to pick up Fairmont NOS parts cheaply from others, including working 2-cycle engines, carburetors and wheels. Imagine, \$250 total for eight new 14" wheels! I ended up riding nearly 4,000 miles on the rails before I had to retire from the hobby in 2008 due to medical issues. I loved every mile that I rode.



My M9 on the right at Wabos, Ontario while the tourist train to the Agawa Canyon goes by.

How did you get started in the adventure of owning and operating a motorcar? Did you spot one off in the weeds or see an excursion rolling by? Did you meet a "foamer" who just couldn't stop talking about it? I'm looking for your story, and a couple of pictures. How about a shot of your first motorcar, maybe another pic of what it looks like now. You might not have the historical perspective of Jeremy, but we'd love to hear from you...even if you're a brand new member.

Send me your tale on the rail at:

setoff@centurylink.net

Robin Douglas Editor



NARCOA EXCURSIONS

AS OF FEBRUARY 24, 2022



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

Mar 5 - 6 - TX posted 12/15

Border Pacific Railroad

Railroad Partners, Inc. 60 RT miles between Penitas and Rio Grande City each day. Track parallels the Mexican border along the Rio Grande River. Trip fee - \$50.00. Details <http://www.railroadpartners.com/>
 EC Leland Stewart poppermaker@gmail.com or call [210-863-5397](tel:210-863-5397)

Mar 12 - GA posted 02/19

Cater Parrott Railnet (Madison Division)

Shady Dale to Madison ~40 miles RT. Mentoring with permission. 20 Car Limit. No trailers. Cost \$60. Proceeds go to Tifton Terminal Museum. SERO affiliate. EC: Frank Ahouse Ahouse.frank@yahoo.com [229-886-4707](tel:229-886-4707) Asst EC: Bill Delmer bdelmar.mt19@gmail.com [404-636-3450](tel:404-636-3450) Details at <https://www.narcoa.org/excursions/info/2022/CPR3-12.pdf>

Mar 19 - CA posted 02/07

Santa Cruz, Big Trees & Pacific Railway

PRO run . 20 car limit, no High Rails. Felton to Olympia, Santa Cruz and Rincon. Run fee \$85.00. ECIT Glenn Boatman, [\(925\) 289-6423](tel:925-289-6423).

Mar 26 - PA posted 01/12

Colebrookdale RR (former Eastern Berks)

Save the date. We have verbal permission to do a test & tune excursion. Travel from Boyertown to Pottstown, RT of about 17 miles. Multiple trips will be made. This is a very scenic country railroad. \$35 per car. EC Gary Shrey gshrey@aol.com [717-227-9628](tel:717-227-9628)

Mar 27 - PA posted 01/12

Allentown and Auburn RR

We have verbal permission to hold a Test & Tune excursion on this railroad between Kutztown and Topton. Multiple trips. \$35 per car. EC Jamie Haislip Jamieh@haislipcorp.com [703-906-2502](tel:703-906-2502)

Apr 2 - DE posted 01/15

Wilmington & Western RR

Test & Tune your car on this scenic line. (approx. 10 mile R/T). Multiple trips will be made of various lengths between Hockessin and Landenberg. (NCRA)

\$35 per car. EC Jamie Haislip Jamieh@haislipcorp.com [703-906-2502](tel:703-906-2502)

Apr 3 - PA posted 01/15

West Chester Railroad

Test & Tune your car between West Chester to Glen Mills (approx. 16 miles per R/T). Multiple trips will be made. Northern Central Rail Car Assn (NCRA); \$35 per car, EC Jamie Haislip Jamieh@haislipcorp.com [703-906-2502](tel:703-906-2502)

Apr 8 - 10 - WA posted 02/24

Columba Basin RR

Set on at Warden, Friday & Saturday morning. RT to Schrage, Wheeler, Sieler and Othello. RT to Bruce & Connell & Schrage on Sunday, Approximately 178 miles. PRO excursion, Minimum 16 cars, No car limit. Fee \$240. EC Mike Phelps, klpmgp@accima.com mentoring E.C. approval. PRO web site for details.

Apr 23 - 24 - OK posted 01/25

Farmrail System

Oklahoma Railway Museum two days of runs out of Clinton. Approximately 120 miles per day. Set on fee \$130 covers both days. Ride info here:

<https://www.oklahomarailwaymuseum.org/events/motor-car-excursions/>
 EC Drake Rice drake.rice@cox.net . [405-478-3225](tel:405-478-3225)

Apr 23 - NH posted 02/11

NEREX Mentoring Excursion

Wolfeboro, Cotton Valley Rail Trail, mentoring class. A short, 16 mile RT excursion following the class. This event intended to be for those members requiring mentoring. There is a maximum of 10 motorcars for this event. Pre-registration is required. EC Tom Sopchak [802-578-742](tel:802-578-742) up2665@gmail.com

Apr 24 - NH posted 02/11

NEREX Motorcar Maintenance Clinic

Maintenance clinic, NARCOA membership not necessary. Following the clinic, attendees will have the opportunity to test or ride on the Wolfeboro line. Maximum number of motorcars for this event is 10. Pre-registration is required. Please contact Tom Sopchak [802-578-7427](tel:802-578-7427) up2665@gmail.com or Scott Fuller

Apr 24 - PA posted 01/07

Everett Railroad

Save the date. Permission has been granted for our annual excursion. Seton will be in Hollidaysburg, PA 55-60 total miles. Roaring Spring station lunch stop. EC Gary Shrey gshrey@aol.com [717-227-9628](tel:717-227-9628)

Apr 30 - May 1 - PA posted 01/01

Reading and Northern RR

Save the date. We have verbal permission to hold a 2-day excursion. Seton will be in Pittston Yard. We will travel to North Reading Outer Station, stay overnight and return. To be put on the notification list, contact Gary Shrey gshrey@aol.com [717-227-9628](tel:717-227-9628)

May 14 - AL posted 02/16

Autauga Northern RR

Memorial Excursion for the late Roadmaster Todd Abbot. Saturday run Prattville to Maplesville and return (92 RTM). Fee \$150 All proceeds benefit Todd's family. Mentoring by permission. SERO Affiliate. Details: <https://www.narcoa.org/excursions/info/2022/AutaugaAPR.pdf> EC's Chris Thompson [\(251\) 463-3270](tel:251-463-3270) & Jonathan Blair

May 14 - PA posted 01/08

Lycoming Valley Railroad

Save the date. Requested/Waiting for approval- 50 mile RT ride from Williamsport to Jersey Shore and back and from Williamsport to Muncy and back. EC Jamie Haislip Jamieh@haislipcorp.com [703-906-2502](tel:703-906-2502)

May 15 - PA posted 01/08

Nittany & Bald Eagle Railroad posted 01/08

Save the date. Requested/Waiting for approval- 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. EC Jamie Haislip Jamieh@haislipcorp.com [703-906-2502](tel:703-906-2502)

May 24 - 30 - NV/ID posted 01/29

Great Basin Tour

Save the dates Nevada Northern May 24th and 25th then Eastern Idaho at Idaho Falls May 27th thru 30th. Details upon insurance fulfillment ~ March 1st. EC Joe Schnyder schnyder6380@gmail.com

Jun 10 - 12 - MI posted 01/01

Great Lakes Central Railroad

Update 01/28 - 3-day, 234 mile trip in Michigan's lower peninsula has not yet been confirmed. No sign-ups at this time. Anticipating March announcement. EC Michael P. Ford mford@indy.rr.com [\(317\) 839-9320](tel:317-839-9320)

Jun 11 - OK posted 02/11

A-OK Railroad

Harrah, OK – The Oklahoma Railway Museum trip running from Harrah to Midwest City and back through Harrah to Shawnee, OK. Trip will be approximately 64 miles. Set on fee will be \$40.00. Details of the trip will be on the Musuem website. EC is Drake Rice, drake.rice@cox.net [405-478-3225](tel:405-478-3225).

Jun 11 - 12 - PA posted 01/08

North Shore RR/ Shamokin Valley RR

Save the date. Requested/Waiting for approval- Central PA Weekend - Ride over the 86 mile North Shore Railroad on Saturday. 50 mile Shamokin Valley Railroad on Sunday. EC Al Tyson [570-816-6375](tel:570-816-6375) pocono_railfan@yahoo.com

Jun 18 - 19 - NY posted 01/25 **FULL - Waiting list started**

Western New York and Pennsylvania RR

Ohio Valley Railcars excursion out of Olean NY. Saturday Keating Summit to Driftwood, about 110 miles. Sunday to Salamanca, about 70 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/>

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 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)

Aug 13 - 14 WV posted 02/10

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 02/11

NEREX Vermont Rail Systems Excursion

Save the dates - announcement shortly, NEREX plans to hold a VRS excursion, starting in White River Junction traveling to Newport, VT. The excursion will be approximately 200 RT miles. This will be a non-mentoring excursion. Details to follow.

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 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)

Oct 22 - 25 - AZ posted 01/29

Grand Canyon Railway

Save the dates 2 nights at Thunderbird lodge at the south rim. No Hy-rails Details first part of March. Joe Snyder

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](tel: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](tel:229-886-4707)

Feb 1, 2022 - Jan 31, 2023 - 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 at: <https://www.amadorcentralrailroad.com/> for information and times/dates on the work parties and runs.

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](tel: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

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. 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 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;

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TOY COLLECTION ON THE AMADOR CENTRAL

BY HARRY FISCHER



The Amador Central Railroad aka Recreational Railroad Coalition Historical Society (RRCHS) in Ione, CA hosted their annual Christmas toy drive on Saturday, December 4, 2021, with 14 motorcars participating in the event. The weather was somewhat foggy, very cool and damp in the morning hours, but steadily improved to overcast and slightly warmer throughout the day. Two 24-mile round trip runs were conducted safely and completed successfully. A motorcar decorating contest was held to add to the fun. The best decorated car received a prize

of a NARCOA lantern. The winning car was brought by owners Matt and Kristy Hall from Georgetown, CA. Matt and Kristy are newer motorcar operators, and they were thrilled to be a part of the run. Their car was decorated in the theme of The Grinch who Stole Christmas! The Hall's entry stole the hearts of the judges and easily won the prize.

Lunch was catered by Chuck and Marika Ratto. Their famous hot dogs on a steamed bun with chips and beverages made for a festive gathering with a campfire to keep warm. Chuck is Vice President and Marika is treasurer of the



RRCHS. This is a true 'family affair' on this historical railroad located in gold rush country in the foothills of the Sierra Nevada mountains close to California highway 49, named after the gold rush of 1849.

The run was hosted by Grant Vogel, President of the RRCHS, along with Pam Sharp, RRCHS Secretary who could not do enough to ensure we were all happy. There were many operators who brought guests with them as well to share in the spirit of the season. EC Carl Shellhorn and his assistant Mark Demler made sure operators and guests knew every foot of rail, providing information and operational aspects of the run. In addition, Mark serves on the Board of Directors for the RRCHS. For information click:

<https://www.amadorcentralrailroad.com/>



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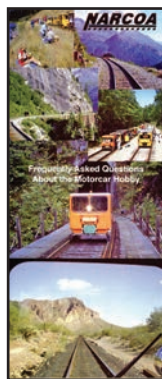


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