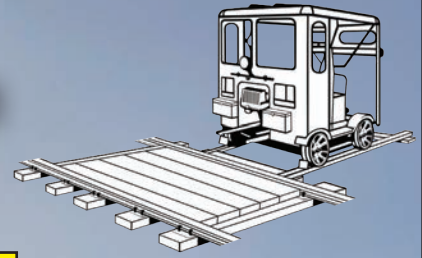


THE SETOFF



THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION
MAY / JUNE 2022 VOLUME 36 - No. 3

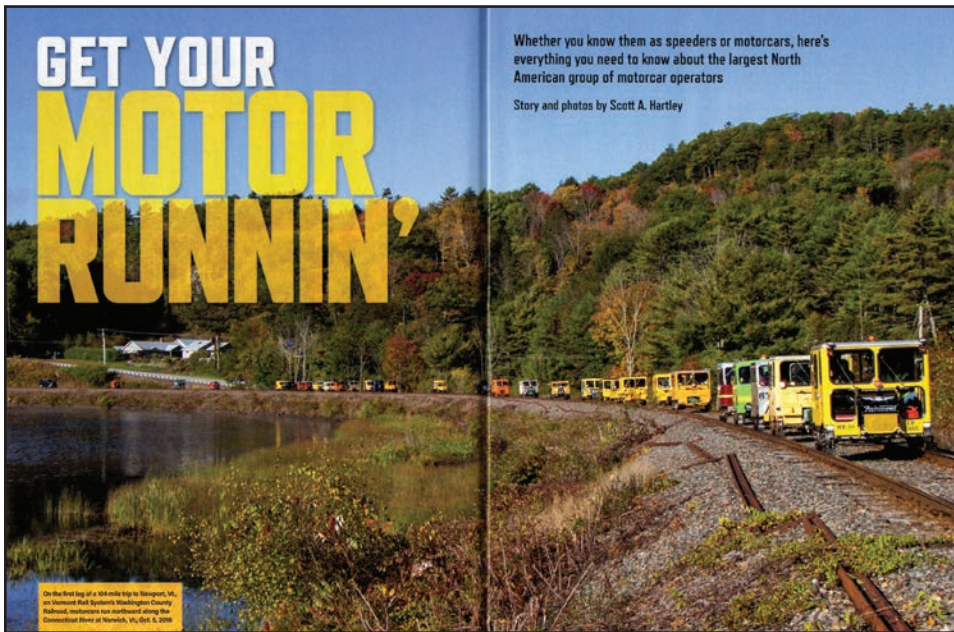


TEST AND TUNE IN PA
A TALE OF TWO SPRINGS
STOP WORRYING ABOUT STOPPING

NARCOA PUBLIC RELATIONS UPDATE

BY DAN PAGE

The loss of Bob Knight, former NARCOA President and Public Relations Chairman, in late 2020 created a hole in our hearts and the railcar hobby. Bob had worked tirelessly for several years to build awareness of NARCOA among potential new members and new host railroads. He quarterbacked an article in the Wall Street Journal that resulted in over 30 new members. Bob also began representing NARCOA annually at the American Short Line Railroad Association (ASLRRA). These efforts had two purposes: recruiting new members and opening new host railroads for excursions.



The board appointed me in early 2021 to continue the work Bob began. Outstanding work by NEREX resulted in an excellent article in the March 2021 issue of TRAINS magazine. A handout with reprints of both published articles was created for promotional use. As the pandemic began receding last summer, operations began returning to normal. And the first ASLRRA convention in 30 months took place in Phoenix in November of 2021. NARCOA was there!

NARCOA shared a booth with our insurance broker, United Shortlines Insurance Agency, at this convention. Unfortunately, not as many railroad personnel attended as we planned, but our participation provided a continuation of Bob Knight's earlier work.

NARCOA will be at the next annual ASLRRA convention on May 1-3 in St Louis. Wayne Parsons, and Bob Wonderling and I will crew the NARCOA exhibit. Bob is bringing his railcar to exhibit at the convention.



United Shortline Insurance Associate Danielle Hall Mitchell checked the NARCOA Booth at the ASLRRA Convention in Phoenix in November 2021.



On the member recruitment side, John Brown, Bob Wonderling and I will also be attending a railfan show in Indianapolis later in May. Indy Junction 2022 is a significant model railroad and railfan event where we will exhibit Bob's railcar and recruit new members for NARCOA. So, if you live in the area, stop by and say hello!

These efforts are essential to the future of NARCOA but are not inexpensive. Donations pay the costs. Gifts have come from NARCOA members, personal contributions from the NARCOA Board of Directors, as well as other leaders including Keith Knowlton of NEREX.

In addition, we are grateful to Dave Balestreri and Bill Andrews for the significant donations from the regional railcar clubs they lead, Motorcar Operators West and Pacific Railcar Operators. To help keep costs to our organization down PR event attendees pay their own travel expenses to attend.

If you would like to help with the public relations effort, please send your donation to the NARCOA Treasurer, Wayne Parsons, at 3161 Country Lane in Simi Valley, CA 93063. Thanks for supporting a bright future for NARCOA.

AREA DIRECTORS' UPDATES

AREA

ONE



TOM SOPCHAK

Hello, Area 1 Members!

I am excited to announce new members in Area 1. Please extend a warm welcome to Stefan Wuensch (Lynn, MA), Jeff Filios (North Adams, MA), Hayden Lamoureux (Concord, NH), John Arnold (Francis- town, NH), Collin Sulloway (Northfield, NH), Cliff Mills III (Northfield, NH), Scott

Blanchard (Northfield, VT). I am looking forward to meeting these new members at excursions and have reached out to them to extend help and a welcome.

Unfortunately, we also have to say goodbye to some folks, Francis Saunders Jr (Old Lyme, CT) and Janet Schwarz (Lewis-

Continued on Page 5

FROM THE EDITOR *ROBIN DOUGLAS*

Sometimes you see something that just makes so much sense it is impossible to ignore. A couple of weeks ago, on my first excursion this year, I spot Wayne Parsons with a 2X4 in his hands. He asks me if I want him to check my turntable clearance. Why yes; I want to know. He explains that he has taken a standard \$5 stud and ripped it to exactly 2 1/2 inches, the NARCOA standard clearance above the railhead. He inserts it under my car on top of the rails and there is a gap between my baseplate and his GO/ NO GO gauge. Too cool. I think every EC should carry one.



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THE SETOFF

VOLUME 36 No. 3

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

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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:

Wild weather in Warden, Washington brought a surprise spring snowfall to PRO motorcars on the Columbia Basin Railroad. Photo by Robin Douglas

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*Area Director's messages,
continued from page 3*

ton, Maine). Some of you may recall, Francis is retired from the Providence and Worcester Railroad (P&W). NEREX held the one and only excursion on the P&W in August 2016, the year prior to being sold to the G&W. Anyway, I suspect Francis will rejoin NARCOA at some point.

As I write this, the NEREX mentoring event is this coming weekend. Everyone in Area 1 is looking forward to it!

I'm an MT motorcar kind of person; meaning, I am used to having a transmission. I was surprised to find out that my transmission leaked oil. Well, it turns out I shouldn't have been surprised at all. In fact, it was a common practice, back in the day all vehicles "leaked" oil. If you have an MT motorcar look up at the bottom of the bell housing. You'll see a hole cast into the housing. This was placed there by Fairmont to allow any oil that might get in this cavity to "leak" or flow out of the bell housing on to the ground.

The hole was cast there to try to prevent oil (and anything else) from getting on the clutch disc, pressure plate and flywheel. Getting oil on the clutch disc is bad for a number of reasons: it can cause it to slip, it can cause it to grab erratically,

oil can form a glaze on your clutch disc, fly wheel, pressure plate. It's just a bad idea. Also, in this age of environmentalism, having a few drops of oil "leak" out of your motorcar onto the ground, well, it is not acceptable. You may also be sick of experiencing oil on the floor under your Fairmont motorcar.

At some point your clutch disk is going to wear out. You will have to pull, at the very least, your bell housing to replace your clutch disc. When you do that, I would suggest removing and sealing your transmission. There was an article published in the May/June 2000 issue of The SETOFF by Bud Stych. Here link to locate <https://narcoa.wildapricot.org/page-1806397> it on the NARCOA website on the Archives & Tech info tab.

I suggest reading that article. Although it was titled "MT19 Transmission Oil Leaks" it applies to all Fairmont motorcars with a 2-speed transmission. The article describes a way you might seal the transmission. It isn't a requirement that you seal your transmission, just a suggestion in case you are tired of the oil on your trailer floor, under your trailer, or in your garage.

Tom Sopchak

AREA FOUR



JIM HOPKINS

Greetings Area 4 and all NARCOA members. Spring is almost over, and Easter will be past us by the time you read this message. The excursion calendar is filling up at a rapid pace. I can't believe just how fast time goes as we get older.

I want to point out a couple of specific things that I want everyone to think about as we ride the rails this year. First is safety, we must all be vigilant as we ride, as we prepare our motorcars for trips, as we do our paperwork for the excursion and as we present ourselves to the public. People watch us as we do all the preparation and as we are operating. It is up to each of us to be aware of how the public and the railroad personnel see how we go about our hobby.

Second is the preparation of our motorcars. Make sure that your car is mechanically safe and is operated in a safe manner. Please go over your car before each excursion especially if you are using it frequently.

The rails can be rough, something working correctly last weekend might not do so well tomorrow. Even small things can sometimes stop us in our tracks, pun intended.

Safety and awareness are the responsibility of all operators and passengers.

Jim Hopkins

AREA

FIVE



BILL DELMAR

Area Five is pleased to welcome three new members: Richard Spearman (Lavonia, Ga), Leslie Rose (Pompano Beach, Fla) and Chris Parrott (Tifton, Ga). Al Garren, a new member recognized in the last issue, was mentored on an unusually cold run on March 12th. Several more members plan to be mentored on runs on April 23-24.

There are upcoming runs in Alabama and Georgia, plus an excursion on track new to NARCOA in Vicksburg, Mississippi on June 25th. Come join us.

Bill Delmar

PS: We rarely have hand cars on excursions, but I think you'll find this website interesting:

<http://www.railroadhandcar.com/history/handcar-photos.php>

AREA

SEVEN



CARL SCHNEIDER

The ride season for the First Iowa Division is coming fast. As I'm writing this, the first excursion is less than two weeks away and it's snowing in Iowa. That isn't a good sign because snow and motorcars don't mix well.

By now, I hope most of you have done your safety inspections and gotten your motorcars ready for that first trip down the rails. Be sure to inspect your cars thoroughly so there are no surprises when you reach the set on location. Don't wait until you get to the excursion to make that first attempt to get the engine running. Make sure it runs before leaving home.

There has been much discussion about turntables and the suggestion of adding warning lights and moving the main turntable power switch to a location where it can't be accidentally bumped. While these are not required, they are strongly recommended for the safe operation while going

down the tracks. It's nearly impossible to hear an audible alarm if the turntable begins to drop when moving or when wearing hearing protection so the light is your best defense to avoid disaster.

The First Iowa Division has begun a preregistration and prepayment system this year which we hope will speed up ride day preparations and make things easier for the EC's. There is a preregistration form on the FID website ride schedule page that must be filled out and returned prior to the excursions. Please use this to register so the EC's will be able to make excursion plans.

Carl Schneider

AREA

EIGHT



LORNA KINGSLAND

Greeting to all Canadian and International Area 8 Members. Things have eased up somewhat with the pandemic, despite the sixth wave which is presently evident in Ontario and other parts of Canada. The weather is slowly improving as is the prospect of motorcar

trips finally happening in Canada in 2022.

We welcome our newest member, Dave Gorelle from Belfountain, Ontario. We also welcome Terry Cord from Dundas, Ontario. Terry met up with past Area 8 Director John Brown to look at John's motorcar as a potential purchase in 2021. John pointed out to Terry that his motorcar would not be very comfortable for Terry who is much taller than John. Terry was able to purchase a more suitable motorcar from Daniel Phipps from Moorpark, California. Shortly after the purchase Terry, was able to get the motorcar transported and stored by a friend to Scottsdale, Arizona, until the USA border relaxed the Covid-19 travel bans. Terry and his wife Irene went down to Scottsdale in November 2021 and travelled back to home Dundas with the motorcar in tow. Terry is looking forward to participating in some US and hopefully Canadian motorcar trips in 2022 as he navigates his way to being mentored.

As we dust off our motorcars and start operating on the rails in 2022, let me remind you all the importance of safety in the operation of our motorcars and in the mechanical safety of all equipment on our motorcar. Please go over everything on your motorcar to ensure that

everything is in proper operating condition. I know that is hard to do when you do not have a test track to run it on. Even in your garage or driveway just start it up to ensure the battery is good, charging system is effective and all your running lights and brake lights work properly. We will have to also be especially diligent out there on the rails, since in Canada we have not been operating for three years now. There are many excellent videos on YouTube showing the safe and proficient operation of motorcars. Each trip can vary depending on the weather and we should be prepared to drive and stop in accordance with the conditions, as well as dealing with vehicles at road crossings that may not be patient with our slow-moving convoy of motorcars. We must be prepared for anything. This would also be a good time to review your Rule Book in preparation for upcoming trips.

Please remember we are responsible for the safety of our motorcars, and also instructing any passenger riding in our motorcar of all the safety aspects to be watching out for. Show the passenger how to apply the brakes and turn off the ignition in case a situation arises when they need to do that. Another factor to consider, is to ensure the operator of the motorcar has a clear view out the

windshield and no passenger is blocking their view. Some of our newer operators will be relying on our more experienced operators to share their knowledge and experience to make this a safe and enjoyable hobby. Looking forward to seeing you on the rails.

Lorna Kingsland

AREA NINE



LELAND STEWART

Greetings Area 9. The 2022 motorcar season is off to a good start with several runs in the books already. Railroad partners, Inc. ran the Border Pacific RR in March with good participation and great weather. This run was followed in April with the annual Bluebonnet Run out of Llano, TX. Although the dry winter stunted the bluebonnets somewhat, the excursion was still blessed with good scenery and nice spring weather.

By the time this goes to print, Drake Rice and the Oklahoma Railway Museum will have completed the 2-day run on the

FarmRail RR which is always an enjoyable excursion. The ORM will be hosting a run on the A-OK RR on June 6 near Oklahoma City.

Our folks in Colorado with the Rocky Mountain Division are putting together their summer itinerary with the Durango & Silverton Narrow Gauge RR and Cumbres & Toltec RR run set for May 23 -30 and a run midsummer on the Leadville line with a date to be set soon.

I would like to welcome our newest members to NARCOA and Area 9: Michael Gold of Bastrop, TX, Jerry Putter of Wellington, KS, and Steve Foust of Choctaw, OK. Also, Area 9 would like to welcome John Monhoff of Livingston, TX who recently moved to Texas from California.

On the NARCOA front, there has been a great response to membership and insurance renewals which helps to keep us viable and insurance costs down. In the coming months you will see and hear about an increased emphasis on mentoring and operator training in general. Bill Andrews and his mentoring team have made some amendments and enhancements to our mentoring process with a greater focus on instructions to new operators covering all facets of operation and mechanical inspections.

Another subject that mer-

its attention, is that turntables continue to be a source of incidents with potentially serious outcomes. As you all have read recently, NARCOA is strongly recommending certain changes to turntable equipped motorcars, especially the addition of visual indicators supplementing the required audio warning device. In addition, a remote power switch, with status indicator, provides an extra layer of safety in preventing un-commanded movement of the turntable base plate. I urge all of you who have motorcars with turntables to follow and apply the recommendations published in The SETOFF as soon as possible.

See you on the rails.

Leland Stewart

AREA TEN



BILL ANDREWS

Motorcar operators love this time of year! We're back on the rail!! Months of preparation attending to motorcar and operator maintenance are fi-

nally going to result in another season of rail adventure.

Our Northwest membership is growing significantly; I am pleased to welcome six new Oregon -- and PRO-- members in my part of the state: Ray Van Couvering, Tom Carmichael, Byron Frenzel, Mark Bess, Paul Stenoien, and Ben Ritter. From Wyoming, Doug Youngfield joins us. Glad to have you all aboard; I know some of you have or are working on motorcars. Please get in touch with me for mentoring procedures and opportunities.

More on mentoring, the NARCOA Board of Directors is constantly focusing on safety; we don't need any more rules--let's just observe the great safety procedures we have in place. As Mentoring and EC Operations Chair, my committee and Task Force spent part of the winter strengthening our Operator Mentoring process. PLEASE download the up-dated process with the checklist at:

<https://www.narcoa.org/docs.htm> and follow it closely. The process is comprehensive, necessitating the highly recommended 4 to 5-hour time schedule. If we lose our railroad operating privileges, it likely will be because of safety violations. Don't be the operator who makes this happen!

As operators, we spend time and energy on motorcar maintenance; so let's not overlook *operator* maintenance. Take time to review Operations procedures; come up with a plan to inform your passengers of their responsibilities in watching the track for obstructions, stopping motorcars ahead, sudden hazards -- deer, dogs, etc., farm machinery approaching thru the brush. All eyes in that motorcar should be on the track ahead and behind. Review the rules, remembering that not adhering to the Vehicle Inspection Checklist is a serious violation. You are responsible for the condition of your motorcar as detailed on the inspection form.

PRO Excursions are coming right along-- just finished one in spring snow today! Motorcar Operators are more diligent than mailmen -- neither rain nor snow nor sleet shall keep us from our appointed duties on the track! As always, check the PRO website for run status, contact me or PRO EC's with any questions.

Enjoy the ride!

Bill Andrews

AREA ELEVEN



STEVE PALUSO

First of all, I would like to welcome 5 new members to Area 11. They are Peter Trembush, Alina Trembush, Dick Dorn, Kyle Cascadden, and Benton Hembree.

On a very serious note, I would like to talk about turntable safety. NARCOA has rules in place about turntable safety. Rule 2.13 specifies turntable requirements which have been in place for many, many years. As a NARCOA operator it is your responsibility to read, understand and follow this rule. Also, in the Dec/Jan 2021 and March/April 2022 SETOFF, NARCOA presented some highly recommended safety upgrades to make to your turntable. These recommended safety upgrades are simple to do and could make all the difference in helping to prevent accidents. I can't stress enough how important it is to follow Rule 2.13 and make these safety upgrades. If anyone has any questions or needs any help on the NARCOA turntable rules or the recommended safety upgrades, please contact me.

It is also the responsibility of each NARCOA operator to thoroughly inspect your car before each run. This means really looking at each item on the vehicle inspection form before each run. You must be able to truly certify that your car meets the safety requirements of each item on that vehicle inspection form. Remember your signature is certifying this. Too many operators just check off the boxes on the inspection form without even looking at their motorcar. It is a rule violation to knowingly falsify this vehicle inspection form. NARCOA has many safety procedures in place, but they don't work if operators do not follow them.

“If you see something, say something” is what our Judicial Policy states multiple times. This means speaking up to an operator about any safety issues you think may cause a problem. If you don't feel that the operator is addressing what you say seriously, it is your responsibility to say something to the Excursion Coordinator. We all want to have a good time and enjoy the run and each other's company. I know it may be uncomfortable to say something to the Excursion Coordinator if there is a safety issue that you are concerned about, but it is extremely important for everyone's safety.

Steve Paluso

SAFETY



RICH GUNN

Lots of times we like to think of operating our motorcar as similar to taking a pleasant walk in the park. It should be that. But in order for that to happen we need to follow some basic guidelines.

-Prior to getting to seton you should make sure that you are properly rested and alert.

-Make sure that you did a thorough safety inspection of your car and that everything is in proper working order. Go through the safety inspection checklist and spend some time carefully inspecting and/or testing each of the things you are checking off.

-Are the brakes really adjusted as they should be, or are you thinking that was the case last time so they must still be okay? Take the time to actually inspect them. Set the brakes and lean on the back of your car. Does it move? If it does, you need to adjust the brakes.

-Check your lights. Are your headlights and taillights work-

ing on both sides of the car in case you must make a reverse movement?

- Make sure the base plate of the turntable is at least 2 ½ inches above the railhead. When did you last check the height of your turntable when it's raised? It is much easier to do this in your driveway than at seton in the ballast. Make sure that your alarm works. Is it gummed up and difficult to actuate? Can you clearly hear it with headphones, ear plugs and the engine running? Try it in your driveway. If you can't hear the alarm clearly, it's time to install a louder one.

-Will you be carrying passengers on this excursion? If so, you need to instruct them in basic safety things such as keeping hands and feet inside the motorcar, wearing proper clothing including ankle high boots, long pants, and a safety vest. Make sure that your passengers know how to stop the

motorcar should you become incapacitated. Make certain they are willing to be extra eyes and ears to keep you aware of hazards, traffic, pedestrians, and other things you may miss. Their awareness will make your excursion safer.

I hope that you have a mobile radio in your car. Don't be afraid to use it to announce anything that should be important to the other participants, like hazards or traffic issues. If you must stop for any reason, make sure that flags are used and that you announce on the radio that you are stopping and where you are.

If you use your head and make these safety thoughts part of your normal practice, the run will be safe and enjoyable to all.

"Let's go have a good time for a long time."

Rich



NARCOA MOVES FORWARD ELECTRONIC VOTING HAS BEGUN

NARCOA members elect Area Directors every year. Directors in odd-numbered Areas are elected in even-numbered years and Directors in even numbered Areas are elected in odd-numbered years. This year we elect Directors in odd-numbered Areas.

In previous years, a paper ballot system was used that involved printing, postage and lots of time and money.

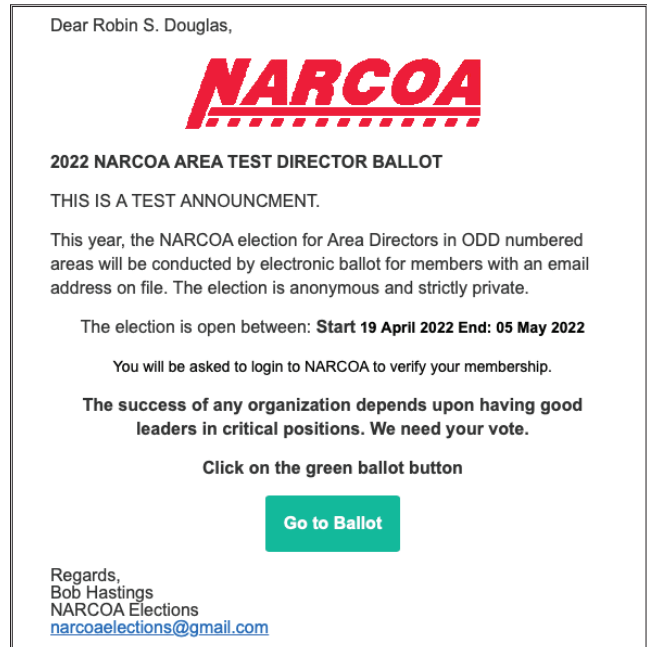
The first NARCOA electronic election for Area Directors began this year. All voting members in odd-numbered Areas who have email addresses in the NARCOA Electronic Database (NED) will vote by electronic ballot this year. The election runs from April 1st through July 15th.

On April 1st, as the Election Chair, I sent an email to every voter in odd Areas. This email was labeled '2022 NARCOA AREA DIRECTOR BALLOT' and contained a link to an electronic ballot. This electronic ballot is unique to each voter and is completely anonymous. Security features prevent a person from voting more than once. No one, including the Election Chair, can view any individual's vote, nor can ballots be changed by anyone once the ballot is submitted. The votes are tabulated electronically by the system.

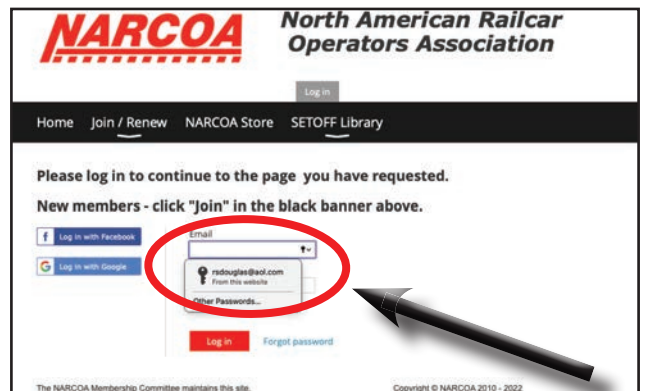
Voting members who did not have an email address recorded in NED on April 1st will receive a printed ballot as in past years. The printed ballots will be delivered by postal mail and the completed ballots must be returned by July 15th.

The advantages of the electronic election process are rapid distribution of ballots, increased security, voter anonymity, as well as automatic vote validation and tabulation. Significantly,

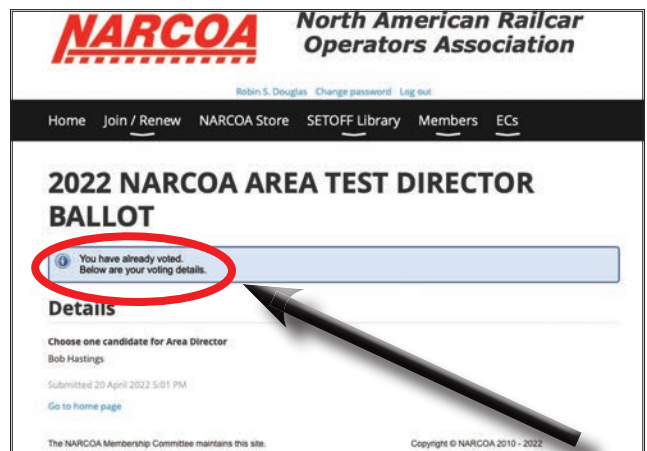
NOTE: This article was written by Bob Hastings. He set up a separate, mock, test election so the screenshots in this article could be generated. Ed.



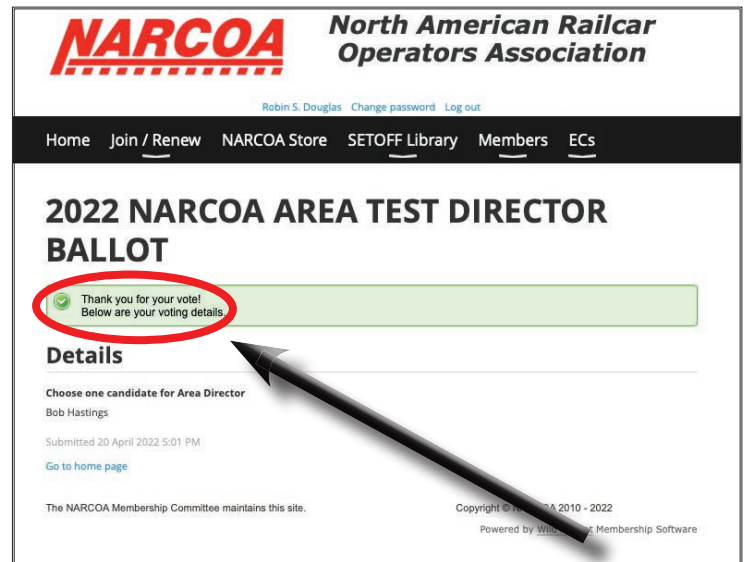
Example of email announcement.



Your NARCOA password is required to log in.



The Editor's failed attempt to vote twice.



Once submitted, you will see confirmation of your vote.

*The ballot (at left) shows the candidate(s) in your Area only and allows you to make your selection or even add a write-in candidate. You can alter your selection until you click the **SUBMIT** button.*

the move to electronic voting ends the cost and labor needed to prepare, print, mail, and tabulate paper ballots. The annual savings of several hundred dollars will help keep the cost of NARCOA membership manageable.

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. Please vote.

ELECTION IN 2022

- Area 1 - CT, MA, ME, NH, NY, RI, VT
- Area 3 - IN, MI, OH
- Area 5 - AL, GA, FL, MS, LA
- Area 7 - IA, NE, ND, SD
- Area 9 - CO, KS, MO, OK, TX, NM, UT
- Area 11 - AZ, CA, HI, NV

ELECTION IN 2023

- Area 2 - (DE, MD, NJ, PA
- Area 4 - AR, DC, KY, NC, SC, TN, VA, WV
- Area 6 - IL, MN, WI
- Area 8 - Canada & International
- Area 10 - AK, ID, MT, OR, WA, WY

Send me comments on the entire process. This is the first time that we have had an electronic election and I would like your opinion.

Bob Hastings

NARCOA Elections Chair

narcoaelections@gmail.com

MEMBER INSURANCE POLICY

BY WAYNE PARSONS - INSURANCE ADMINISTRATOR



NARCOA Liability Insurance is actually two policies: an Association policy and a Member policy. Most NARCOA sanctioned events use the *Association* policy. The *Member* policy offers coverage for the smaller events including inspection runs, work parties, and rides for the public. Member coverage is \$1 million per occurrence or \$2 million aggregate; Association coverage is \$10 million per occurrence or \$20 million aggregate. Inspection runs, work parties, and rides for the public can be done under either the Association or Member coverage. However, Member coverage is the quickest, and easiest to setup. Plus, it is free. Inspection rides have a minimum of 1 and a maximum of three cars; work parties and rides for the public have a minimum of 3 cars and a maximum of ten cars.

The Member policy is easy to arrange. A qualified Excursion Coordinator fills out the Member Insurance Activation Form (last page of the NARCOA Operations manual); and forwards it to the Area Insurance Representative. It's free. No affiliate is required, just a qualified EC.

Work party on the CalWestern RR was insured by the NARCOA Member Policy.

It does not require the signature of the railroad person giving permission, it only requires that the person be named on the form, so a verbal agreement works. No \$75 payment to the insurance program (for a Certificate of Insurance) is needed for Member policy events.

The details are on page 3 and page 18 of the NARCOA Operations Manual (see the website).

<https://www.narcoa.org/docs/governance/opsmanualV8.3.pdf>

Here are the basics:

- All operators must be NARCOA insured.
- The qualified EC must be present at all times.
- NARCOA Release waiver forms must be signed by all participants (one form for all riders in each car) and retained by the EC.
- A safety meeting must be held prior to departure with everyone attending.
- Limit of one NARCOA group per Railroad per day.
- The current NARCOA Rulebook is in effect.



The EC must send the Member Insurance Activation Form (page 18 of the ops manual) to the Area Insurance Representative prior to the event. This should be done about 4 weeks ahead so that the sanctioned event can be publicized. The Area Insurance Representative will send a notice to the Area Director.

There is no charging for Member events. Neither the EC, the Affiliate, nor the railroad can charge money for a Member event. If there are fees, the Association Policy must be used and a \$75 Certificate of Insurance fee must be paid.

Excursion Coordinators should contact the insurance representative for the state where the event is to be held with any questions.

Alaska, Idaho, Kansas, Montana, Oklahoma, Oregon, Texas, Washington, Wyoming,

Nancy Andrews 191 Azalea Drive, Grants Pass, OR 97526-7292 Phone: (541) 295-5635

Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee.

Tom Falicon 1227 Sawmill Creek Road, Bryson City, NC 28713 Phone: (828) 736-4777

Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, Ohio, Wisconsin, and Canada (all Provinces).

Mike Ford 7712 Carpenter Court, Plainfield, IN 46168 Phone: (317) 839-9320

Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, and West Virginia.

John Gonder 415 Levine Lane, Ruffs Dale, PA 15679 Phone: (724) 244-7538

Arizona, California, Colorado, Hawaii, Nevada, New Mexico, and Utah.

Doug Stivers 1544 Fuchsia Drive, San Jose, CA 95125 Phone: (408) 269-5547

Electronic COP and related COI. Affiliate insurance renewals. narcoatrea@gmail.com

Wayne Parsons, 3161 Country Lane, Simi Valley, CA 93063 Phone: (818) 631-4805

Weed abatement to reduce fire risks on the CWR.



TEST AND TUNE IN PENNSYLVANIA

NORTHERN CENTRAL RAILCAR ASSOCIATION

BY AARON MANSUR

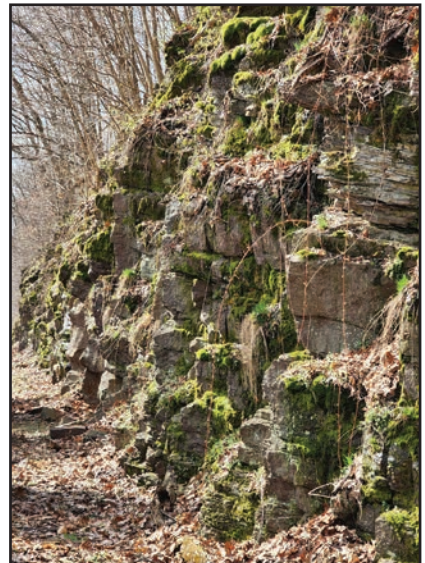
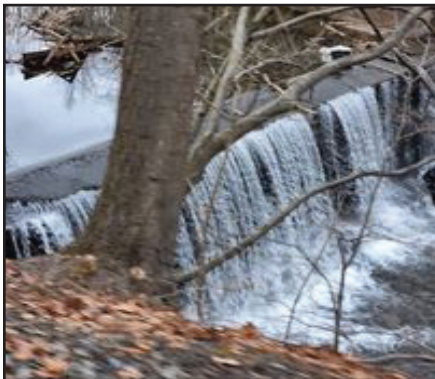
Our first run for the season brought us to the Colebrookdale Railroad on March 26, 2022, in Boyertown, Pennsylvania. A total of 16 cars had registered with NCRA to run this test and tune excursion. This group had a couple of new operators in need of mentoring. Under the guidance of EC's Gary Shrey and Jamie Haslip, they listened while the EC's explained and taught, then safety checked the operators and their motorcars. Mentoring continued when the EC's rode along for 18 miles.



This was the first time my wife Jessica and I had the opportunity to ride on these rails. A friend of ours, Allan Young, had never seen a motorcar and expressed interest in going on an excursion. We figured there's no better way to show, teach and meet new people than on a Test and Tune ride. Allan checked out our MT14 and I gave him some safety details and set-on information. After seton was finished, a safety meeting was held for all participants where special instructions and liability releases were reviewed.

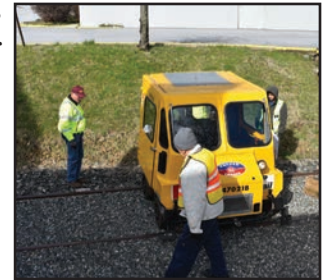


We departed from Boyertown on our 9-mile trip out to Pottstown, Pennsylvania. Allan helped by holding out the flag to alert the car behind us of approaching crossings. As we roll down the track, one can't help but notice all of treasures to the side of us. Rock cuts, water towers, and river dams are just a few.





Before long we have reached the Pottstown Station. Colebrookdale Railroad had coffee and donuts waiting for their motorcar guests. After our morning snack, Colebrookdale Railroad gave us a quick tour of the open station so all of us could check out their 7-year project. The woodwork is stunning, and the lighting just adds to the atmosphere of the interior. Our hosts showed us their equipment and described the surrounding area for our lunch stop needs. I took some photos of the motorcar line up from the platform and just watched how everyone was having a great time. We were ready for our return trip back to Boyertown.



After lunch, we took another ride out. This time we stopped at the engine house to look at the former Rio Grande Scenic locomotive project. We departed the engine house back to Boyertown for the end of the day. It was a fantastic run for all, and memories were made once again.



Thank you to Gary Shrey and his team for setting up the run. I am certain we will be back next year.

There were a couple of breakdowns along the way, but it was not a problem; this is called a “Test and Tune” for a reason. I encourage all of you to take every opportunity, like this ride, to shake out the bugs from your motorcars.



Photos by Jessica and Aaron Mansur

FAIRMONT MOTORCAR BRAKES AND BRAKE ASSEMBLIES

BY PERRY R. FRYE

Proper functioning brakes and brake assemblies are paramount to safe operation of our motorcars. When we need to occasionally adjust the brakes, this presents a good opportunity to assess the conditions of the brakes, and the brake rigging. Brake components on motorcars are recipients of many corrosive and abrasive

The goals of rebuilding brake assemblies should be that all components operate freely, brake liners and blocks are still within useful life, and once the jam nuts are loosened, yoke and eye bolts should turn in and out of the toggle arms without the use of tools. Motorcars that are frequently operated and stored inside usually have brake riggings that are fairly easy to disassemble.



This brake block and liner have reached the end of their useful life and should be replaced

compounds due to their proximity to the wheels and rail. Water, dirt, grit, steel flakes from rail and wheels, and even weeds and sticks all work to degrade and corrode brake components. Normal brake wear also enters the equation. And rust (the formation of ferrous oxides) can impart tremendous forces in confined spaces making disassembly more difficult. My goal is to share some of my experiences with M9, M-14 and M-19 brake assemblies. Much of this information applies to other models as well.

I remember the first time I needed to adjust the brakes on my M-19 after a total tear down and rebuild only three years prior. While loosening the jam nut against the toggle arm, and pulling the toggle link pin, I couldn't imagine that there was so much corrosion that I could not remove the yoke from the toggle arm by hand. After some application of WD-40, it finally came loose. From that point forward, I have routinely used thread lubricant on reassembly of yokes and eye bolts into the toggle arms.

A best practice is to snap a picture before disassembly of the brake riggings to assure correct reassembly. If a brake assembly is significantly corroded and rehabilitation is needed, I have found it easiest to remove the entire assembly by pulling the cotter pins from the front and rear pivot studs, and the cotter pin from the upper toggle link pin. Once the rigging is removed, apply liberal amounts of your favorite penetrating oil to threads and joints. Most parts should



An example of a heavily corroded Fairmont M-19 brake assembly in need of rehabilitation

disassemble within a few hours. Care should be taken when loosening the jam nuts on the assembly as they are narrow and can easily be stripped if the end wrench is not engaged correctly. Heavy corrosion makes this process more difficult.

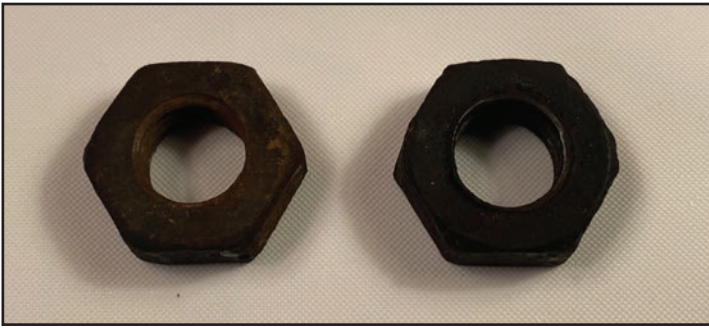


The primary components of a Fairmont brake assembly

Once the brake rigging is removed, this is a good time to inspect the pivot studs for any fractures, and also checking that the hex half nut is tight, keeping the pivot stud snug to the motorcar frame member on reassembly. Begin by rigorous steel wire buffing of the neck of the pivot stud. Use a magnifier and inspect this area for hairline fractures. If found, replace the pivot stud. I once fractured a pivot stud on a motorcar run back in the 1990's. It was as if I had lost about 70% of total braking on my next brake

application. Not only did I lose braking ability, but the motorcar attempted to "bind" between the rails while braking...a very uneasy feeling. Unfortunately, it was time for the tow bar.

At this point, it should be noted that pivot studs are manufactured with United States Standard (USS) course threads designated as 1/2" X 13 TPI (Threads Per Inch), while the toggle arm, yoke and eye bolt that are a 1/2" X 12 TPI. Original Fairmont jam and half nuts in these thread patterns were both able to be tightened



These two original Fairmont nuts taken from brake assemblies appear the same, and require a 13/16" end wrench, but each has different thread patterns.

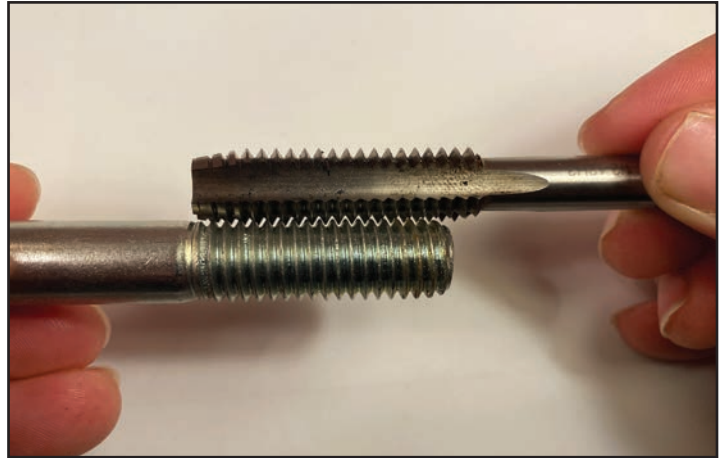
by a 13/16" end wrench. These nuts appear identical yet have different thread patterns. Referring to Fairmont Bulletin 415, section 4-42 for M-19 Series E Inspection Cars, Fairmont listed the 13 TPI half nut as Hex Half Nut 1/2", part number M2737. The 12 TPI jam nut for the same model is listed as Jam Nut 1/2"-12 thds, part number F2702. However, modern 1/2" X 13 TPI hex half nuts are tightened with a 3/4"



Above, a Fairmont yoke and eye bolt with original 12 TPI jam nuts, and below a NOS pivot stud with a modern 13 TPI half nut

end wrench, rather than 13/16" wrench. These USS course thread half nuts for use on the pivot studs are readily available at most hardware stores. Rather than placing loosened nuts in a box, it is a judicious practice to reattach these nuts to the corresponding parts after disassem-

bly as original Fairmont jam and half nuts of both thread patterns are very similar in appearance. New 12 TPI jam nuts used on Fairmont motorcars are not widely available. Unintentional cross threading of these nuts could ruin valuable brake components. Exactly why Fairmont chose to use different 1/2" thread types on brake systems may be lost to history.



A 1/2" USS 13 TPI "course" cap screw laid against a 12 TPI tap demonstrates the differences in the two thread types present on Fairmont brake riggings

As built and assembled, the toggle arms could not physically separate from either the eye bolt or the yoke. However, the jam nut tightens (or jams) these components together, to reduce thread wear caused by regular compression and tension actions associated with brake application. Yoke-to-toggle arm assemblies are typically in the rear on both sides of the car and eye bolt-to-toggle arm assemblies are forward.

For older motorcars that have not been operated for a long time and have high levels of corrosion, total disassembly of brake riggings can be much more challenging. At this point, a bench vice is valuable for supporting the brake assembly. Brake hanger pins normally come out the block/brake liner assembly easily, after removal of the cotter pin. However, if warranted, I use a brass punch to remove the hanger pin to avoid damage to the pin itself. Make sure to recover the hanger pin spring as well and replace if needed. If initially unsuccessful in loosening

the jam nuts, use a steel wire brush or wheel, and moderately brush all the exposed thread areas. Apply penetrating oil and wait for a few hours, then try the end wrench again. (Everyone has their favorites, but I have not observed significant differences in penetrating oils).

If disassembly is still unsuccessful on a few parts, I usually go to torch heat (I prefer oxy-acetylene). Keep cans of penetrating oils at a safe distance when using torch heat. Using torch heat to work corroded parts loose is more art than process, and patience is required. Learning comes with experience and time. I normally heat the jam nuts to light red and then allow them to naturally cool. The heat helps to remove water and any organics, and to degrade some of the corrosion substances allowing more space between threads. Because of the expansion of steel with heat application (approximately 0.07%/100°F and the rate increases with additional heat) followed by contraction during cooling, corrosion substrates are disturbed, realigned, and “crushed” allowing more room between the corroded components. Torch heat is also very valuable when removing cotter pins. Keep high heat away from bare threads as much as possible. After cooling is complete, try the penetrating oil and wrench again. A second and third heating may be required but eventually, even the hard cases will break free. Above all else, avoid removing jam nuts when hot. It is possible to “skid” jam nut threads if removed when too hot, ruining the nut and possibly other components. Also, some brake riggings utilize aluminum toggle links versus steel, and torch heat must be used with extra care around any aluminum part.

If the yoke and/or eye bolt are rusted tight to the toggle arm, it is good to know that the threads extend into the toggle arm for approximately 5/8” to 3/4”. The outer surface of this area should be heated as appropriate. Once dis-

assembled, I also inspect and “chase” all threads with the appropriate tap/die.

With a complete rehabilitation, I typically sandblast all steel brake components, except brake liners, blocks, and threaded areas. Immediately after sandblasting metal parts, I will brush on a coat of red oxide primer, followed later by a brush applied second coat of chosen color, and a third sprayed coat. I typically only paint exposed threads with one or two coats of light spray, so as to not gum threads. I prefer oil-based paints if available. There are many good paint protocols, but this is what I have found to be successful for long term corrosion prevention.

At this point, reassembly should be straight forward. I believe cotter pins should be replaced on every rebuild and most Fairmont motorcars utilize a standard 3/16” X 1” cotter pin. Be aware that using cotter pins longer than 1” risks unintentional shunting of rails through the braking system and wheels when brakes are applied. The final step in the process is to adjust the brakes as appropriate, tighten jam nuts against the toggle arms, and visually inspect the finished brake assemblies, making sure all cotter pins are inserted and spread as appropriate.



A nearly complete brake rehabilitation. These brakes will not only work well and are ready to bring your ride safely to a stop, but also look great when finished.

HOW DID YOU GET INTO THE HOBBY? BY DOMINIQUE HALLER

It all started when my husband and I rode a track car at the Osceola Train Depot in Osceola, Wisconsin back in 2017. My husband fell in love. A few years passed and we were able to ride another motorcar in Rollag, Minnesota at the Western Minnesota Steam Threshers Reunion in 2021. He was like a little kid in a candy store. He said they always looked “fun” but didn’t think it would ever become a reality. Challenge accepted!



I found a Woodings for sale all the way down in Arizona. Lucky for me, my dad and brother live in Arizona! I asked my dad if he would be able to go look at it and if it was in decent condition, buy it for me; I would pay him back,

of course. He called me to break the news it had already been purchased and I was bummed! Turns out - HE bought it. He also fell in love with it and said if I didn’t want it, he would keep it. I decided it would be a great fit for our family. I had to keep it in Arizona from when I purchased it in September 2021 until the end of December 2021 when I convinced my husband I wanted to go to Arizona for Christmas break. He was shocked to say the least!



We are bringing her home to Minnesota in a few weeks. I have already met so many helpful fellow motorcar owners and we cannot wait to get on some expeditions this summer!

Tom, Dominique, Rylie & Aden Haller



NARCOA EXCURSIONS

AS OF APRIL 18, 2022



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

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 Affilliate. Details: <https://www.narcoa.org/excursions/info/2022/AutaugaAPR.pdf> EC's Chris Thompson (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

May 14 - IN posted 03/11

French Lick Scenic Railway

Great Lakes Railcars 50 mile round trip from French Lick to Jasper. Fee \$70. For details contact EC Andy Sargent at [812-525-4856](tel:812-525-4856) or via email to: andysargent4010@hotmail.com Registration info sent upon request. Registration material must be completed and returned by May 6th, no exceptions. Seat Belts are required!!

May 14 - IA posted 03/29

Midwest Electric Railroad

First Iowa Division - Mt. Pleasant, IA. We will ride the trolley line loop several times during the day. Round trip mileage is approximately 1 mile. Cost is \$30. EC Carl Schneider Details <http://www.firstiowadivision.com/ride-schedule.asp>

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

May 23 - 30 - CO/NM posted 03/21

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

The Rocky Mountain Division 396 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/>

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

MOW Great Basin Tour

Starting at East Ely, Nevada on Tuesday May 24, 2022, and Wednesday May 25, 2022. Set on at 10am and run to Ruth and back to the north end of track and return to East Ely. We will do it again on Wednesday and set off in the afternoon. Travel day Thursday May 26, 2022, and then start setting cars on Friday May 27, 2022, at noon and try to have all on by 3:30 pm. Saturday May 28, 2022, run the Yellowstone branch 51 miles to Ashton and return to Idaho falls. Sunday May 29, 2022 run the East Belt subdivision to Newdale 38 miles and return to Idaho Falls. Monday May 30, 2022, run to Menan and return 34 miles roundtrip and have an early afternoon set off. Cost will be \$100 for Nevada Northern and \$320 for Eastern Idaho.

EC Joe Schnyder schnyder6380@gmail.com

<https://www.mow-online.org/>

May 27 & 28 - ND posted 02/27

Red River Valley & Western Railroad

First Iowa Division is hosting a 2-day ride at LaMoure, ND. We will ride the line from LaMoure to Edgeley, ND on Friday and to Milnor and back on Saturday. Total mileage is approximately 146 miles. Cost is \$80. EC is Dave Voeltz dvoeltz@pie.midco.net. Details <http://www.firstiowadivision.com/ride-schedule.asp>

May 29 & 30 - SD posted 03/16

Dakota, Missouri Valley & Western Railroad

First Iowa Division is hosting a 2-day ride at Britton,

SD. We will ride the line to near Aberdeen and then to Geneseo, ND on Saturday and to Geneseo and back to Britton 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>

Jun 6 - 10 - MT posted 04/18

Central Montana and Mission Mountain Railroads

Join us on the Prairie to Pines excursion. Approx. 180 run miles. There is a 20-car minimum and a 35-car maximum for this run. Run Fee is \$295.00. EC's Bryan Adams and Peter Wolfgram. Cost is \$295. Details at: <http://www.pro-online.org/montana-excursion.html>

Jun 10 - 12 - MI posted 01/01 **FULL Waiting list started**

Great Lakes Central Railroad 3-day, 234-mile excursion in Michigan's lower peninsula. We will ride the line between Cadillac, Petoskey & Traverse City. Excursion fee is \$625 EC Michael P. Ford mford@indy.rr.com (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.

Jun 11 - 12 - PA posted 01/08

North Shore RR/ Shamokin Valley RR

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 12 - WA posted 03/12

Pend Oreille Valley Railroad

Pacific Railcar Operators run from Newport to Cusick and return. 82 total miles for the day. Run fee \$135.00 16 cars min. EC is Roger Farrel, [509-334-7999](tel:509-334-7999). <https://www.pro-online.org/pend-orville-valley-railroad.html>

Jun 16 - 19 - WA posted 03/24

Palouse River and Coulee City Railroad

Pacific Railcar Operators run across the Palouse

country from Colfax to Hooper and Thornton, 210 miles total. Run fee is \$165.00. 16 cars minimum. Mentoring available with EC approval. EC is Roger Farrel, [509-334-7999](tel:509-334-7999). Details at:

<https://www.pro-online.org/colfax-wa-run.html>

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/>

Jun 11 - 12 - PA posted 04/18

Steamtown National Historic Site

New Jersey Trackcar Excursions (NJTE) will be guests of Steamtown National Historic site in Scranton with our cars representing NARCOA and you, about our hobby, and operating on their yard tracks at their Railfest 2022. EC's David Sigafoose [732-618-4286](tel:732-618-4286) and Ken Ciparis [908-625-6282](tel:908-625-6282) 12 car limit and no cost for this event. Details <http://www.njtrackcars.org/>

Jun 18 & 19 - MN posted 02/27

Ellis & Eastern Railroad

First Iowa Division is hosting a 2-day ride at Luverne. We will ride the line from Luverne to Agate Jct. three times on Saturday and once on Sunday. Total mileage is approximately 196 miles. Cost is \$80. EC is Dave Voeltz dvoeltz@pie.midco.net. Details <http://www.firstiowadivision.com/ride-schedule.asp>

Jun 25 - MS posted 02/24

Vicksburg Southern Railroad

Set on Saturday. Two runs Vicksburg to Redwood and back. 72 (RTM). Mentoring by permission. \$50 fee. SERO Affiliate excursion. EC's Chris Thompson [\(251\) 463-3270](tel:251-463-3270) & Jonathan Blair Details at: <https://www.narcoa.org/excursions/info/2022/VSR6-25-22.pdf>.

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 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 and \$90 the day of the excursion.

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 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://arexcursions.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) and Ken Ciparis [908-625-6282](tel:908-625-6282) Details at: <http://www.njtrackcars.org/>

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 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 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>.

Oct 9 - PA posted 04/16

Allegheny Valley Railroad

Pittsburgh Pa. Confirmed date details soon at areexcursions.com

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 soon. Joe Schnyder

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>

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 - 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

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

<p>WANTED DEAD OR ALIVE Your photos and descriptions of the above listed motorcar excursions! CASH REWARD <small>will not be offered.</small> <i>Contact the Editor for details</i></p>
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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.

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)

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NARCOA COMPANY STORE

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NARCOA Store

SHORT LINES



It was a tale of two springs, when Pacific Railcar Operators (PRO) conducted a weekend excursion on the Columbia Basin Railroad out of Warden, Washington near Moses Lake on April 2nd and 3rd. Hardy souls braved crazy winds and blowing dust during set on and all day Saturday. Sunday morning brought snow but it soon

melted and a great time was had by all.

Photos by Robin Douglas except as noted.



The water tower that once quenched the thirst of steam locomotives looks down on our motorcars. Photo by Nancy Parsons.



EC Mike Phelps walks the lineup to get the motorcars on the move after the quick turnaround at the junction in Connell.



Look close and you'll see motorcars taking the CBR high line back up the grade north to Warden while the BNSF mixed manifest rolls on the main line from Spokane toward all points west. Photo by Nancy Parsons