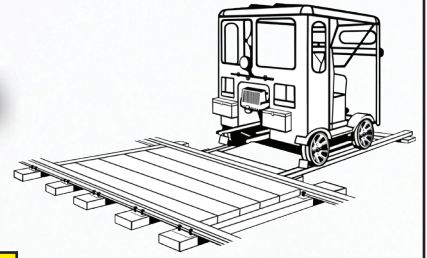


THE SETOFF



THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION
SEPT / OCT 2022 VOLUME 36 - No. 5



HUDSON BAY RR ADVENTURE
MOTORCARS IN CHAINS
GETTING FROGGY

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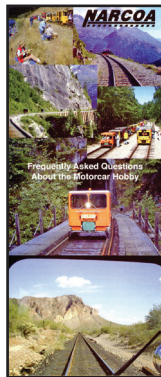
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NARCOA Store

PRESIDENT'S MESSAGE

MARK NORTH

Hello NARCOA members, it is hard to believe summer is almost over. That being said, the fall is always a great season for motorcar excursions. Check out the listings in this issue and sign up to ride along. The cool air and colorful leaves are soothing and relaxing to me. The fall atmosphere with crisp aromas and colorful sights is always enjoyable; change is in the air and at NARCOA.

I would like to congratulate the re-elected odd numbered Area Directors who are returning. I also want to thank Tom Sopchak for his dedication to the hobby and service as an Area Director. Tom did not seek reelection for Area 1. Tom dedicates a lot of time and energy to NARCOA, so thank him when you see him. The Area 1 Director elect is Jessie Mazzie. Congratulations and welcome.

In addition, Hal Johnson is stepping down as Area 6 Director. Hal has been an asset to the organization and has provided thoughtful and reasonable direction to the deliberations of the Board of Directors. Hal has been a source of wisdom that has helped NARCOA and me grow in a positive direction. Thank you, Hal, for your service and dedication. Seeking a new director, the Board of Directors has voted unanimously to fill the Area 6 Director position with member John Becker for the remaining year of the term. John has worked very proficiently as the NARCOA Operator Mentoring Manager. I want to congratulate and welcome



Continued on Page 5

FROM THE EDITOR

ROBIN DOUGLAS

Are you looking for technical information on how to restore, repair, or maintain your motorcar? Want to learn from experts willing to share their hard-earned knowledge, experience, and wisdom? You'll find a portion in each issue of The SETOFF. Since 1988, those who "laid the rails" of our hobby have published technical articles here, providing us with an educational treasure trove. I'm sure many of you, like me, have read a lot of the 30 years of tech material on the NARCOA website. But there was gap starting in 2008. Now, there's more! Working together with webmaster Keith Mackey, 45 technical articles from the last 13 years have been added at: <https://www.narcoa.org/newsite/tech.htm>. Look for *New Articles Added in 2022* toward the bottom of the page.



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THE SETOFF

VOLUME 36 No. 5

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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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.

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ON THE COVER:

Railcars cross the Nelson river on a lovely cool, foggy morning near Gillam Station on the Hudson Bay Railway in Manitoba, Canada. Photo by Carol Balestreri

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President's message, continued

John to the team. Other changes include Rich Gunn completing his leadership as our Safety Chair; a job well done in a tough position. Thanks, Rich. John Schmidt will move into that spot. Our new Directors at Large for the coming year will be Rob Bertekap from CT and Dave Klein from WA. Please give your strong support to each of these leaders who will be seated at the Annual Meeting in Chicago. Join us there or via Zoom; see the notice on page 20 for details.

Several years ago, I wrote an article titled "Let's not meet by accident" (The SETOFF March-April 2018). I believe it is well worth the time to revisit the article. The main theme is to get to know the operator in front and to the rear of your motorcar at every excursion. Learn little habits they have and tell them yours. Make others aware of "things" that will make the excursion safer. Basically, have a safety meeting right at your cars. Keep in mind, we all share responsibility for the safety of the excursion!

Remember the NARCOA way and be there for each other.

See you on the rails,
Mark North

AREA

ONE



TOM SOPCHAK

Hello NARCOA Members,

I have to say goodbye to Paul Sykes (Oriskany Falls, NY) and William Aldrich (West Newton, MA). However, I would also like to welcome Brigid Shipman (Ithaca, NY), Mark Champion (Westford, MA) and Tim Konrad (Brooklyn, NY) to the NARCOA family and the hobby.

I would like to welcome the new Area 1 director - Jesse Mazzie. Jesse is several things but among them he is a railroad engineer for the Vermont Rail System. I am sure that everyone in Area 1 will give Jesse their full support. Welcome aboard Jesse!

Tom Sopchak

-CORRECTION-

The beautiful cover photo on the July/August issue was actually taken by Mike Mullins. The photo credit printed was incorrect. The Editor deeply regrets this error.

AREA

THREE



BRIAN DAVIS

Hello Fellow NARCOA Members!

Well, the excursion season is wrapping up here in Area 3, and it has been great to see our old friends from around the region. Our efforts to promote the hobby are bearing fruit as Area 3 has gained more than ten new members this year. It is very good to see our numbers growing again.

There are still some runs being put together for later this fall in Area 3, so stay tuned!

Safety is always a critical part of being out on the rails, and the Board is still looking at ways to improve the safe operation of our motorcars. In the last Board meetings, we have been discussing more ways to raise awareness of what incidents actually happened around NARCOA, while maintaining the confidentiality of the people involved. It is difficult to achieve this balance, but we feel it can be done. As members, you should look for these

Safety Bulletins, and spend some time to understand the situation. Then, use what you have learned to make your next excursion even safer!

We will see you on the rails.

Brian

AREA

FIVE



BILL DELMAR

Area Five is pleased to welcome six new members: Dominik Gschwend (Rockledge, FL), Mike Green (Canton, GA), Ed Krzykwa (Ft. Lauderdale, FL), Kevin Sweat (Bellevue, FL), Don MacConnell (Tampa, FL), and Rob Kaufman (Peachtree Corners, GA). In addition, returning member Thomas Ashworth (Beaumont, Texas) was re-mentored on the Vicksburg, MS run. In other news, on July 2nd the Hiwassee River RR operated their first passenger train around the Hiwassee Loop and all the way to Copper Hill, TN since Easter weekend 2020, when thunderstorms caused about twelve washouts plus mudslides on the line. Extensive repairs, plus some FRA required work, have taken a

lot of time. With the line re-opened, a motorcar excursion on Oct 9th is being organized. A second excursion is tentatively planned for April 2nd next year. Other Area 5 runs are being planned, so watch the NARCOA web page.

Bill Delmar

AREA

SEVEN



CARL SCHNEIDER

The excursion season is rolling along well, with several successful runs already in the books. There are still plenty of opportunities to ride before we have to put the motorcars away for the winter months. Make sure your cars are still in great operating condition after running this summer. Brakes and wheels should be checked regularly for wear to make sure they comply with NARCOA standards.

The First Iowa Division welcomes two new members, Rob Sullivan of Red Wing, MN and Scott Thein of Waterloo, IA to the hobby. Both have been mentored and are ready to enjoy riding the rails. Welcome

to NARCOA and the First Iowa Division.

The First Iowa Division also lost two members since my last writing. Mike and Sue Swarts of Boone, IA passed away within a few months of each other. Sue passed away in February and Mike passed away in June. Our thoughts and prayers are with the Swarts family.

The annual membership meeting of NARCOA in Chicago is fast approaching on Sept. 23 and 24. I hope many of you will join us in person or on Zoom.

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

Carl Schneider

AREA

EIGHT



LORNA KINGSLAND

We are now more than halfway through summer, with evenings getting cooler and daylight hours getting shorter. Here in Canada, the first motorcar trip since Covid, took place on July 10-16 from Winnipeg to Churchill, Manitoba.

There also were a couple of trips in Alberta August 27 and 28 out of Stettler and Forestburg. The big excitement will be yours truly and my other half getting back on the rails in September for the motorcar trip from North Bay to Kapuskasing, Ontario. On this North Bay trip, we are hoping to fit in some mentoring for a few newer members that have waited since joining NARCOA during Covid. Hopefully all of our seasoned motorcar operators have had plenty of time to fine tune their track cars for this North Bay adventure.

In Area 8 we welcome a new member Jamie Lill of Aurora, Ontario. I look forward to meeting him sometime in the near future.

Lorna

AREA

NINE



LELAND STEWART

Greetings Area 9

Summer is almost over, and we are halfway through the season already. There are still plenty of motorcar operating opportunities available in Area

9. The Rocky Mountain Division is planning narrow gauge runs on the Durango & Silverton and Cumbres & Toltec from 9/5 through 9/11. On 9/16 and 9/17, RMD will host an excursion on the Leadville, Colorado & Southern.

The Oklahoma Railway Museum will operate on the Arkansas and Oklahoma RR on 10/8. Following that run will be an excursion on the Northeast Texas Connector (formerly Blacklands) on 10/15 and 10/16, hosted by Railroad Partners, Inc. RPI will also be doing their annual fall run on the Llano Branch tentatively on 10/29.

In addition to these runs, the First Iowa Division will be doing two runs in Area 9. On 10/29 they will operate on the Kansas and Oklahoma RR in Moundridge, KS and on 10/30 on the Abilene and Smoky Valley RR in Abilene, KS. Many thanks to Stuart Remmers of FID for making these runs possible in an area where Area 9 is short of EC's.

I want to congratulate Gus Mocolac of Canon City, CO on his successful mentoring and

welcome him back into the hobby. Gus is a previous NARCOA member and a very competent operator. Many thanks to the folks at the RMD for making this happen.

Area 9 has a new member in Missouri. A big welcome to Paul Hamby of Maysville, MO. We all hope to meet you soon on the rails.

On a very sad note, the hobby lost a great member and supporter. Mr. Charles Turner of Georgetown, TX passed away on July 11. Mr. Turner was a 45-year railroader working for the MKT and later retiring as President of the Georgetown RR. Mr. Turner was a NARCOA member and operated his motorcars on many of our events. He was a great guy to know and will be greatly missed.

I'll close with a reminder that the NARCOA Annual Meeting is coming up soon. It will be a hybrid meeting with both on-line (Zoom) and the in-person meeting; it is open to all members.

Hope to see you all soon on the rails.

Leland Stewart

SHORT LINES



It's a crisp spring morning and the excursion is ready to roll on the Western Maryland Scenic Railroad near Cumberland.

Photo by Darrell Betts



AREA

TEN



BILL ANDREWS

PRO excursions in the Northwest this season have seen great operator participation, continuing to build from our absence due to COVID. Guy Howard's August Coos Bay run drew a full house. Many thanks to Bryan Adams and Peter Wolfgram for being ECs on the Oregon Coast Scenic Railroad/Port of Tillamook Bay run when Nancy and I were suddenly ill with COVID. The NARCOA spirit really came through and I thank all MOW/PRO operators for their support of last minutes changes and cooperation. We were happy that Boomer Schmidt from Virginia flew out to join us!

NARCOA membership is growing with four operators mentored on the August Coos Bay excursion. Mentoring Chair Bill Andrews and his crew -- Guy Howard, Steve Paluso, Dave Klein, Nancy Andrews -- led Bill Herrmann, John Frenzel, Tom Carmichael, and Mark Bess through the NARCOA Mentoring pro-

cess. Glad to have you as new members and operators! Welcome Aboard!

Due to great distance between our homes and our railroads here in the Northwest, it is not always convenient to volunteer for railroad historical museums and various rail celebrations. However, it can happen! Thanks go to Glen Ford, from central California, who has transported and is restoring an M9 motorcar for the Oregon Coast Railway Museum in Coos Bay, OR. I hauled two extremely rusty switch stands home from there, restoring them so visitors to the museum can "operate" them. Get together with your buddies, figure out a way to volunteer your time and skills! Show them your support and interest in addition to riding their rail.

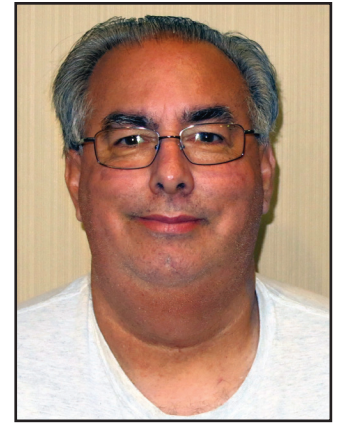
Our Teddy Bear Toy Express, Oct. 6-9, is awaiting final approval from Coos Bay Rail Link management; we are hoping we can fit into their extensive track renovation schedule. Mt. Hood Railroad, another popular run, is also back under EC Rich Wilkins on October 11, followed by Goose Lake Rail in Lakeview, OR October 14-15. Both are set in spectacular scenery; Goose Lake also offers 104 RT miles of wildlife -- especially mule deer and antelope. Sign up now and join us.

Enjoy the ride!!

Bill Andrews

AREA

ELEVEN



STEVE PALUSO

Hi to all the Area 11 members.

We have six new members since my last column. They are Tyler Jameson, Edwin Forsberg, Justin Gregori, Thomas Moad, Chris Perry, Mark Bordine. Several of you have already called me to discuss various issues and I have enjoyed speaking to you. Let's welcome them all. I encourage Area 11 members to call me if there are any issues you would like to talk about.

Area 11 has been a little quiet of late. We have some upcoming runs - the Five Western States Tour from September 28 through October 8 with some new track to explore and the Grand Canyon excursion coming up October 22-25. These runs are both sponsored by MOW. Check out their web page for more details and sign up to join the fun.

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

At the time of this writing, I'm preparing for the Coos Bay and Tillamook, OR runs that are sponsored by PRO. By the

time this article is published I will be heading to the NARCOA meeting in Chicago on September 23 and 24.

I hope to see you on the rails soon.

Steve Paluso

SAFETY



RICH GUNN

I've been the Chair of the Safety Committee for three years and will soon be stepping aside. My goal when I took over was to reduce the number of reportable incidents and make this hobby safer for all involved.

To that end, I have reviewed accidents over the last 2+ years. I have tried to determine what happened and what could be done to prevent these accidents from recurring. The lack of referrals to me from the Judicial Committee this last year tells me that maybe this idea is working.

I have tried to take a common sense approach to my safety

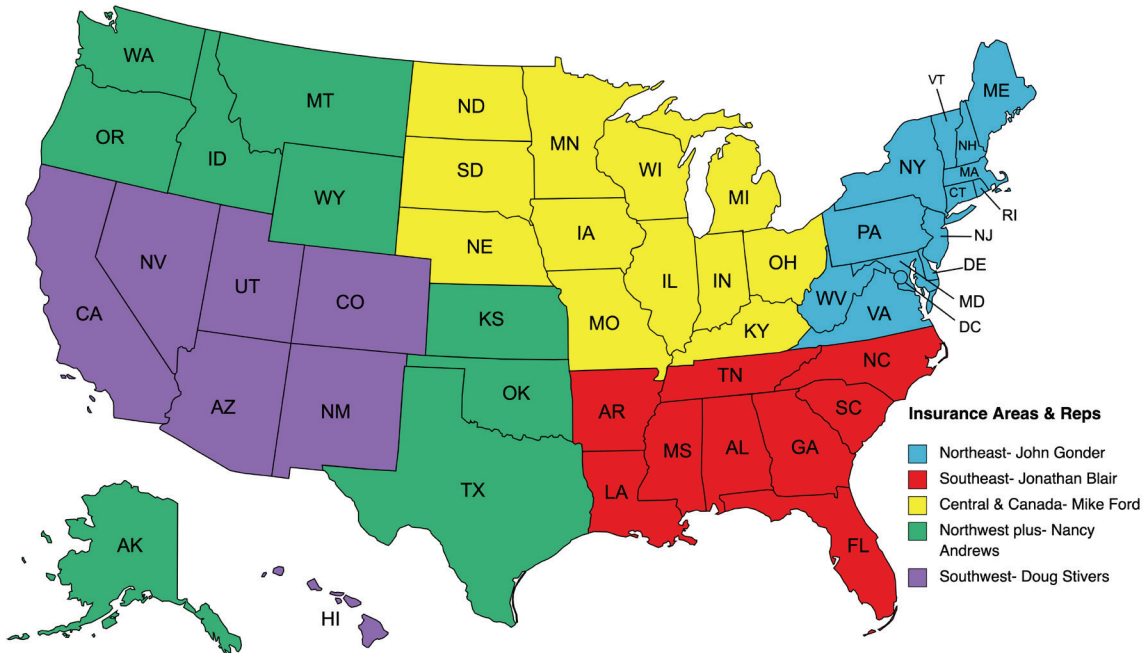
articles. Operating a motorcar is not rocket science, but everyone must use common sense and stay aware. You must also involve your passengers in your operation. They must be aware of what to do in the event of an emergency and they need to be your extra eyes while operating.

Take care of your motorcar, and take care of yourself both physically and mentally so you can continue to enjoy accident-free operation.

As my friend, Colton, our Alaska Railroad escort says, "Let's go out and have a good time for a long time!"

Rich

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FROGS 101

BY TOM SOPCHAK

As an EC, I have been asked numerous times about frogs...what is a “Self-Guarded Frog” or “Spring Frog.” How do you identify one? I hope to shed a little light on that here. First, a “frog” is a component of a turnout (switch) or crossing that allows a railroad wheel to pass (or cross) over a rail when a train is moving through a turnout (switch) from one track to another. It does this by directing the wheel’s flange. What is a railroad wheel flange you ask? As seen below, it is the largest part of the wheel and extends above the load bearing tread.



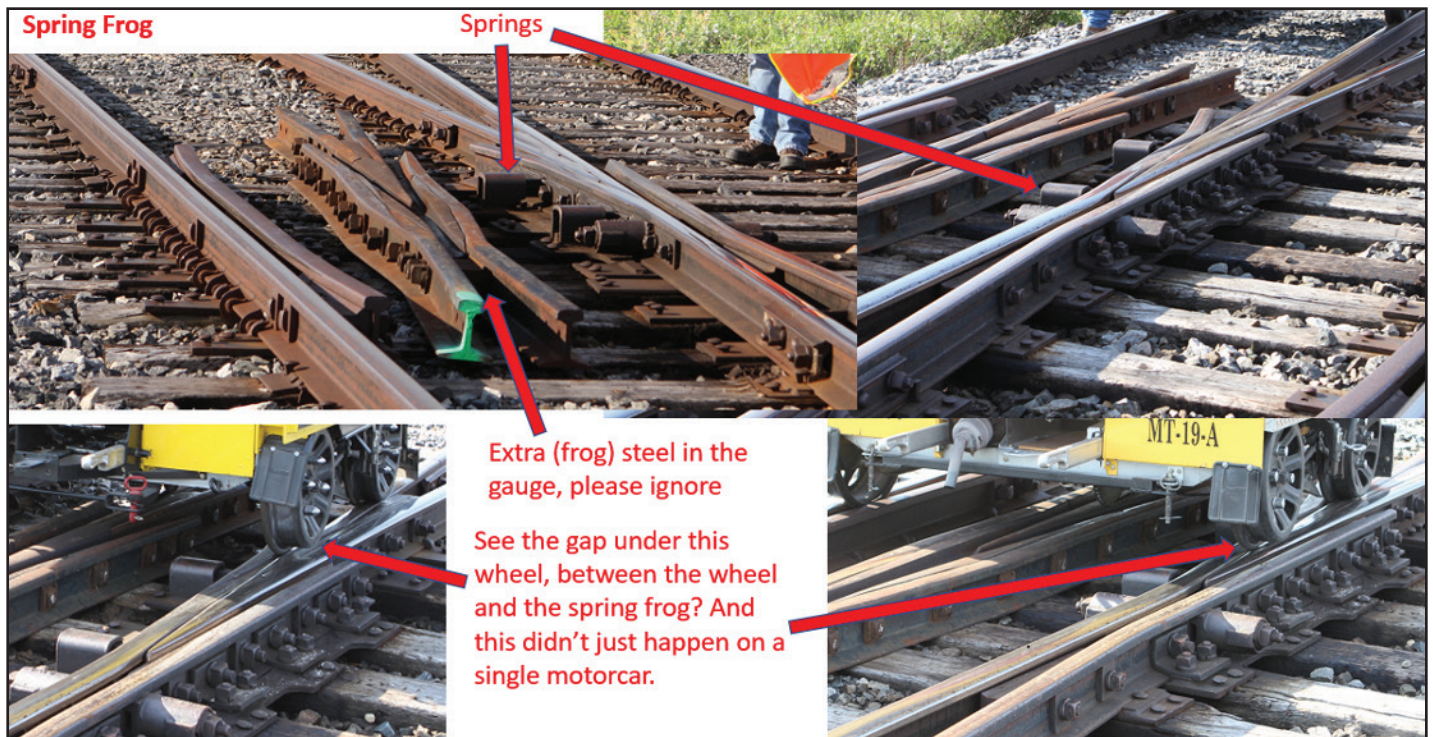
The vast majority of frogs are guarded, meaning that there is a component known as a “guard rail” bolted to the stock rail at a location opposite the frog. This “guard rail” will contact the back side of the wheel on the stock rail, and help guide the wheelset onto whatever track it is intended for. The type of frog shown in the picture immediately below is typically known in the industry as either “rail bound manganese” or “bolted rigid.” It is a “standard” guarded frog. Unless the switch is locked, a train coming from either of the converging direction will pass through the points onto the narrow end, regardless of the position of the points, as the vehicle’s wheels will force the points to move. Passage through a switch in this direction is known as a *trailing-point movement*. A trailing point move, on any frog used in a turnout (switch) is ok. For motorcars, there is typically no issue with them.

A “self-guarded frog” – what is that? Why can it be dangerous? Here are some photos of various and how to identify them.



In the previous photo of a self-guarded frog, you can see the raised portion of a one-piece cast frog. It contacts the face (front or outside where the stampings are) of the wheel (as opposed to the tread) and guides the wheel through the point of the frog. A railroad wheel is 5 1/2" wide from the back face of the flange to the face of the tread. This width allows the face of the tread to come into contact with the raised guard of the frog and thereby "guide" the wheel in the proper direction. A motorcar wheel is only 4 1/2" wide and the face of the wheel DOES NOT come in contact with the raised guard. This extra 1" of "slop" can allow the flange of the wheel to impact or "pick" the point of the frog and cause a derailment. The little "bump" that you feel when moving through any of the frogs mentioned above is the small diameter motorcar wheels dropping in and out of the gap as the wheel moves through the frog. It should be noted that this derailment issue is ONLY an issue when making a facing-point move through the self-guarded frog. Frogs make NO DIFFERENCE when making a trailing point move. Self-guarded frogs CAN and WILL derail a motorcar if the move is not made slowly and carefully. It should be noted that self-guarded frogs are found almost exclusively in yard applications and occasionally in Class 1 main line track.

The very next question you likely have then is what is a Spring Frog? Well, they are rarer but I was recently on an excursion and encountered one. This is what it looks like. The idea is that trains are VERY heavy and they will push open (apart) the rails and the wheels will track through the frog. Spring frogs allow for a continuous rail through the frog on the "normal" route thereby eliminating that little gap mentioned earlier, the spring action is relegated exclusively to the "diverging" route. This makes train wheels travel through the frog much smoother, this being of particular importance in higher speed operations. Sure, this happens with trains (very heavy) but

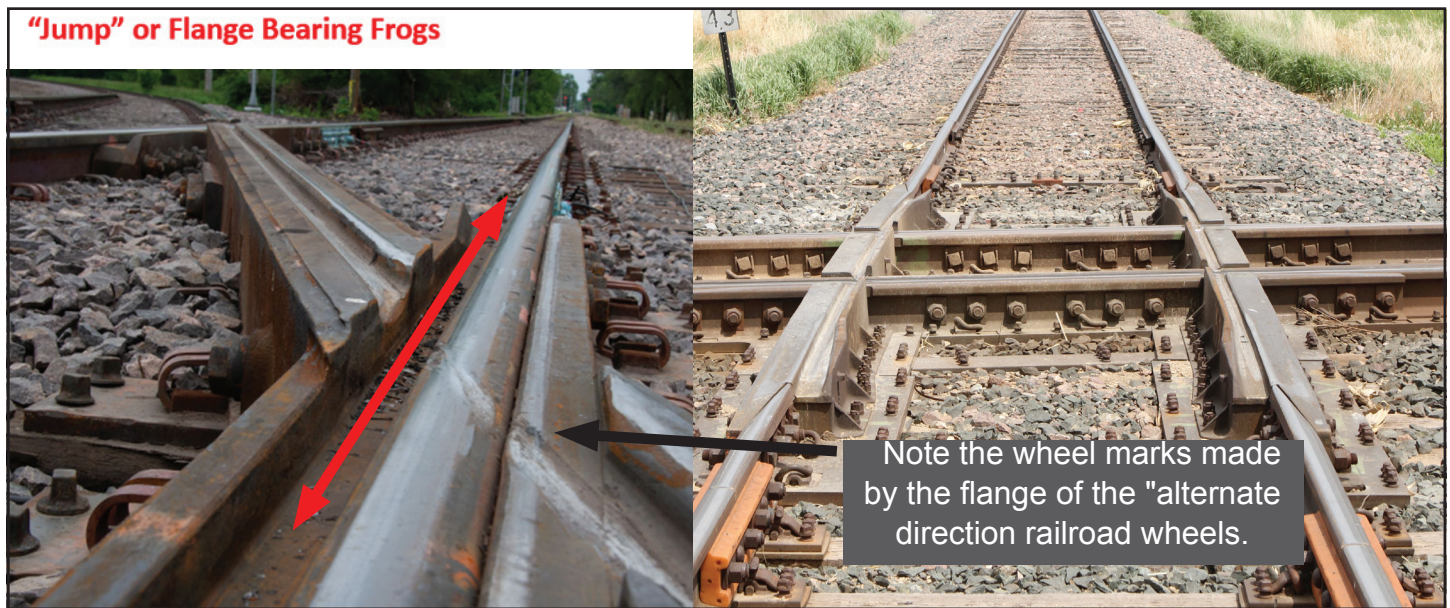


what about hi-rails, MOW equipment, your motorcar, etc. or pretty much anything that it significantly lighter than a standard railcar? Wheel weight will NOT open (push apart) the rails and will, instead, lift the vehicle. Actually, you will be lucky if the spring causes your motorcar to lift as it won't get stuck (wedged) between the closed gap in the rails. Spring frogs are especially dangerous for hi-rails as the pressure on the guide wheels on a hi-rail is only a few hundred pounds. Your

motorcar is not much better (heavier). You can see in these photos that the MT-19s that crossed this frog were lifted off the tracks. (I don't have photos of the 14 or gang motorcars). A motorcar should always be walked over a spring frog to insure it does not derail.

There is also a device called a "Jump Frog." Jump is railroading slang; and their real name is "flange bearing" frog. These can be at a diamond or in a switch. The photo (below on the right) I took in North Dakota shows a Jump Frog diamond. This frog has a primary direction (higher speed) and a "jump" direction (much lower speeds). The primary won't even know they are passing over a frog as the rail is continuous. Yes, the train is lifted off the rail as it passes the "other" rail. It is rare to see one of these and the "alternate" direction is much slower and more unusual. You can see the normal (uninterrupted) rail in the photo below and on the left (indicated by the red arrow).

Why were all these invented? Well, there are several reasons but in general they smooth out the ride and prolong the life of switches. This is a good thing both for the railroads and us as well.



Best Motorcar Practices:

Rail Bound Manganese – Standard guarded frog. Facing move should slow down. Derailing is unusual.

Self-Guarded Frog – There is no guard, as stated. You should slow WAY down, especially if you are performing a facing "reverse position" (switch is aligned for the alternate path) movement. They are nearly always in a railroad yard (when used).

Spring Frog – nearly always on a main line (if they are used) and the main line is the "normal" position. There is no NARCOA or FRA rule about these but best practice is to walk your motorcar over them. Do NOT get your motorcar stuck or wedged between the rails (sprung). They are almost always guarded.

Flange Bearing – Very rarely used. Best practice is to slow way down.

Your pilot or EC will be aware of these and when they will make a difference for the operation of the excursion. Listen carefully at the Safety Meetings for their locations and special instructions. I hope this helps your safety awareness and enjoyment of your time on the rails.

For additional insight into frogs and motorcars, go to <https://www.narcoa.org/newsite/tech.htm>

MUSEUM RIDES FOR THE PUBLIC

BY ROGER FARRELL

In 2019, I was approached by the Whitman County Historical Society, asking to discuss the possibility of holding public motorcar rides to benefit their ongoing restoration efforts on the historic Perkins House in Colfax, Washington. I agreed to pursue it...then the Covid-19 pandemic struck in 2020. We were unable to commit to public rides until this year, 2022.



I began talks with the Perkins House director, Nancy, in February. I explained that it would all depend on permission from the railroad. After getting the Colfax excursion arranged with the Palouse River and Coulee City RR, I asked their opinion about the public rides. I explained the NARCOA rules and insurance requirements. They were amenable and agreed to provide an escort for this nonprofit event, to make sure we were protected and met their safety requirements.

I put out the call to all operators that would like to help in this worthy event to be held June 19th. I received overwhelming response from the operators who signed up for the Colfax excursion. We were fortunate to have eight motorcars for the public rides. Six of those were A cars! One



MT14 and one AA filled the roster.

I had one operator in reserve in case of a breakdown during

the general excursion. I was also keeping my car in reserve. As fate would have it, one of the motorcars I had planned for the public rides broke down beyond a simple repair during the general excursion. Also, my car broke down when a brand-new condenser failed! Another A car had a starter issue. So, after two days on the rails, we were scrambling to get the allotted motorcars rail ready.

With typical member comradery, Alex and Tina diagnosed my motorcar issue, loaned me a point and condenser set, *and* installed it to get me back on the rails. While they were doing that, I was on the phone with another member, who called a friend who called a friend who came and opened the local hardware store to get the necessary parts to repair the A car with the starter problem. Got to love small towns! It all worked out and we provided the number of seats needed.

The WCHS furnished lunch and drinks for the operators throughout the day; and prepared a spaghetti dinner for us that evening. We provided 92 passenger seats in 4 different excursions during the day. Passengers received a 10-mile round trip ride. Our efforts raised over \$3000.00 in donations for the Perkins house to use in their restoration efforts.

Many thanks to the operators who gave up their Father's Day Sunday to help with this event. Also, a huge thank you to the PCC for their part in making this happen.



We received a lot of good media coverage of this event, and hundreds of people came away with a better understanding of this hobby we love so much.

BACK ON THE HUDSON BAY RAILWAY

BY GARY SMITH

After a 15-year absence, and with a new corporate owner, motorcars again returned to the Hudson Bay Railway in The Pas, Manitoba, Canada. Following several years of planning by NARCOA affiliate Great Lakes Railcars, Inc. and Excursion Coordinator Mike Ford, 25 operators from all over the US (Texas, Alabama, Georgia, Vermont, California, and more) and Canada converged on July 9, 2022 for a week of riding the rails. For many this would be a bucket list, once in a lifetime experience. The plan was to cover 570 miles from The Pas to Churchill, MB over 3 days (230, 156 and 184 miles), break for a day and then return 570 miles, totaling 1,140 rail miles. Overnight stops would be made at Thompson and Gillam.

Each day started with a 5:30 am breakfast, safety meeting at 7:00 and departure at 7:15. The weather was clear and dry most of the week, but unusually warm. For folks who packed sweaters and parkas, those were left in the vehicles at seton. And there were bugs, lots of them: horse flies (a.k.a. “bulldogs”), mosquitoes and dragonflies. We were warned ahead of time and everyone came prepared with insect repellent



Photo by Carol Balestreri

spray and hat nets. It was amazing how the flying bugs did not bother the local residents but drove many of us crazy. When a breeze came, it was welcome for its cooling effect and also for keeping the bugs away.

Motorcar travel was a consistent 25 mph over both welded and jointed rail. Mike and his team had arranged for two potty cars (push carts courtesy of Tom Sopchak and Chris Thompson), so breaks went very smoothly. Crossings were few and far between and vehicles at them even more



Photo by Carol Balestreri



All photos by Gary Smith except as noted

After seton Saturday afternoon at Canadian Kraft Paper, Inc., not far from the hotel, all participants met in the Kikiwak Hotel conference room for a Safety & Trip Briefing. Here Mike went over the week’s itinerary, including lodging, meals, transportation, start times, etc. We were also introduced to staff from the railway’s parent company, the Artic Gateway Group. Leading us all week would be pilot Ernie Foster, locomotive engineer and 52-year railway employee. He explained in detail what would be expected of us and how safely we should operate our motorcars. Q & A ended the meeting, and we were off to bed for an early rise Sunday.

rare. The constant scenery of evergreen trees was interrupted by streams and rivers, including the very wide Nelson River feeding the huge Kettle Rapids Dam, just north of Gillam.



We were advised that the dry weather, combined with lightning strikes, had caused several forest fires along our route. There was even concern that we might not get past Gillam as firefighters were surrounding the tracks dealing with the blazes. But with the help of airplane water drops, all was clear for us to proceed. We passed by some burn areas very slowly and offered our thanks to the firefighters.



Photo by Terry Sopchak

On our first day just before arrival in Thompson, we stopped at a small town called Thicket



*Photo above by Gary Smith;
at left by Carol Balestreri.*

Portage. To our pleasant surprise, the local First Nations residents were aware of our visit and had prepared homemade soup and Bannock (a type of bread) for all. This was a sign of welcome and hospitality. The 90-year-old matriarch led the group, and it was a wonderful event to cap the end of our first day. And the food was delicious!



As one might expect on a trip this long, there were mechanical problems to deal with. Even after all the meticulous preparation done by their owners, 50+ year old machinery will do what it wants. All issues were handled on the spot or at a stop by the many skilled technicians on hand. Everyone pooled their spare parts, tools, knowledge, and skills to keep us moving. One particular problem provided a real challenge

for the group. Bob Hasting's MT19A with four rubber tires, had the rubber delaminate from the left rear wheel. No one had ever seen it happen before, but it was not surprising after 3 days and 520 miles of hard riding. We were 50 miles short of Churchill and literally in the middle of nowhere. Although there were extra drive chains, alternators and carburetors available, no one was carrying a surplus wheel. The decision was made to remove the rubber completely and attempt running at reduced speed on the steel core wheel. That was abandoned after cracks developed in the exterior flange. What to do now? Ideas

rail, with a volunteer "pit crew" (Tom Sopchak, Neil Anderson, Ernie Foster, Bob Hastings and Eric Thompson, L to R) to swap out the wheels. Fred Lonnes even provided some power tools



Photo provided by Eric Thompson

to make the wheel change-out easier. The plan worked great and the crew was out and back to Churchill in time for lunch - with Bob's MT19A ready for the return trip to The Pas.

As we got further north towards our turn at Churchill, the landscape got very sparse. The few trees still present were short, with limb growth on the south side only (away from the wind and towards the sun). With no highways north of Gillam, all commodities ship to Churchill via either the railway or plane. We watched from a siding as the weekly freight train passed us with food, fuel, trucks, cars, etc. Each day we had plenty of daylight to ride, as the sun set each night after 10 pm. Most days we were on



Photo by John Zampino



Photo by Bob Hastings

ranged from putting the motorcar on a potty car trailer to towing it backwards with the rear wheels raised off the track. Then magically, our pilot Ernie came over the radio to announce he had located two 16" steel wheels at the Churchill MOW yard – under a bench. What? Amazing. His 52-year experience paid extra dividends. Our group prayer that morning may have also helped. The car was then set off at a hi-rail turn-around clearing, and plans were made for Ernie to return the 50 miles in the morning in his hi-

the track until 6 pm and then were greeted by Fred Lonnes with his hi-rail full of fuel for our gas cans. We refilled and secured our cars before leaving for dinner and were all set for a fresh, fueled up start the next day.

Once in Churchill, many took advantage of the day off to do some sightseeing. Options that were prearranged by participant Frank Lams included a grain elevator tour, kayaking, and a



Photo by Jane Davis

river tour to view the military fort and beluga whales. One group even got to see a polar bear on the shore. The off day went by quickly and we were back on the rails early Thursday heading south to The Pas. All went smoothly except we had to push through a 20-mph head wind for the first 2 days. It lowered everyone's gas mileage and it really slowed the tall A-cars pulling the toilets, at one point resulting in a 6-mile gap

in the consist. They caught up at a break and all was good thereafter.

On the last day, we stopped about ten miles out of The Pas and picked up Brett Young, General Manager of the Railway. He got to ride in a belt car (first time ever) with Greg Cotton the remainder of the way back to setoff. He mingled with the group, passed out HBR pins, and everyone thanked him for the railway availability and hospitality offered to us. It turned out to be a wonderful, safe, and memorable week for all. Thanks to Brett Young, the Hudson Bay Railway, his staff including Ernie Foster and most of all to Mike Ford, and the assistant EC's, Fred Lonnes & Paul Maplethorpe. It is a trip that I, along with everyone else, will never forget.



Photo by John Zampino

Photo below by Tom Sopchak



CHAIN DOWN YOUR TRACKCAR

BY RANDY WILLIAMS

During my years of employment, I dealt with lots of freight including whole buildings transported cross country on trailers. This gave me opportunities to see safe methods of securing loads.

Recently, a couple of our peers have had transportation accidents involving motorcars and their respective transportation trailers. The most recent accident involved a motorcar being



car dislodged from the trailer and went towards the tow vehicle pickup and camper shell. The rear frame of the trailer was bent, due to the “G” forces generated by the impact of the accident. As you can see, the straps failed to do their job; both the trackcar and trailer were damaged.

In both cases, I’m sure the operators felt that they had adequately secured their loads. However, their straps failed, one probably from vibration induced wear and the other from the high stress load due the accident. We must remember, with our tow vehicles, we probably can’t generate significant “G” forces on acceleration, however, when we hit the brakes or worse and hit an object, the “G” forces generated on the trailer restraints will be significant.

Just for the record, I am not a fan of fabric load straps. Professional truckers use a far different fabric strap system, not the small ones from Home Depot, Walmart, or Costco. These straps are good for some things, however, once they get frayed, greasy, and sometimes twisted in the winch, they don’t hold as good as new. I do have some, mainly to secure a tarp over landscape loads on my trailer, but nothing more.

Without meaning to offend anyone, I just want to share some observations and make some suggestions as we look at the safety of our trans-



ported that fell off the trailer, landed in the road and ended up in a ditch. When I spoke to the owner, he stated that he had purchased new fabric straps and they were wrapped around the axles. When the motorcar came off the trailer, he said the straps had frayed and broken. Luckily, there were no injuries and the OTE received minor damage.

Another accident a couple years ago did not go so well. The driver was moving at highway speed and a vehicle pulled out in front of him, resulting in a “T-Bone” accident. The motor-

portation of equipment. My track car is an MT-19A2 weighing about 1300# and my trailer is a single axle 3500# “landscaper” type trailer, with a rear drop gate and open sides. On my trailer, there are multiple welded rings for securing the load. Since I occasionally also use my trailer for hauling landscape materials, I did not want fixed wheel stops, but those work well also.

Here is my setup.

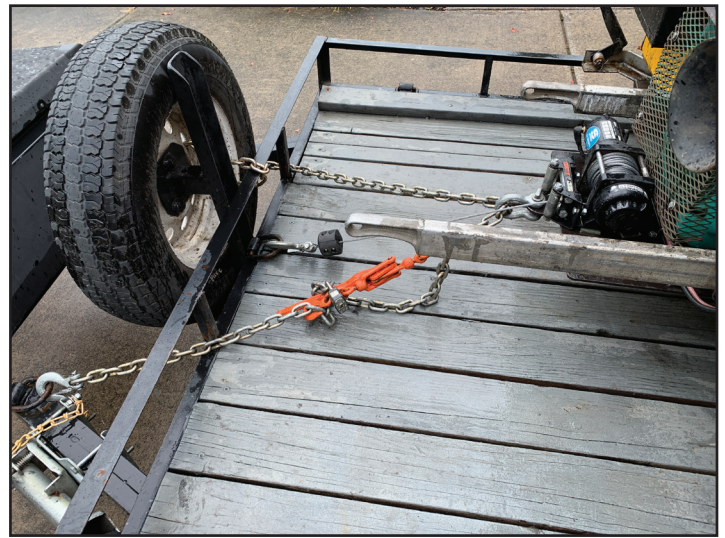


On the rear of my trailer is a fixed length chain with safety hooks and a screw pin shackle to my rear tow bar mount.

When I first made this setup, I put a bathroom scale on my garage floor and blocked it up to the trailer hitch, giving me the true tongue weight of my trailer. I then slowly rolled my motorcar forward until I got a tongue weight of around 250#-300#'s, which is ideal for my minivan. Your vehicle might require a different tongue weight so this can vary. Once I found the spot that gave me the desired tongue weight, I cut a piece of 5/16” chain and added the safety hooks. Note the chain is attached directly to the hook; no other type of link or carabiner to add a

potential point of failure. There are other types of hooks, however safety hooks don't unhook if they loosen for some reason. With the fixed length rear chain, my motorcar always comes back to the same point and the tongue load is always the same.

On the front, I use a longer piece of 5/16” chain, safety hooks, screw pin shackle and a load binder. Once I have the binder tight, I wrap the excess chain around the handle and add my padlock to prevent tampering while in transit. The screw pin shackles don't back out due to the stress on them when I clamp down with the load binder.



In my travels, I have observed some other motorcars on trailers. I'm using these photos for illustration and again I am not trying to embarrass anyone by using these photos.

This is probably the most dangerous example.



Screw pin shackle



Safety hook

I believe this is a new sale and pickup, and hopefully the owner will secure this unit in a more robust manner after the restoration. However, looping a fabric strap through the wheel is just asking for failure. The road vibration can chafe the strap into shreds. A very wise and well-known EC once told me that this is a good way to bend an axle stub if there is a hard stop or impact. I have seen straps through the wheels lately on more than one motorcar.



The example above is a bit better; the straps are looked to secure points, however they are still using fabric straps and those straps are obviously used.

The photo below shows two motorcars. The closer or rear one has straps hooked to the rear tow bar mount and the trailer eyes. Look at the size of the hook and compare it to the safety hook shown above; which is stronger and can handle impact induced stress better?



If you closely look at the front motorcar it appears to be chained. I have also seen on-track equipment secured with turnbuckles to the vehicle and trailer. This is a bit more secure, provided the turnbuckles

2022 NARCOA ANNUAL MEETING

FRIDAY, SEPT 23, 2022 AND
SATURDAY, SEPT 24, 2022
Sheraton Suites Chicago O'Hare
6501 Mannheim Rd

Rosemont, IL, 60018

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

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

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

See you at the 2022 NARCOA Annual Meeting.

Mark North - NARCOA President

are large enough and don't loosen with vibration. Please remember, turnbuckles do not have safety hooks!

Again, it is not my goal to embarrass any operator here, I just want to share my observations and suggestions. After all, we all want to operate in a safe manner, protecting our family, other motorists on the highways and our equipment.

NARROW GAUGE TWO STROKE BACK TO LIFE

BY JERRY VAN LOO

In approximately 2000, in a garage on an island west of Seattle, WA, molded (narrowed) by the hands of Rodger Sackett, was a narrow gauge S2. Purchased by Don Piercy without an engine, he acquired a rebuilt RKB engine on a Canadian excursion, and somehow got it home, I don't remember how. I do fondly remember installing the engine together in his little garage. The car eventually came to my shop to finish, and a test run on SVRR with Milt Swanson, preparing for the Colorado runs. There were some bugs to be worked out but 'twas good to go; the three of us would've had the time of our lives, but it was not to be. I didn't go because of other forces, a decision that I'll always regret. The car disappeared for twenty years, then Rob Baur purchased it, bringing the car back into the fold.

A tremendous amount of work had to be done to the car; time is not kind to anything. The timer wasn't mounted correctly, and in the process a bare spot on the timer wire was found, common on the RK because of the long timer travel. I cleaned and adjusted the points, corrected wire routing, relocated the coil, and a lot of wiring clean up done.



I also replaced the water hoses that I had installed 20 years before, now plumbed from the bottom of the water hopper to the cross over fittings on the bottom of the cylinders. This was to provide the same temperature water to each cylinder, curing the hot/cold cylinder problem, but very hard to challenge

the popular theory that water is all the same temperature in a vessel, or that Fairmont had it wrong. I used water with just rust inhibitor for the lowest possible engine temperature, using a higher concentration than necessary to account for dilution if I had to add water. I put the stock 4" pulley back on it, mounted the radio on the doghouse with a magnetic antenna mount that stuck tenaciously to the side of the doghouse, the short antenna poking horizontally out the side resting on the running board, but it worked great! I have an electric winch to pull it up into my trailer, using the Rob Baur trick of putting the winch on the motorcar to pull itself up.



Silverton was the first set on, and on a 27-degree morning at 9,400' elevation, starting was a bit of a challenge. I had to use the priming cups to get it lit, no main jet or choke procedure made any difference, only putting fuel in the priming cups worked. (I know a guy that ran an RK back in the 1990's that kept a little squirt bottle of fuel on his car for that, I will follow suit.) Once under way, the stunning scenery was unforgettable, as were the many meets with trains. Grade was steep but manageable, varying a lot as it followed the river and the car handled it great.

Chama was spectacular, starting with a miles-long 4% grade right out of town up to Cumbres pass at

just over 10,000 ft. And as a 1400-pound car, the RKB had its hands full. I know MT14L cars weigh 1200 pounds, and I studied the S2 a lot looking for the difference in construction to account for the extra weight but couldn't see it, maybe the RKB engine is heavier than I think. As I laid into the grade, had the timer set at the optimum position, all was grand. But as the miles clicked off and speed dropped, the car didn't recover as well. I had to change something, but what? Make a mistake and risk stalling the car, but thinking about it, I brought the timer back a little, and all was good. The reason is when I left town, the car was moderately warm, with a timer position reflecting that, but as it climbed the hill, it reached full operating temperature. The temperature inside the combustion chamber starting out is X, and the proper timer setting will take advantage of it. But under a hard load on the grade, that combustion chamber may easily become 2X, especially as the air-cooled heads heat up. If the combustion starts with more heat, it is going to finish much faster too, pure logic. So when the timer is brought back to match that burn time, power is restored. If not, the condition snowballs until the combustion chamber temps reach the flash point of the fuel, spontaneously igniting on multiple flame fronts, hitting peak cylinder pressure before TDC, stopping the engine. I witnessed this several times.



Rich Williams and Glen Ford at the presidential monument in the gorge, and the only tunnel on the line.

badly leaking radiator cap, so bad it was as if I didn't have a cap at all. Even so, the car didn't use water other than what leaked out. Mileage was a little worse than I expected; I was hoping for 30 but think it was 27. There was a lot of idling time, due to many stops, sometimes short enough I decided to keep it running rather than shut it off. Two strokes need to be good and warm for the oiling to work, plus a long time with a closed throttle can be a lubrication risk. I ran with the timer retarded and just a little throttle and held the car back by retarding it further when needed, enough that I didn't need the brakes very much. This kept the engine warm, saved the wheels and shoes, and stopped the plugs from fouling.

I thought the hill was as fun to go down as it was to go up, and sorry it was over as I pulled into the yard. Interesting place, buried in the yard was a car scale, which looked to still be in good operational condition, they had to know what they could pull, couldn't guess and be wrong and stall on the hill. The RR cars in the yard with the hand brakes still on the roof but converted to air, rotting away. The work that went into building that railroad in the days when it was done by hand, with practically no equipment except drills and dynamite, was humbling to see. Iron men. A romance when rails were often the only way to get there, you can still feel it. So fortunate for the opportunity to go, the people I met, and to Don and Milt, mission accomplished. I miss you both.



The old girl pulled the hill; I was nervous about a stall but don't think it really was an issue. I had a



NARCOA EXCURSIONS

AS OF AUGUST 21, 2022



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

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

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

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

https://www.rockymountaindiv.com/event/rmngfall22/?instance_id=509

Sep 10 - NY posted - 06/19

Ithaca Central RR

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

Sep 11 - 15 - ON posted 04/16

Ontario Northland Railway

Great Lakes Railcars, Inc. 5-day, 646 mile motorcar trip in Northern Ontario between North Bay and Kapuskasing. Excursion fee is \$2000 (USD) or \$2300 (CDN) per car, (2 participants). EC Michael P. Ford mford@indy.rr.com Phone: (317) 839-9320

https://www.narcoa.org/excursions/info/2022/ONR_Sept.pdf

Sep 16 - 17 - SD posted 02/27

Black Hills Central Railroad

First Iowa Division is hosting a 2-day ride at Hill City. We will ride the line from Hill City to Keystone twice on Friday and four times on Saturday. Total mileage is approximately 144 miles. Cost is \$80.

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

Sep 16 - 17 - CO posted 05/30

Leadville, Colorado & Southern RR

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

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

Sep 17 - VA posted 02/26

Fort Eustis Army Base

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

Sep 23-24 - IL

2022 NARCOA Annual Meeting

Sheraton Suites Chicago O'Hare Open to all members on-site and virtually via ZOOM. Contact Bob Hasting by email at narcoasecy@gmail.com See details on page 20

Sep 28 - Oct 8 - WA, OR, ID, NV, UT Posted 05/31

M O W Five Western States Tour

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

Oct 1 - 2 PA posted 04/28 FULL Wait list started

Western New York and Pennsylvania RR

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

Oct 1 - 2 - NY posted 06/26

Adirondack Railroad Remson to Tupper Lake and return, overnight in Tupper Lake. EC for this NEREX excursion is Keith Knowlton & The NEREX Team. Total mileage 170 +/- miles, 30 car limit, run fee \$595. <https://nerex.org/excursion2022.htm#adir>

Oct 8 - MO posted 05/08

Ft. Leonard Wood Army Base

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

Oct 8 - OK posted 06/13

Arkansas-Oklahoma Railroad

The Oklahoma Railway Museum (ORM) is hosting a 92 mile round trip run from McAlester to Red Oak and return. Cost \$40. EC Drake Rice [405-808-7516](tel:405-808-7516) Details here

<https://www.oklahomarailwaymuseum.org/events/motor-car-excursions/>

Oct 9 - MO posted 05/08

Columbia Terminal (COLT) Railroad

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

Oct 9 - PA posted 04/16

Allegheny Valley Railroad

Appalachian Rail Excursions welcomes you to the 48 mile round trip from Arnold, PA to Pittsburgh, PA and return. Layover for lunch in Pittsburgh, Ice cream on the return trip. EC's John Gonder, Eric Clark, Chuck Badger, and Win Goodier. Details at

<http://www.areexcursions.com/excursions.asp>

Oct 11 - OR posted 06/21

Mount Hood Railroad

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

Oct 15 - OR posted 06/21

Goose Lake Railroad

PRO 110 mile RT run on the Goose Lake Railway in Lakeview. Set on Friday afternoon Oct 14th. Boots and long pants are required. Run fee is

\$150. Send check made out to PRO to EC Richard Wilkins rwil519457@aol.com Details soon at: <https://www.pro-online.org/goose-lake-railway.html>

Oct 15 - 16 - TX posted 07/18

North East Texas Connector Railroad

Saturday, approx. 65 RT miles between Sulphur Springs and Mt. Vernon. Sunday, approx. 65 RT miles between Sulphur Springs and Greenville. Mentoring by permission. Hyrails welcome. Fee \$80. Details at: http://www.railroadpartners.org/run_info/netc/netc_fallrun2022.htm EC - Myron Malone, [903-454-8307](tel:903-454-8307),

Oct 22 - IN/OH posted 07/18 **FULL Wait list started Indiana Eastern Railroad**

Richmond, IN to Fernald, OH, about 80 round trip miles, lunch included. Ohio Valley Railcars, Affiliate, OVR Rules, RR requires safety vests. 25 car limit. Fee \$138. Contact Dave Verzi wm340@aol.com

Oct 22 - 25 - AZ posted 06/07

Grand Canyon Railway

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

Oct 29 - KS posted 06/02

Kansas & Oklahoma Railroad

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

Oct 30 - KS posted 06/02

Abilene & Smoky Valley Railroad

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

Oct 30 - TX posted 08/21

Capitol Metro Transportation

Fall Run. Llano, TX to Scobee Spur. - Approx. 54 miles RT. Seton in Llano. Contact EC prior to run. Fee: \$40. (EC) Frank Glatzl 512-484-4102 <http://www.railroadpartners.org/>

Nov 5 - IA posted 03/16

Boone & Scenic Valley Railroad

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

Nov 12- PA posted 08/20

Southwest Pennsylvania Railroad

Mt Pleasant, PA Come ride our annual Toys for Tots run. Aprox. 50 rt miles through Westmoreland County. Fee \$65.00 plus a new unwrapped toy. ECs are John Gonder, Eric Clark, Win Goodier. Details at: <http://areexcursions.com/excursions.asp>

Nov 19 - PA posted 08/10

North Shore Railroad

Toys for Tots excursion, hosted by Central PA Excursions, 86 miles RT from Northumberland to Berwick and return. As part of the fee, please bring a new unwrapped toy for a boy or girl. Bring several if you wish. The public will see your cars and drop off toys. Fee \$95 EC Larry Maynard. Details: <http://www.centralpaexcursions.com/excursions.html>

Nov 20 - PA posted 08/10

Union County Industrial Railroad

Toys for Tots excursion, hosted by Central PA Excursions, will be 30 miles RT from New Columbia to Allenwood to Winfield and return. We will be stopping at an antique mall on way to Winfield. Registration Fee - \$45 EC Larry Maynard. Details: <http://www.centralpaexcursions.com/excursions.html>

Dec 2 - 4 - FL posted 08/05

Florida Central RR, Florida Northern RR

"SAVE THE DATES" - More info coming soon. - Friday from Eustis to Mt Dora - total about 15 miles. Saturday, Eustis to Winter Garden and return - about 65 miles. Sunday from Ocala to Candler and return - about 30 miles. South Eastern Railcar Operators, Inc. (SERO).

Excursions Held On A Regular Basis

Feb 1, 2022 - January 31, 2023

Capitol Metro Transportation

Railroad Partners, Inc. will host NARCOA motorcar runs and work sessions on various dates from Llano, TX to Scobee Spur, TX – Approx. 54 miles RT. Details <http://www.railroadpartners.com/> EC Leland Stewart poppermaker@gmail.com 210-863-5397

Jan 1, 2022 - Dec 31, 2022 - PA

Northern Central Railroad

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

Jan 1, 2022 - Dec 31, 2022 - PA

Stewartstown Railroad

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

Feb 1, 2022 - Jan 31, 2023 - GA

Cater Parrott Railnet

South Eastern Railcar Operators, Inc. will have work sessions on Cater-Parrott Railnet between Madison, GA and Newborn, GA. Barnesville, GA and Thomaston, GA Valdosta, GA and Willacoochee, GA on various dates. EC Frank Ahouse Ahouse.frank@yahoo.com 229-886-4707

Feb 1, 2022 - Jan 31, 2023 - GA

St Marys Railroad

SERO will be having motorcar car runs on the St. Marys RR from St. Marys to Kingsland on various dates. Contact EC Jay Boggs boggsrr@bellsouth.net 904-910-5648

Oct 5, 2022 - Jan 31, 2023 - TX

North East Texas Connector RR

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

SUPPLIERS

If you are a supplier of motorcar parts and wish to be included here, please contact the Editor. No endorsement is made of the products, services, or vendors. All listings are for members' consideration only, and are at the discretion of the Editor.

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

ThunderHill Services, thunderhillservices@gmail.com and thunderhillservices.com [857-302-3135](tel:857-302-3135). Sean McInerney Quality brake assemblies for Fairmont A-3/4/5, S2/ST2, M/MT-14/19, M9 and all Woodings. Oak brake blocks (incl. fasteners) also sold separately. All components manufactured in New England.

Fairmont parts, majority are NOS, all OEM, no reproductions, most came from Brown Railroad Supply – Phil's Motorcar Parts - Operated by Philip Hopper, 6126 Bear Branch Drive, San Antonio, TX 78222, Phone: [210-845-4119](tel:210-845-4119) from 8:00 AM to 6:00 PM, Central Time, weekdays. Personal visit by appointment only. Email at royalrubyman64@gmail.com or visit my website for details on the listings at: <https://www.philsmotorcarparts.com>

Railroad Motor Car Resource Library / Doug Cummins, doug@rrstuff.net 1146 W. 27th St. Independence, MO 64052-3222. Library of rail motorcar manuals, performance sheets, parts lists, maintenance instructions.

H & H Mfg. CO. hhimaparts@aol.com [707-887-7181](tel:707-887-7181) Full service machine shop and manufacturer of after-market Fairmont parts. Large supply of new and used Fairmont and Onan parts including transmissions, engines, brake and drive sprockets. Frame and aluminum door and side panels. Assorted rail motorcar project cars for sale.

Fredericksburg Shops, Newly manufactured motor car parts and accessories. www.fredericksburgshops.com or 209 Creamery Rd., Fredericksburg, Ohio 44627. Call (don't text) Dean Mark at [330-465-0713](tel:330-465-0713) 2 pm-6 pm Eastern time, or send him an email to: fredshops@earthlink.net

Model T coils for 2-cycle cars Improved design Model T ignition coils for all Fairmont 2-cycle motorcar applications. These coils are built inside of a sealed plastic weatherproof case with the proper wiring clips to match the timer clips. These are top quality USA made and will work on either 6 or 12-volt applications. No ballast resistor is required. \$110.00 each. Please add \$10.00 for shipping via priority mail. Fifth Avenue Internet Garage, 415 Court Street, Clay Center, KS 67432. phone [785-632-3450](tel:785-632-3450). fifthaveinternetgarage.com or email fifthavegarage@gmail.com

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

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

Complete, restorable Fairmont motorcars for sale. Models range from M9 up to A4 including two and four stroke engines, belt and transmission drives. Also parting out several motorcars; please call for more details. David Staggs, [812 545 9684](tel:812-545-9684), Mitchell, Indiana.

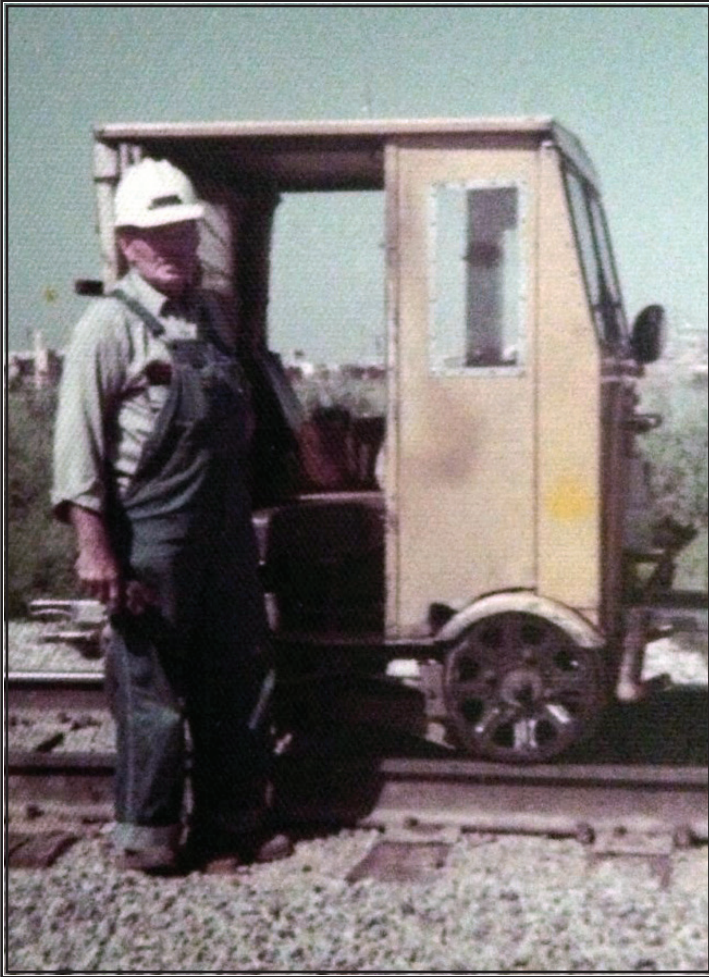
Onan CCKB and B-48-G Engines, rebuilt. Onan OEM parts only. Built to Onan standard of quality. Shop run-in time 30 minutes. Re-torqued, timing and valves checked. \$1,200.00 with qualified engine exchange.5-7 day turn-around time. Norm McKeen, text [417-839-3300](tel:417-839-3300) . or Shelley at [417-839-3555](tel:417-839-3555)

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HOW DID YOU GET INTO THE HOBBY?

BY STEVE FOUST

I have always had an interest in railroads; you might say rails run in the family. My grandfather, C.L. Foust, retired after 49 years with the A.T.& S.F. railway as a track supervisor. Both of my great-grandfathers, O.M. Foust and T.A. Scholes also retired from Santa Fe. I attended the handcar and motorcar day at the Oklahoma Railway Museum in Oklahoma City. After talking there with Drake Rice, my interest was renewed.



C.L. Foust in 1972 by his motorcar on the AT & SF as a track inspector.



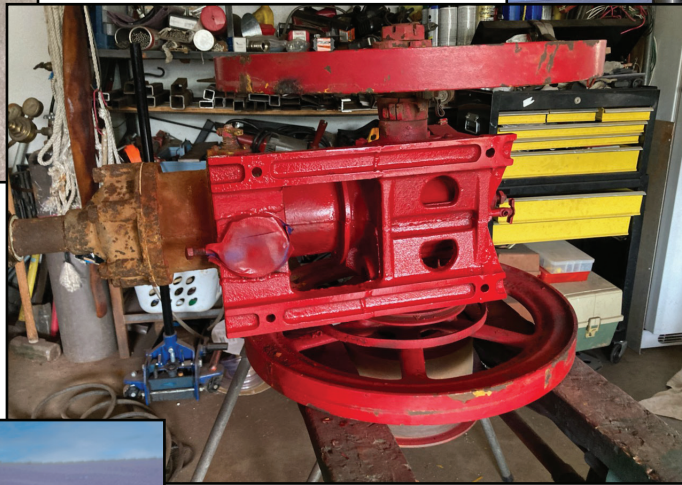
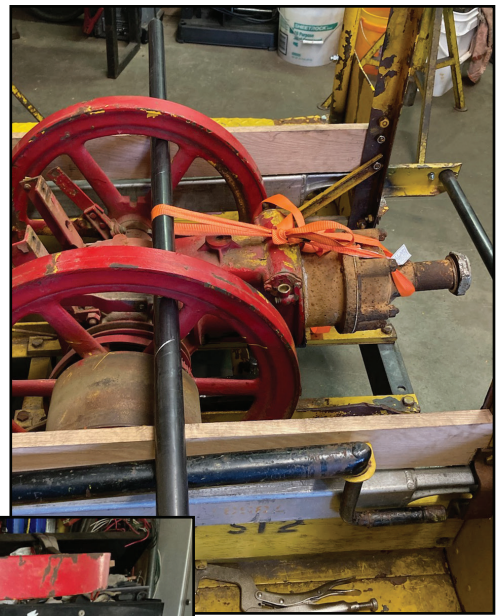
O.R. Foust (left) and T.A. Scholes (right) are my great-grandfathers; man in center is unknown

I received a 1945 Fairmont ST2 motorcar in July 2021 that badly needed to be restored. I pulled the water tank off and started to work. The cast iron motor was broken in eight places. The tired old wood needed to be replaced as well. I found the NARCOA website in my search for information. The website is where I was able to find names of people that were able to help me with information and parts that were needed. I had the carburetor and timer rebuilt. I had a buzz box built for the motorcar.





The early stages of the restoration are seen at left and right. After lifting the engine assembly from the motorcar's frame, I was able to weld up all the cracked and broken areas of the casting, as shown below.



ATSF 171032 fully restored at the Old Santa Fe Depot, Guthrie, OK.

This was a labor of love; with the goal that my son, Ryan could have the motorcar at his wedding in July 2022. The venue was the Old Santa Fe Depot in Guthrie, OK, and the track out behind is the same track that my grandfather traveled on his motorcar. A special thank you to Greg Hall and Bruce Sealy for their help in making this memory possible.



The happy couple, Ryan and Kaylee Foust, riding together on life's adventure!