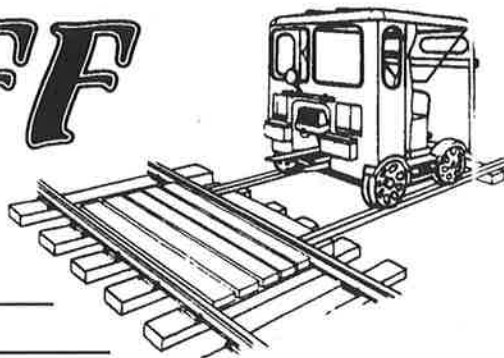


THE SETOFF

OFFICIAL PUBLICATION OF THE NORTH AMERICAN
RAILCAR OPERATORS ASSOCIATION (NARCOA)

March/April 1995



Early in November 1994, a few courageous souls gathered in Wilmington, DE, for their annual handcar/steamcar meet on the Wilmington & Western Railroad. There were two steam cars, a velocipede and several hand pump cars in attendance and, of course, a couple of "sag wagons." Harry Riblett of Wilmington took these pictures during a break. Harry's beautiful, recently completed hand pump car is the one in the foreground in the picture above.

Editor's Notes

By Gene Tucker

It isn't often that I drag out my old soapbox and step up to offer an editorial, but the many changes that are occurring in the motorcar community and in NARCOA are causing a good many rumors, concerns, and letters. I've received at least half a dozen letters from members of NARCOA in the last month or so.

Because it's important that we keep just the facts on the table (as old Sergeant Friday would say, "just the facts, ma'am"), let me briefly say a few things about some of the changes going on, to keep matters in perspective, and offer explanations for some of the things that have been written or said in the past few months. These thoughts, I hasten to add, are my own personal views, and not necessarily official NARCOA policy.

NARCOA Rulebook: At the last Board meeting, the rulebook in effect before the meeting was adopted as the current rulebook. (I think it is Rulebook Number Two, Revision Number One.) One change was made, to insert a rule concerning shunted axles. The proposed rulebook which (most likely) prompted a letter from three concerned members in Indiana was not adopted. See President Ron Zammit's column for more information.

Federal Railroad Administration: Probably the issue that caused the most concern and comment. The truth is that the FRA has been receiving *THE SETOFF* for some time now, knows of the existence of NARCOA, and could (I was reminded by a colleague) simply publish a rule for the railroads to follow that would prohibit any railroad from allowing a non-employee of that railroad to operate any equipment over their line, in much the same fashion as they

currently set standards for locomotive engineers, for example. This would have the effect of killing NARCOA's activities. One of the FRA's legitimate functions is to ensure accountability by the railroad community. When we operate over a line, we are part of that community. This is why rulebooks and insurance policies are necessary. It demonstrates that we, as an organization, have taken steps to ensure safe operations, and should an accident occur, that we've taken steps to account for any possible damages. Any short look at railroad history will quickly show that full-time employees of railroads throughout their histories had accidents. We, as part-time users of railroad properties, will not better their accident records.

Comments by Board Members, Officers, and others: What you may hear or read (even in *THE SETOFF*) from NARCOA Board members, officers, or individuals charged with drawing up rulebooks, bylaws, and other prospective changes to the way we do business, are not official policy or actual changes until they've been approved by the Board. NARCOA is a democratically run organization, and I will personally pledge to do all within my power to see that proposed changes are published in *THE SETOFF*, and that full texts to changes in rulebooks, bylaws, etc., are published for comment by the members in advance of their consideration by the Board or a committee. Secrecy is not in anyone's best interest, and will quickly undo all the gains made in reforming NARCOA to better serve you, the owners and operators of railroad motorcar equipment.

MEET OPERATIONS MANUAL AVAILABLE UPON REQUEST

By Hank Brown

At the recent Board meeting in Chicago, the operations committee developed an operations manual to help meet coordinators and members when organizing motorcar meets and operating motorcars. The manual covers the written information as well as the guidelines which we would like everyone to follow. This will insure that we present a unified image to the railroads.

If you would like a copy of this manual, feel free to contact Hank Brown, Box 25, Cottage Grove, WI 53527. Please allow two weeks for delivery.

May 15th is the deadline for submission of photos, stories, etc., to the Editor for the May/June issue of THE SETOFF.

Organization News

By Joel Williams

With the recent increase in postage and increasing printing costs, the cost of sending four *SETOFFs*, a calendar, and a roster exceeded the \$10.00 membership dues. And we have started publishing *THE SETOFF* six times per year, which has made a dues increase mandatory. The decision has been made to increase the dues to \$20.00 per year.

I have revamped the renewal periods from quarterly to six periods per year. Instead of WI for winter, SP for spring, etc., on your mailing label the new code will be JF for January/February, MA for March/April, etc. Everyone will still receive a year's worth of *THE SETOFF*. All renewals which are received before this notice is published will be renewed at the old rate. New members received after March 1st and all renewals after this publication will have to pay the new rate. If the amount received is incorrect, the renewal time will be adjusted accordingly.

THE SETOFF will now be sent to you in an envelope. We noticed that at times some people would not get their copy. We feel the envelope will help to prevent the curious from stealing it out of the mail. Also, there will be less damage and soiling.

NARCOA Board of Directors

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- Vice President - Stan Conyer, IN
- Secretary - Joel Williams, NJ
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- Area 1: Dick Wilhelm, NY
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- Area 9: Bill Pollard, AR
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Recording Secretary: Mike Paul

Guidelines for Submitting Materials For Publication in *THE SETOFF*

1. Our editorial policy is to cheerfully publish in *THE SETOFF* all materials received, although they may be subject to editing for space considerations.
2. Photos and materials submitted for publication in *THE SETOFF* cannot be returned.
3. We cannot publish copyrighted materials such as: photos, posters, cartoons, or articles without written permission from the author or publisher. Written permission must be provided by the sender at time of submission.
4. Meet stories, technical articles and lengthy submissions should be typed or printed.
5. Ads, meet notices, and short articles may be handwritten.
6. Photos should be either black and white or sharp color photos. Photos print best when the subject of the photo is large. A picture of a motorcar sitting atop a bridge, for example, where the image of the motorcar is very small, or blends in with the background of the picture, doesn't print well. Please label the back of the picture as to its subject matter and who took the picture. Please do not send 35MM slides.
7. Finally, send materials to *THE SETOFF* editor by the deadline, the 15th of each odd-numbered month (January, March, May, July, September, November).

THE SETOFF

Volume 9 Number 1

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THE SETOFF is published bi-monthly by the North American Railcar Operators Association (NARCOA) to promote safe operation of railroad motorcars, and to encourage fellowship and exchange of information among motorcar enthusiasts. Membership in NARCOA, which includes a subscription to *THE SETOFF*, is \$20.00 per year, and is available from Joel Williams, Box 82, Greendell, NJ 07839.

Meets

Members who have organized meets are encouraged to advertise those events here. We will publish all notices received. Be as complete as possible in providing details of the trip: time schedules, costs, restrictions and conditions for attending the events, and total mileage of the motorcar trip. Send materials to Dick Ray, 5 Hemlock Place, Randolph, NJ 07869, or to Hank Brown, 622 Oak Street, Cottage Grove, WI 53527. If time is short, send them directly to the Editor. Thank you!

April 15 & 16, 1995: North Georgia railcar weekend at Blue Ridge, GA. Ride up to 50 miles through the North Georgia countryside. No insurance required. Additional details from: Hugh Cain, 510 Austin Street, Norfolk, VA 23503.

April 21 - 23, 1995: Florida Central RR at Wooten Park in Tavares, FL. Safety meeting will be held at 8:00 a.m. Saturday. NARCOA insurance required, and NARCOA rulebook in effect. Total run is 146 miles. Dining out Friday night at the Green House Restaurant, and a catered dinner Saturday night at the depot in Mt. Dora. Sunday breakfast on the porch at the Lake Side Inn in Mt. Dora, dutch treat. All transportation via motorcar. Advance registration required. Cost is \$50.00 per motorcar, which includes \$40.00 per car (10 car minimum) and \$10.00 per car for expenses. Pay when checking in. Remember especially these safety items: wheels, brakes, lights, fire extinguisher, first aid kit and red flag. No shunted wheels! Contact: Jack & Susie Whitt, P.O. Box 356, 8023 Bloomfield Avenue, Yahala, FL 34797, or phone (904) 324-3868.

April 22 & 23, 1995: Grand Opening of the High Springs Station and Museum, located at 20 NW Railroad Avenue in High Springs, Florida, off exits 80, 79 and 78 of I-75. Classic car cruise-in, oldies concert, railroad demonstrations, guided tours, special displays, and more are planned. Discounted admission applies throughout this opening weekend. Door prizes each day. For information, call (904) I LIKE RR (454-5377).

May 20 & 21, 1995: Oil Creek & Titusville RR. Fourth Annual work/run meet over the ten-mile line which runs in the Valley that changed the World. See Drake's Well, drilled in 1859. Bring your own tools for brushcutting/clearing. Set-on each day at 8:00 a.m. at Perry Street

Station, Titusville, for safety meeting. Cost is \$10.00 per car, no insurance required. A R.E.P.A.I.R Group event. Call Charley and Mary Bowyer (216) 426-4025, or Vic and Thelma Maire (412) 285-9614 for more details.

May 28 & 29, 1995: Come celebrate NARCOA's 10th anniversary, where motorcar conventions began: The Southern Michigan Railroad Society (SMRS) at Clinton, MI, 12 miles of Michigan's oldest railroad. NARCOA insurance required. Many runs over the two days. Fee (\$15.00 per car operator) is to join SMRS. Contact: Eric Schwandt, 5472 Far Road, Dundee, MI 48131. Phone: (517) 451-2175.

June 17 & 18, 1995: Port of Tillamook Bay RR is the site of this two-day event over the 90 miles of track between Banks and Tillamook, OR. Only reliable cars are capable of handling this mountainous terrain, which will pass by the remains of mountain towns lost in the Tillamook Burn Fire of 1933, and at Baldwin, site of the trestle accident of 1935. On Day One, a lunch break (bring your own) will be held on the mountaintop. Day Two will consist of a stop at the famous Tillamook Cheese Factory and at the Air Museum. Extra option is to attend a dinner (with speaker) for \$18.00 per person (20 person minimum). Cost for the meet is \$135.00 per car (two persons per car). NARCOA insurance and rulebook in effect. Overflow cars (beyond the minimum of 25 cars) will run on June 24 & 25. Sponsored by Nehalem Bay Railway Speeders, P.O. Box 292, Manzanita, OR 97130. Contact Dwayne (503) 368-7575, Norm (503) 368-5705, or Wally (503) 368-6496 for more information.

July 1 & 2, 1995: Kalamazoo, Lake Shore & Chicago, 14 miles of track at Paw Paw, MI. Details in May from Jim Lindholm, 836 Fairfield NW, Grand Rapids, MI 49504. Railroad has some freight movements, but is overseen by a bankruptcy trustee. Details in the May/June issue of *THE SETOFF*.

July 22 & 23, 1995: Central Pennsylvania Weekend II. Ride 86 miles of the North Shore RR from Northumberland to Beech Haven and return. On Sunday, ride 50 miles of the Shamokin Valley RR from Sunbury to Shamokin and return. On Saturday evening, the Central Pennsylvania Chapter, NRHS, will host an evening at the White Deer Station and Museum, with snacks, slides, videos, and perhaps an evening caboose ride. NARCOA insurance and rulebook in effect. No shunted wheels permitted.

Cost is \$50.00 per car for the weekend. Send SASE to Larry Maynard, RD 1, Box 351, New Columbia, PA 17856. Phone: (717) 538-9050.

March 1996: (So you can plan ahead!) WILDERNESS TOURS has gained tentative approval to organize a railcar tour of the Chihuahua Pacific RR. We will ride our railcars the whole 497 miles through the scenic Copper Canyon with its 87 tunnels and steep cliffs from Chihuahua to Los Mochis. For those who are interested in going on this adventure, please obtain your passport and contact Hank Brown, Wilderness Tours, Box 25, Cottage Grove, WI 53527. Phone: (608) 839-4939, or FAX (608) 839-5595.

The FIRST IOWA DIVISION sponsors the following events, open to all NARCOA members. NARCOA insurance required for all trips. Send SASE to: Dave Pratt, Colfax Northern RR, 410 South Walnut Street, Colfax, IA 50054, for more information.

May 7: Burlington Northern, Des Moines to Albia and return, 124 miles round trip. First time ever! \$30.00 per car.

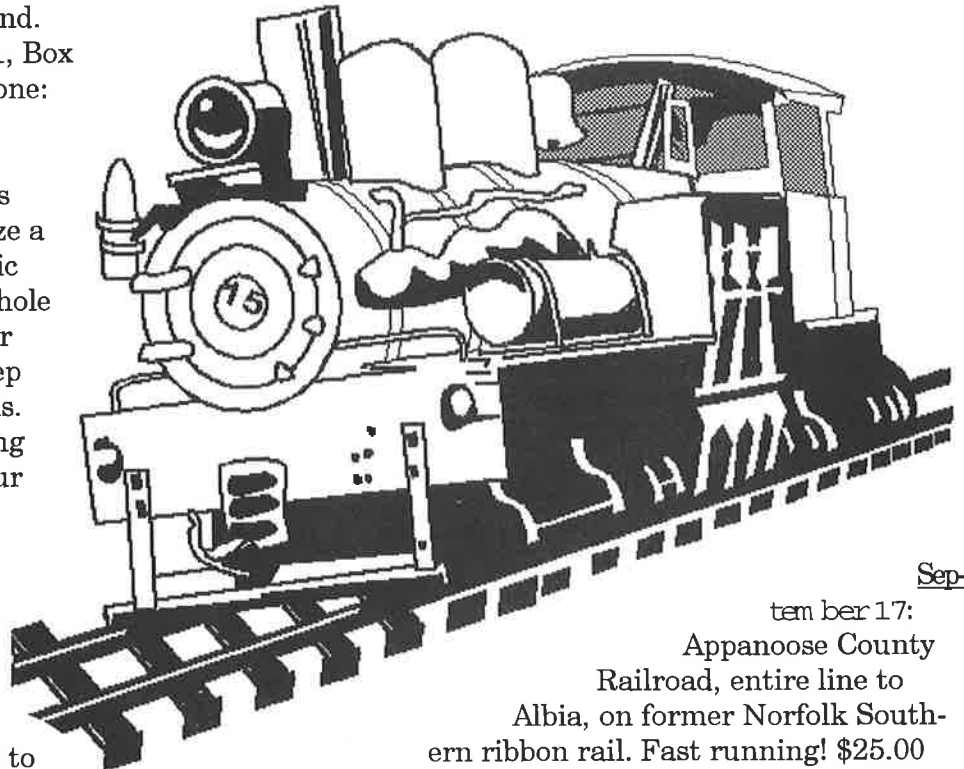
May 27 & 28: Burlington Northern, Sioux City to O'Neil NE and return. A long run, requiring an overnight stay in O'Neil. First time ever! \$30.00 per car.

June 24: (Tentative) Fort Leonard Wood Military RR. Run 40 miles round trip over this railroad, built by the Frisco early in WW II. First time ever! \$25.00 per car.

July 4: Slater, Iowa, July 4th Celebration. Show off your car in the big parade, then join us for a picnic at Wayne Rimathe's llama ranch just outside of town.

July 9: Iowa Northern, Palo to Cedar Rapids to Waterloo, IA, and return, 100 miles round trip. Visit the restored depot at Vinton. First time ever! \$30.00 per car.

September 3: NEBKOTA (NEbraska - DaKOTA) Railroad, from Gordon, NE, to Chadron and return, 146 miles round trip on former C&NW "Cowboy Line". NEBKOTA motive power consists of vintage F units. First time ever! \$30.00 per car.



September 17: Appanoose County Railroad, entire line to Albia, on former Norfolk Southern ribbon rail. Fast running! \$25.00 per car.

October 28: Boone & Scenic Valley RR. Not a long run, but great pumpkin displays, bonfire (with refreshments) in the evening, and an evening run at least twice, hopefully all the way to the end of the line. Cost is \$35.00 per car (non B&SV members) and \$15.00 per car (B&SV members). Price includes refreshments.

The following events are sponsored by regional divisions of NARCOA, and are open to all members. You should contact the meet organizer listed for the meet for more information. Regional divisions (and identifying symbol listed after the date) are: HEART OF THE HEARTLANDS (HRT) P.O. Box 394, Cherryvale, KS 67335, or contact Jean O'Dell 3623 Mosher Road, Parsons, KS 67357; HOOSIER RAILCARS (HOOS) c/o Stan Conyer, 9333 West State Road 46, Columbus, IN 47201; and the MISSISSIPPI VALLEY DIVISION (MVD) c/o Hank Brown, 622 Oak Street, Cottage Grove, WI 53527.

April 9: (HRT) Chanute to Benedict to Cherryvale, KS.

April 23: (HOOS) Crane Naval Surface Warfare Center, Crane, IN. 35 plus miles. Reservations required. \$20.00 per car. Bruce Frye (812) 339-6296.

April 29: (MVD) National Railroad Museum

(Continued on next page)

Meets

(Continued from previous page)

in Green Bay, WI. 10 car maximum. Must be a member.

May 14: (HRT) Cherryvale to Chanute, KS.

May 19 - 21: Chicago & Northwestern Historical Society Convention at North Freedom, WI. Contact Kenneth Reigle, (608) 271-5848.

May 21: (MVD) Iowa Interstate RR, Henry to Peoria, \$45.00 per car and \$1.00 per person.

June 3 & 4: (NE MOTORCARS) Hobo RR in Lincoln, NH. Contact Hank Brown (see above).

June 1995: (WILDERNESS TOURS) Ontario Northland RR, North Bay to Hearst, 800 plus miles. \$135.00 per car, with 25 car maximum. Hank Brown (see above).

June 1995: (WILDERNESS TOURS) BC Rails, Prince George to Fort Nelson, 1007 miles. More details in flyer in the next *SETOFF*. Contact Hank Brown (see above).

June 11: (HRT) Fredonia to North Winfield, KS.

June 17 & 18: (MVD) Green Bay & Western RR, from Plover to East Winona. Contact Mike Paul, (414) 235-2607.

July 9: (HRT) Independence to Collinsville, OK.

September 10: (HRT) Coffeyville to Chetopa, KS.

September 17: (WILDERNESS TOURS) Algoma Central Ry. under new ownership, Sault Ste. Marie to the Aqawa Canyon. Contact Hank Brown (see above).

October 8: (HRT) Cherryvale to Iola, KS

The WALKERSVILLE SOUTHERN RR sponsors the following events, which are all open to NARCOA members. Contact the railroad at: P.O. Box 651, Walkersville, MD 21793, or phone (301) 898-0899 (M-F, 9-11 a.m. EST) for more information.

May 14: (NOTE DATE CHANGE!) Second Annual Handcar/Steamcar Meet. Bring your handcar or steamcar for 15 to 20 miles of running through the northern Maryland countryside.

June 17: Fifth Annual NARCOA Motorcar Meet. 15 - 20 miles of running to the Monocacy River and return.

September 9: Walkersville Southern RR Society Members Day, open to NARCOA members with motorcars, handcars or steamcars.

Letters to the Editor

To the Editor:

For those of you who are worried about the next generation, as I am, take heart! I am about to tell you about a young man I have the pleasure to know. A young man who is going to be a plus in the next generation.

Let me go back to four months ago. My wife, Barb, and I finally made the decision to enter the Computer Age. We felt it was necessary for the railroad museum we are about to open.

One of the benefits of owning a computer is the "networks" you can subscribe to. About the fourth week of owning this electronic wonder, I stumbled onto the Prodigy network. Under Hobbies, subheading Trains, I found someone writing about motorcars. The heading was "MOTORCAR NUTZ."

After a few discussions back and forth, I found out I was talking to a Mr. Jonathan Blair of Rome, Georgia. It seems Jonathan knows all the crews and yard personnel for the Norfolk Southern within a 30-mile radius of Rome. Furthermore, he learned that the NS had a motorcar going up for bid near Rome.

Jonathan asked me to tell him what to look for in the way of making a bid on this car. I told him the usual: alternator, coil, lift-off levers, etc. The next correspondence from Jonathan asked me to explain what an alternator, coil, and lift-off levers looked like! We got this hurdle crossed and Jonathan sent in a bid.

About a week later on a Saturday, I came home from working at the museum to have my wife tell me that she had gotten a frantic phone call earlier. The person on the other end kept saying, "Mrs. Johnson caught it." After five minutes, Barb figured out the excited voice at the other end was Jonathan and that he was saying he had "got it." The Southern M19.

Jonathan and his grandfather got the car home. For Christmas, Barb and I gave Jonathan a rusty, but serviceable, hand crank. With basic mechanical knowledge and a couple of phone calls from Jonathan's grandfather, the two of them got the speeder running.

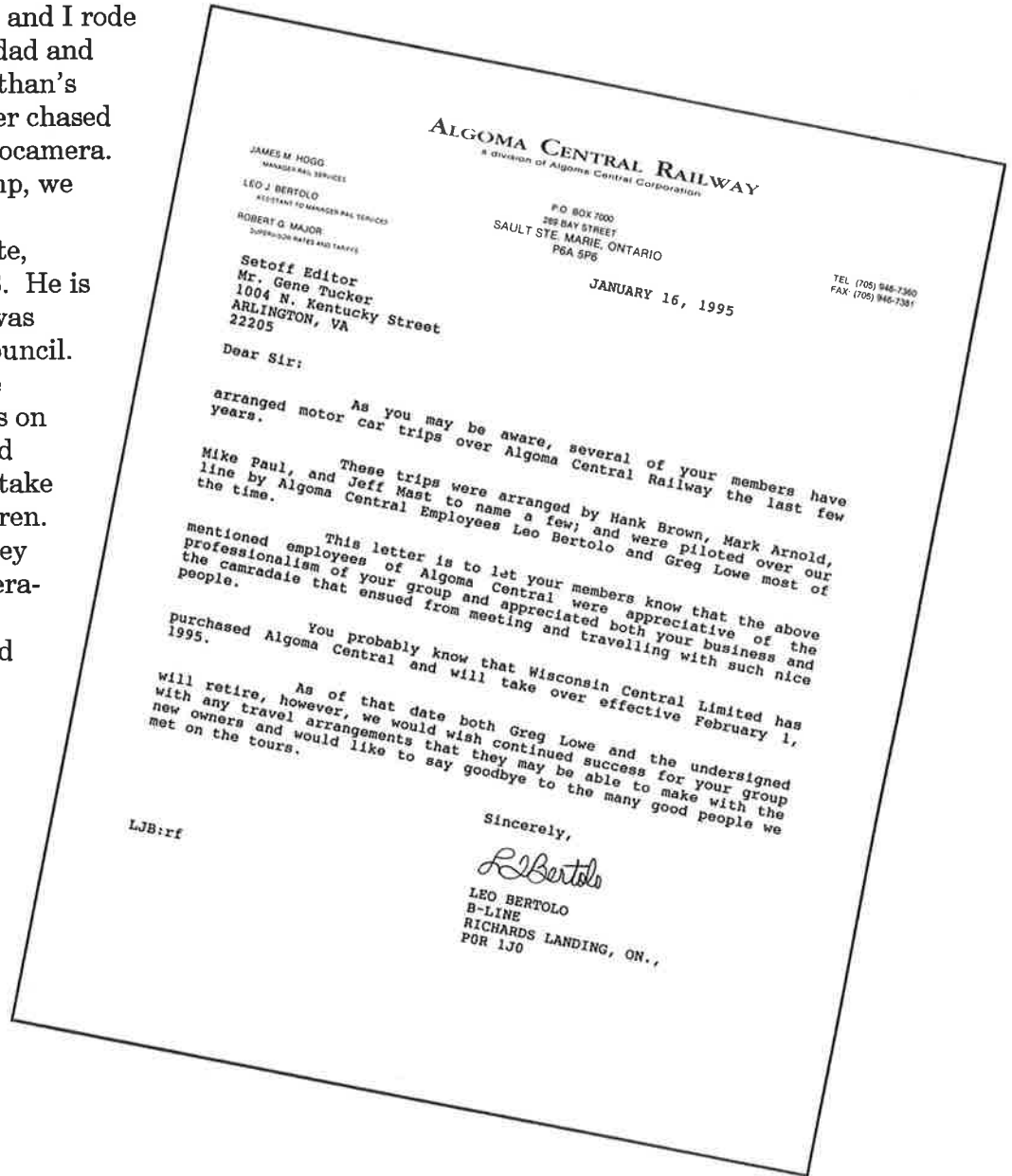
Last Saturday, my friend Charley Pults and I made the four-hour drive to Dublin, Georgia. We were going to ride from Dublin to Vidalia on Sunday. As we pulled into the Holiday Inn, there was my friend, Jonathan, with his grandfather.

The next day, Jonathan and I rode my MT19 while Jonathan's dad and Charley took my M19. Jonathan's grandmother and grandfather chased us in their van with the videocamera. Other than the cold and damp, we had a great day.

Jonathan Blair is a polite, responsible young man of 13. He is a straight-"A" student and was elected to the President's Council.

For those who think we should limit the age of riders on speeders, I suggest we should limit the parents who don't take responsibility for their children. Personally, I would bet money that few of the motorcar operators that were at Dublin a week ago would not be proud to take Jonathan Blair or a young man or woman like him on their cars. If all the young people of today were like Jonathan, we would have nothing to worry about. I am proud of him and proud to say he's my friend.

Ric Tritsch
High Springs, FL



To the Editor:

As a member of MCCA, MOW, NARCOA and Northwest, I would like to comment on Ron Zammit's letter in the last issue of *THE SET-OFF*. I feel it is extremely important that we listen to his warning.

As the number of people involved in recreational railroading increases, our meet size increases, and a firm structure of workable rules to govern our conduct becomes more and more important.

The small group of 10 or 15 cars of early days has become a "train" of 40 or 50-plus cars, increasing the likelihood of unfortunate incidents which bring railroads' liability into question and, in turn, closer scrutiny by the FRA.

If we become a problem for the FRA, their easy answer is to issue an edict to the railroads

that "thou shalt not allow privately-owned and operated maintenance of way vehicles to use track owned by or under the control of the railroad."

Once an edict like this goes into their rule books, we may never get it lifted. Don't let that happen.

Let us show the railroads, the FRA and the insurance companies that we are professionals who can regulate ourselves for our own personal protection, the protection of the railroads and, ultimately, the protection of our hobby.

John C. Schubert
Guerneville, CA

Letters to the Editor

January 9, 1995

Dear Friends,

In December, I asked Dr. Denny Anspach to chair a small committee to negotiate a new motorcar insurance program to succeed the AARO program that will end for all of us March 6th. His committee has been working diligently in this regard. Without getting too detailed, some of the common threads about motorcar insurance have already become evident:

(1) Because of the effective demise of Lloyds of London as the principal insurer of American railroad interests, the entire market is incredibly restricted at this time.

(2) Because the remaining cadre of railroad-interest insurers is small, the regulatory travails of AARO, and the previous coverage problems of other motorcar groups' insurance, such as cases of fraud, are well known by all. AARO is on an insurance industry's "watch list" and is essentially black listed as a shell corporation. Unfortunately, both AARO and other motorcar groups' insurance problems are intertwined and inseparable in their minds. They are utterly uninterested in the detail of the politics involved and so just simply say "no" in several different ways.

(3) The insurers seriously object to doing business with "unlicensed individuals" (that is you and me.) They are particularly angry about the large number of such contacts and repetitive inquiries/complaints about the same old insurance issues.

(4) They are very wary of perceived "shell corporations" (groups with no perceived assets or members: "who is there to defend?"). Despite its profoundly innocent origins and intentions, AARO as an organization is unfortunately so perceived.

After being steeped in these issues, the committee met this January 8th in Sacramento. I was present, as well as the person who acquired the three AARO policies for the last three years. Present also was Mr. Frank Hagerty of Hagerty Classics Insurance of Traverse City, MI. His family-owned insurance company provides specialty insurance such as insurance for virtually all the antique and classic boats in the U.S. and Canada.

Mr. Hagerty has been a NARCOA and MCCA member for some years, and owns a

former C&NW Fairmont M19. He has also been on motorcar trips and has first-hand experience of many aspects of our hobby. By the very nature of his business, he understands the hobbyist.

As the result of this meeting, the following has been recommended by the committee:

(1) That we assume a firm "green field" approach to any new insurance program. This simply means that we do not attempt to build the new program on the remains of the old. This does not mean that the program will be different. It only means that we intend to shed, as much as possible, the problems, perceived or otherwise, of the old.

(2) That Hagerty Classics Insurance be asked to work exclusively, for the time being, on our behalf to serve a satisfactory long-term insurance program. It will be as reasonably priced as possible. It will contain at a minimum a "maximum" of \$5,000,000 third party liability. Just how else it might be structured will depend upon what is actually possible, or is actually offered.

(3) That this insurance program would be tied on an exclusive basis with NARCOA only.

(4) AARO would be retired. NARCOA would become the insured/insuring corporation. The assets of AARO would be used to start the new policy.

(5) That all other motorcar enthusiasts be strongly urged to desist and back off from further contact with the insurance carriers for the time being. The committee feels that this is absolutely essential to get the insurance carriers to talk with them. The insurance carriers are small in number and wish to talk with one person, and that person has to be licensed. The committee has asked Frank to be that person.

(6) Although we have to continue to be very wary of those individuals and/or groups that maliciously, or in ignorance, have brought this unwarranted insurance crisis down on our heads, these people are not going to drive the agenda. However, the committee will concentrate on reducing the perceived areas of undue exposure, so that the outliers in this hobby, who will always be present, will have only the smallest targets to shoot.

(7) The membership should be noticed that the new insurance is not likely to come without an imposed price of required safety measures, any breach of which may breach the insurance. Although many parts of our hobby will accept these without difficulty, as their standards are

higher, others may feel imposed upon. The committee feels strongly that this is a reasonable requirement that can only improve the likelihood that we will continue to be welcome on the railroads for years to come.

Lastly, just as this letter is being finished, I have learned that one company has already offered to substantially investigate the development of an insurance program with the above required features, and several others have expressed a strong preliminary interest. Details are

scant, and much has yet to be defined, not the least of which is a decision by NARCOA that this is indeed what it wishes to do. I remain optimistic and request your strong support. There is no doubt in my mind that for NARCOA as an organization, and for the hobby in general, this unasked-for insurance crisis, unexpectedly, may well offer a way to take another step to maturity, and better our organization from this experience.

Ron Zammit
Arroyo Grande, CA

A FALL FOLIAGE RUN ON THE DELAWARE LACKAWANNA (AND A CLOSE ENCOUNTER OF THE UNWANTED KIND)

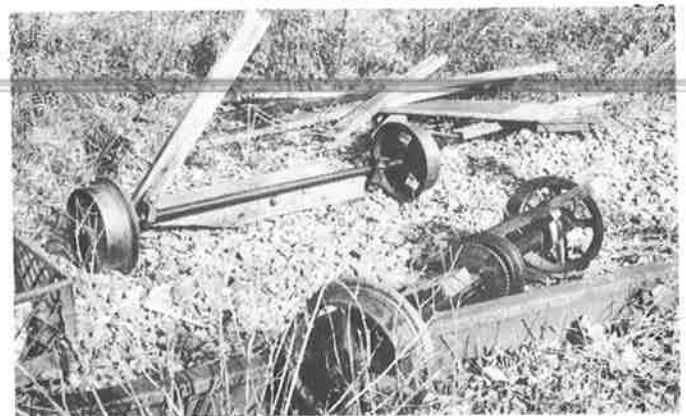
By Joel Williams

The Delaware Lackawanna & Western RR main line from Scranton to Stroudsburg, PA (52 miles) has been out of service for 15 years. It is now owned by the Monroe County Rail Authority and operated by the Delaware Lackawanna. The track is being upgraded for anticipated freight traffic from a to-be-built grain mill. Tobyhanna military depot is also generating traffic, and Steamtown uses part of the line for excursions.

During the fall, a group of NARCOA members got the opportunity to run from Moscow, PA, to Stroudsburg. The Steamtown train and a Delaware Lackawanna excursion train were also operating. Our group ran under train orders with General Manager Rob Mangels as our pilot. We passed a number of passenger stations that were open and had passengers waiting for a train. Where do you see that anymore?

Pictured at right above is the station in Moscow. The locomotive air horns on Fred Furminger's car had people run out to see the train coming only to be disappointed by just motorcars.

Also running that day was the illegal operator pictured at right (name withheld to protect the idiot). He is shown removing the engine from his homemade car which had no brakes. We met him on a blind curve. Fortunately, he was stopped because his chain had fallen off. A radio call to the railroad police brought them out to arrest the fellow, who will face court and a \$400 fine. After he removed his engine, the frame of his car was broken up with a fire axe (what's left is shown at right) and the remains thrown over the embankment. His axles were hauled away by the railroad.



From the President:

By Ron Zammit

Before I get into the news, I'd like to apologize for any offense I've given anyone in the last editorials. I am trying my best to expose the issues we face, and no offense was meant, to anyone.

In no way do I wish to eliminate any group from NARCOA. There is plenty of room for us all. We are all connected, so I do hope we can learn to cooperate, and form an organization for which we all have pride.

Additionally, I do not knowingly break rules of operation of any group. Again, I have been trying to expose the issues. Should you have any questions as to my motives and/or my actions, please write me.

My address is given in the masthead or, by email, rzammit@pandora.physics.calpoly.edu. Now for the news.

Board Meeting.

First I'd like to say that there were a terrific number of letters and phone calls flying before the meeting. The interest was mainly stirred by rumors as to what could happen. The rumors did not come true. What did happen is a large step in securing the future of our hobby.

Attendance at the meeting was excellent with over 50 members present, including all 11 Board members, or their proxies. The minutes are printed elsewhere in this issue, but I'd like to hit a few high spots.

1. New by-laws: a democratic set of by-laws was passed. This is the most important thing we have done; this is an excellent document. One big item you will notice soon: elections occur every year with half the Board replaced. (Two-year terms for members, one year for the president.)

2. Insurance program adopted. This is an exciting event, and with a (verbal) three-year commitment from the carrier, hopefully we move to a stable program.

3. The rule book adopted is the "old" NARCOA book with major change being no

shorted wheels allowed.

4. Dues raised to \$20 to cover postage increase and increase to six *SETOFF* issues per year.

Insurance.

Here's where we need to cooperate now. While this program costs more than the one last year, it offers personal liability coverage. It does not cost to add the railroad, as it did last year, but I am asking for donations for adding a railroad, to cover NARCOA administration costs. Please contact the people involved should you have questions.

Tom Norman will provide us with financial reports on the program, and if the costs are contained for NARCOA and the carrier, the price per person should decrease. All of us expect this program to be accountable to the membership.

We have loans to start the program. These loans are from: First Iowa Division, Mike Paul, MOW, Jack Whitt, and an anonymous member. These loans are appreciated, but will be used only if we get in a bind.

We have decided to not start the policy until we "get the nut" or clearly stated: when we get 285 members signed on we will have the full premium, we will pay it, and the insurance starts. I hope to do this by the end of March, so the sooner you get your check to Tom, the quicker we are back on the rails.

Rule Book.

Stan Conyer has written about the Board's actions elsewhere in this issue. Changes to the rule book considered in the future will be published in *THE SETOFF* before the Board meetings. Members will have time to give inputs. Hopefully, this negates many of the rumors.

Well, I've been told I write too much, and that there's no communication, and that there are too many secrets. I'm trying to strike a happy medium, am going to close now, and cover more of this in later issues. Until then, let's hope the insurance is started soon and we are back on track.

NARCOA'S INSURANCE COMMITTEE ANNOUNCED THAT AN INSURANCE PROGRAM FOR 1995 HAS BEEN FIRMED UP

By Thomas Norman

Applications for this year's insurance program have been mailed to all NARCOA members and all participants in last year's AARO program. The NARCOA Insurance Committee is pleased with our current program which offers:

- \$5,000,000 general liability for all association activities;
- \$5,000,000 general liability for railcar special events with members named as additional insureds;
- \$500,000 personal liability for railcar owners, which applies in all legal car operation, loading and unloading, and towing on a trailer; and
- \$5,000 all-risk physical damage coverage for railroad equipment owned by individual members, subject to a \$100 deductible.

If you want to participate in a NARCOA-sponsored and insured event, you must be a NARCOA member and purchase the 1995 NARCOA insurance program. No other insurance policy may be mixed with this one.

All operators and meet coordinators must have this NARCOA insurance. The NARCOA rule book or one that is more restrictive must be used. As before, the railroad host and/or meet coordinator have the final say on rules.

The insurance premium is \$175.00 per year, but because the insurance carrier required NARCOA membership, we must ask for an additional \$20 to insure that membership in NARCOA extends beyond the policy year end date of March 31, 1996.

For example, if your membership expires in June 1995, we must receive your \$20 when you join the insurance program so that your membership will expire in June 1996, after the policy year end date.

If you have not received the initial NARCOA insurance program mailing, you can request an application at the following address:

Thomas B. Norman
 NARCOA Insurance Program Administrator
 1047 Terrace View Drive
 Alberton, MT 59820-9410

MEET THIS MEMBER . . .

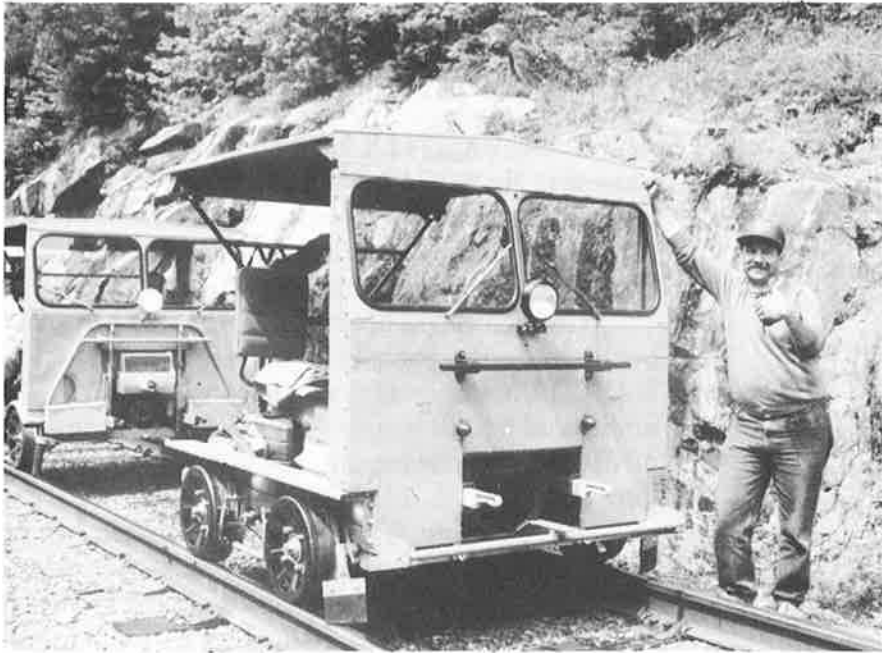
Robert W. (Bobby) Logan, of Branchville, SC, sent us a picture of himself, shown at right, on his Southern RR M9-G, #3462.

Bobby worked for Southern for 10 years, starting in 1943 as a welder's helper, welder and B.T.U. operator. In 1965, he started building and repairing maintenance equipment in his welding and machine shop until 1990.

He is now retired, but still runs his shop for his hobby, repairing and restoring motorcars.

Bobby owns two Fairmont M9s, an S-1 and an S-2.



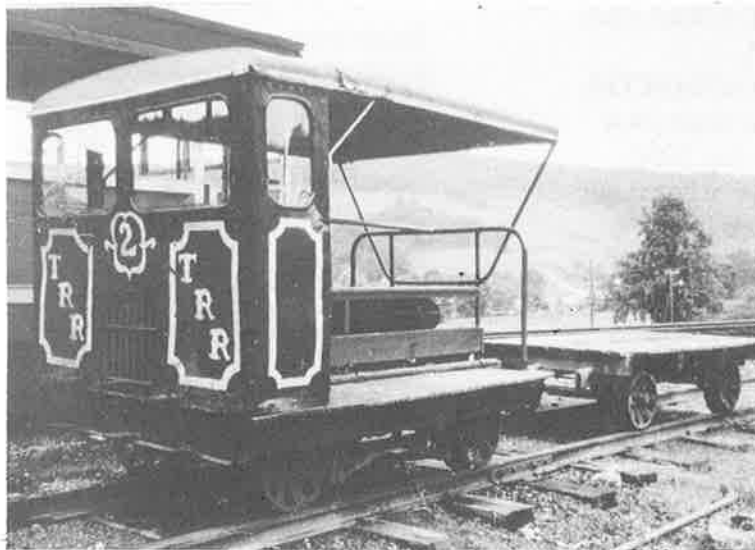


The Algoma Central Ry. was host to a meet in June 1994. At left is an MT14-L owned by Al Niewiadomski, shown at Trout Lake, Ontario. Below, Stan Conyer is shown with his ex-CN 140-50 Beaver car at Wawa, Ontario, at the end of the first day of the Algoma run. The motorcar's cab flips up to access the engine for servicing.

Photos by Scott Janz

At right, a motorcar on the Tweetsie RR in Pigeon Forge, NC, in July 1969.

From the collection of Hugh Cain



At right, Carl Schneider's M19 shown northbound in the rock cuts south of Montreal Falls Bridge at the Algoma Central meet in June 1994. Below, the lineup with hyrail vehicles at the Regent Siding on the Algoma Central.

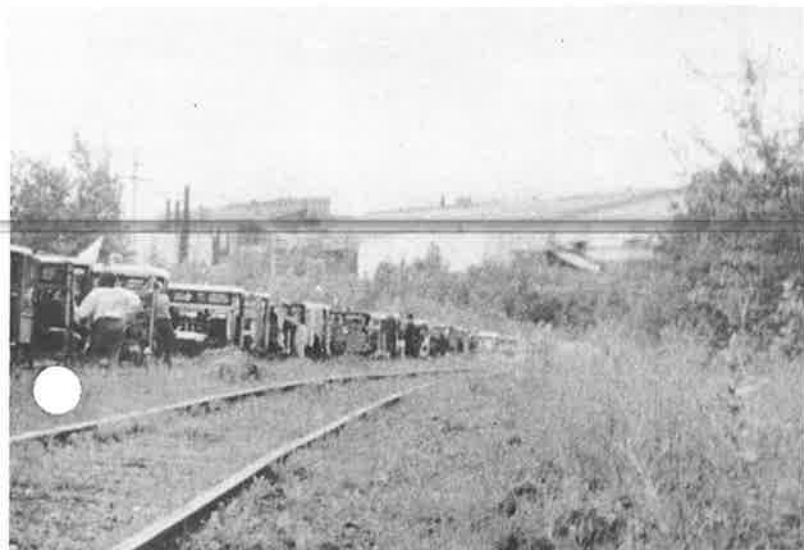


Below, the lineup at the Lake Superior & Ishpeming RR meet on July 23, 1995, westbound at Republic, MI.

Photo by Scott Janz



Above, Dave Rangel's ex-Union Pacific MT19 is stopped at Reedley, CA, on the San Joaquin Valley RR WYRMOO meet held on January 1, 1995.



SPARK ARRESTORS ARE REQUIRED ON M.O.W. EXCURSIONS

By Ron Zammit

As some of you know Motorcar Operators West (MOW) has been requiring spark arrestors on all motorcars involved in an excursion. What does this mean and why was it done? Well, first a bit of history.

Fairmont did install arrestors as an option, even on the two-cycle cars. These cars were operated usually on track passing through national forests. At present, national forests and all BLM lands require the use of spark arrestors on all internal combustion engines in the west.

This means that even a locomotive must have these, and railroads must take precautions and avoid fires from other sources, such as hot brake parts. One use for motorcars out here has been the fire patrol, the running behind a train to put out a fire.

Now let's face it, the U.S. Government has cut back Forest Service and BLM personnel so much that there is little chance that any of us would get chased down the track and given a ticket for not having the proper arrestor on the engine. And MOW tries to be a good citizen in the railroad community, but even this is a bit much.

So why did we do it, you may ask? Because we are financially responsible for any fire started by our operation. Railroads have been fined for starting fires (faulty, i.e., burned out, arrestor on the diesel) and charged for the costs of putting out the fires. Additionally, if we as operators were to start a fire and not have an arrestor, it could be construed in court as negligence. This would be likely if there were a loss of life due to the fire. So we comply with the rules.

For the Onan cars, there's an arrestor that



Tom Diehl, of Navarre, OH, owns the hand car and three-wheeler pictured above on his private 30" railroad. Tom owns T.W. Diehl Restorations and specializes in the restoration and reproduction of historical equipment.

fits right where the muffler is, and looks just like it. (I know, why can't the muffler serve. A new one could! But an arrestor needs to be made from stainless so there's no problem with internal baffles coming loose or rusting away.) Installation takes only a few minutes.

For the belt cars, spark arrestors are more of a burden than anything else. I really don't believe a Fairmont two-cycle could start a fire. Mine barely fires in the cylinder, much less emits carbon hot enough to do any damage. Plus the exhaust on those things is usually a black, oily,

nasty mess. I bit the bullet and installed the arrestor. It's the same size as the Onan muffler, but with 2" inlet/outlets, so the engine breathes fine. I had to have a 2" "U-turn" pipe welded and added so it'd all fit, but it works. Some folks have gone further and added a muffler, making for a very quiet car.

So if you folks from the East come to run with us, and I hope all of you do someday, please keep the arrestor in mind. They are about \$60, but compared to the cost of towing your car out here, this is minimal.

NARCOA TREASURER'S REPORT AND FINANCIAL STATEMENTS

By Tom Norman

It's been a busy five months since I was appointed NARCOA's treasurer at the September 10th Board of Director's meeting. NARCOA was originally incorporated in Delaware as a non-stock, non-profit corporation, but paperwork required by the IRS to grant tax-exempt status to the corporation had never been completed. To comply with IRS regulations, we applied for and received our Employer Identification Number in November.

In order for NARCOA to be exempt from federal income taxes, we need to qualify as a tax-exempt organization under Section 501(c)(7) of the Internal Revenue Code. Currently, we are completing Form 1024 in order to obtain a determination letter from the IRS. Once we have a determination letter in our possession, we will qualify as tax-exempt. This does not relieve us of filing a tax return with the government.

If our gross proceeds exceed \$25,000 per year, we are required to file Form 990 or 990EZ with the IRS by May 15th of each tax year. In prior years, our gross proceeds were always under \$25,000, but with our dues increasing to \$20 and with insurance now being handled by NARCOA, we will have to file Form 990. Even though we won't owe any taxes, we are required to file the appropriate forms.

The financial reports below are accurate from 11/9/94 when Joel Williams transferred the old account to me. Please note that dues income and publication expenses are only for the last four months. I won't be able to present an annual financial report until next year at this time.

NARCOA INCOME/EXPENSE STATEMENT 11/1/94 through 2/28/95

INCOME	
Transferred Bank Balance	\$ 9,632.16
Dues	2,886.00
Gross Sales	246.00
Other Income	<u>30.59</u>
TOTAL INCOME	\$12,794.75
EXPENSES	
Bank Charge	\$ 88.50
Calendar Publishing Expense	1,816.35
Nameplate Expense	178.50
Office Expense	405.00
Publication Expense	3,062.55
Taxes	<u>17.79</u>
TOTAL EXPENSES	\$ 5,568.69
TOTAL INCOME-EXPENSE	\$ 7,226.06

NARCOA BALANCE SHEET As of 2/28/95

ASSETS	
Cash and Bank Accounts	\$ 7,226.06
TOTAL ASSETS	\$ 7,226.06
LIABILITIES & EQUITY	
Liabilities	\$ 0.00
Equity	<u>7,226.06</u>
TOTAL LIABILITIES & EQUITY	\$ 7,226.06

MINUTES OF THE MEETING OF THE NARCOA BOARD OF DIRECTORS HELD IN CHICAGO ON FEBRUARY 24-25, 1995

The February 25, 1995, NARCOA Board of Directors' Meeting was called to order by President Ron Zammit at the Schiller Park, IL, Days Inn Motel at 8:15 a.m. A total of 53 persons were present, including nine of 11 Directors in person and two by proxy, which constituted a quorum.

The minutes of the Sept. 10, 1994, Board of Directors' meeting were read and approved as submitted. The Treasurer's report was read and approved, with the following items being noted for the year ending Nov. 1, 1994: 1) the NARCOA bank balance was \$7,400.00, 2) dues income was \$12,500.00, and 3) monies spent totalled \$5,400. A motion was made, seconded, and passed 8-0 that an annual financial statement would be included in the first issue of *THE SETOFF* published in each calendar year.

The Bylaws Committee chairman presented

the comments that were received from the membership on the Sept. 10, 1994, draft of the new Bylaws, and he recommended a final draft which included a number of those comments, plus other input received from the committee. Much good discussion followed the presentation, after which motions were made, seconded, and passed to amend the draft recommended by the committee as follows: 1) amend Section 3, Powers, as per comments received from the membership, passed 7-1; 2) amend Article 3, Section 4, Terms of Office, to state that Directors' terms of office are two years, with the exception that the Directors from the even-numbered Areas serve an initial one-year term, passed 8-0; 3) amend Article 5, Section 2, Nominating Committee, to allow three members of any region to nominate a person for the election of a Director from that region inde-



Above, 53 NARCOA members who attended the Board of Director's meeting in Chicago on February 24th and 25th gathered for a group photo.

pendently of the Nominating Committee, passed 8-0; 4) amend Article 5 with respect to the Safety Committee, the Operating Committee, and amend Article 11 with respect to member qualifications, such that any changes to existing rules that may be proposed to the Board by those two committees re Article 5, or by any person or group re Article 11, must be published in *THE SETOFF* for solicitation of comments by the general NARCOA membership, passed 6-2; 5) amend Article 12, Section 1 to drop the minimum age of 18 years as a requirement for NARCOA membership, passed 7-1.

After passing the above amendments, a motion was made, seconded, and passed 8-0 to accept the recommended draft of the Bylaws' Committee subject to the amended changes. The new Bylaws will go into effect when all Board members have received a copy of the Bylaws as passed by the Board and all have sent their signed affirmation of such receipt and inspection to the Board secretary.

The Rulebook Committee chairman, with input from his committee, recommended the adoption of the existing NARCOA rulebook with the following changes: 1) add to Section 1, item 6, a rule that states that all track vehicles must be electrically insulated so that track circuits for grade crossing signals or any other signals will not be activated, unless an exception is approved by the meet coordinator; 2) add to Section 3, item 4 a rule that states that dismounting from rail vehicles while on bridges is prohibited unless the bridge is equipped with a walkway and a handrail, or unless there is an emergency; 3) add to Section 4, item 4, a rule that states that meet coordinators may include additional safety and/or operating rules that they or the host railroad(s) deem necessary due to special conditions or local regulations. A motion made to accept the Rules Committee recommendations for the new rulebook passed 8-0.

Frank Hagerty of Hagerty Classic Insurance in Traverse City, MI, made a presentation on the insurance policy that NARCOA will offer for 1995. The policy would run from March 6, 1995, to March 31, 1996, at which time the insurance will run on a calendar year basis from April 1 in any given year to March 31 in the following year. The policy, to be underwritten by Reliance Insurance Company of Philadelphia, PA, is a combination of the following:

1) \$5 million General Liability for all association activities (such as Board meetings);

2) \$5 million General Liability for railcar special events with members named as additional insureds;

3) \$500,000 Personal Liability for railcar owners, covering legal railcar operation, loading and unloading the railcar, and towing the railcar on a trailer; and

4) \$5,000 All Risk Physical Damage Coverage for railroad equipment owned by individual members, subject to a \$100 deductible.

Members may request and receive a copy of the insurance policy; this differs from the practice of prior years. A motion was made, seconded, and passed 8-0 by the Board to adopt the NARCOA Classic Railroad Car Insurance Program, with Hagerty Classic Insurance as the exclusive agent. A brochure providing all the details of the insurance policy will be mailed to all NARCOA members. Cost of this four-way insurance protection package is \$175 per year. Only NARCOA members will be able to purchase this insurance.

Since it is anticipated that other railcar organizations than NARCOA will be offering NARCOA insured excursions, a motion was passed by the Board, 8-0, to require that such excursions minimally abide by the NARCOA rulebook or other acceptable substitute as approved by the NARCOA Rulebook Committee.

The Operations Committee chairman presented a draft Operations Handbook which was recommended for study by the Board, but not for adoption at this time. The Board accepted this recommendation.

All regular business of the meeting having been concluded, the Board solicited recommendations for the location of the next Board meeting, which will be held in November. Due to the consideration that Board members live in widely scattered locations throughout the U. S. and Canada, some of which are limited in airline service, it was advised that Board meetings be held in locations where air service is superior. Chicago appeared to have the Board's consensus in this regard, so the November Board meeting likely will be held in Chicago. The meeting was adjourned at 5:00 p.m.

Respectfully Submitted,

Mike Paul
Recording Secretary

A REALLY CLASSY TRIP ON A REALLY CLASSY RAILROAD

(Continued from previous page)

Gradually, it came closer until it disappeared under the bridge. Reappearing on the other side, it moved slowly down river, gradually disappearing out of sight. It was the only sound other than the birds and the wind. It felt good to be alive at that moment.

After lunch, we headed for our first crew change at mile post 256, Pit Siding. We bid our first crew, Ernie and Brian, goodbye, and picked up our second crew of Ron and Eric. We left Pit Siding and headed for Gillam. We arrived way behind schedule. However, the Gillam Hotel was ready for us with clean rooms and hot food.

At supper, we learned that a bus tour of the Manitoba Hydro Electric facility had been arranged for us. So, dogged tired, we dragged ourselves out to the buses and went to the dam site. We quickly woke up. The company had arranged for us to tour the inside of the control facility and the dam. We learned how electricity was created; then we toured the dam. We walked into the turbine room and saw the magnets and turbine that creates the electricity. It was great. When we returned to the motel, it was lights out. It didn't take much to fall asleep.

July 1 came with another day of beautiful sunshine. Everyone prepared their cars for the last leg of the northbound trip. We knew it was 185 miles to Churchill and straight into the wind. Everyone's car performed well as we continued our odyssey. We made several stops for refueling.

The scenery changed from the moderate woods of the muskeg to the sparse low trees of the tundra. We passed several burned areas which were remnants of vast forest fires which ravage the area from time to time.

The one stop which will always remain in my memory is at Hermer. The motorcar shed contained the most beautiful MT14. It was in perfect condition. I think everyone who saw it made a bid to buy it. Hermer was the last stop on the trip before we wyeed our cars and made a grand entrance into Churchill.

Bonnie, the guide I had hired, met us at the station and helped us secure our cars. Everyone unloaded their cars and packed their belongings

into a 1965 Pontiac station wagon. We filled all the motels in Churchill and were grateful for the warm beds that awaited us.

The next morning, Bonnie met us and escorted us to the boats for our Beluga Whale expedition out on the Churchill River. Every June and the first part of July, the whales come to the Churchill River to mate and have their calves. So for our group it was perfect timing. We boarded the boats and one group headed to see the Fort across the river where Henry Hudson met his doom while the other group went to chase whales.

Whale chasing is spectacular. One helmsman knew where they were and the chase was on. For two hours we followed them. They would swim alongside the boat for awhile then drop down under the boat. These beautiful animals were 20 feet long and were almost playful. They would swim close enough for camera shots, but not closer than 10 feet from our boat. I believe I could have stayed all day listening to them talk and watch their playful movements in the water. I shot about 120 pictures of these magnificent creatures.

After whale watching, we exchanged places with the people who had gone to see the fort.

Late in the day, we returned to Churchill for supper. Fred Furminger had "rented" a four-wheeled vehicle from someone and was off on his own adventures which led him to the Inuit Indian part of town. He was able to take some outstanding pictures of this indigenous people.

It was difficult to tell what time it was because the sun didn't set until after midnight. So we just decided that we would turn in early and get a jump start on the next day. I woke about 3:30 a.m. and looked out the window to discover that the sun was up and its rays began to warm our room. Weird!!

Our next day's adventure was spent looking for polar bears and the large variety of birds which migrate to Churchill. We were disappointed that the bears were out feeding on seals but just standing at the rocky shore and looking out over the horizon in Hudson Bay at the ice-

bergs floating by was breathtaking.

We rode the "dune buggies" out on the tundra in search of caribou and other wildlife. Although we didn't see any caribou, some of our group rented an airplane and spotted a herd of 200 grazing about five miles south of where we were.

That night, I couldn't sleep. I guess I was just too excited. I got up about midnight and walked around town. It seems that the town doesn't sleep during the long summer nights. Kids were playing ball and other games at 1 a.m. It was very different than any lifestyle I had ever encountered.

The next morning there was a slight drizzle. After loading the motorcars for our return trip, we stopped by the CN station for our picture. It was amazing to me that so many people had come so far to experience such an adventure.

As we were leaving Churchill, it began to snow lightly with an occasional drizzle. At breakfast that morning, Bonnie, our guide, said that we should stop to hear the Indian band at Bird. Another man echoed that they were a great band. Well, it was the fourth of July. I thought what a wonderful gesture to have a band play the "Star Spangled Banner" as we arrived in Bird. I told everyone to be prepared to stop and listen.

All that day it rained or drizzled. But none of our spirits were dampened because it was the Fourth of July and we were going to hear an Indian band. Finally, we arrived in Band, population 100. Everyone was out to greet us. The chief of the tribe came up to hand us coffee mugs. I kept looking for the Indian band to play our song.

This man came up to me dressed in a uniform. On his sleeve he had a patch which read "Indian Constable." I thought it said "Indian Director" and asked where the Indian band was. He looked at me and said that this was the Indian band. I said, "Where are their instruments?" He looked at me and said, "What instruments?" Then it dawned on me. Yes, this was a band of Indians. Ugh!

Well, after buying all the mugs they had to sell, we crossed the Nelson River below the power dam and returned to Gillam for the night. That night, the townsfolk treated us to a wonderful

wine and cheese party in their indoor recreation facility. They had a special treat for us waiting in the closet. About an hour after we arrived and were getting acquainted, the mayor brought in an enormous cake with "Ol' Glory" on it. They brought us sparklers and we all sang the "Star Spangled Banner." It was a very moving evening for all of us. The Canadian hospitality, once again, proved to be better than anything I have ever experienced.

The next morning we rose early. The drizzle continued as we loaded the cars for the next leg of our journey to Thompson. All the motorcars were performing well. Our CN crew met us at the station for our morning briefing, then we were off for another day on the rails.

We retraced our rails to Thompson Junction and changed crews, then were up the Thompson Subdivision to our motel for the night. I was thankful the buses were waiting for us. By now, the schedule I created for the trip was looking pretty good. We were making our time points and arrived only about 30 minutes late at Thompson.

The next morning came a very light drizzle which stopped as we were about to leave. We were ready to leave before the morning freight, so the RDC gave us the green light and off we went for the last leg. Our crew was pretty seasoned by now; they knew what we could do.

Our meets with the three trains went smoother. We were sneaking in and out of sidings with a minimum delay. The CN hysrail truck kept a steady 30 to 35 miles per hour as the 231 miles clicked away. Because of the pace we kept, we arrived back in The Pas about two hours ahead of schedule.

The Canadian National crews and management were the finest group of people, considering the adversity we started with. They were generous hosts and helped our group complete one of the longest trips that NARCOA has been a part of since its creation. Canadian National provided 1,180 miles of jointed and welded track of first class quality for us to ride.

I wish to thank the employees of the Canadian National Railway and Sue Lambert of The Pas-Churchill Promotion Committee for making this wonderful trip possible.

Want Ads

EDITOR'S NOTE: THE SETOFF is happy to print all ads received from the membership. Please send ads directly to: Gene Tucker, SETOFF Editor, 1004 North Kentucky Street, Arlington, VA 22205-2310. Thank you!

FOR SALE: Fairmont MT19-A, 2 cylinder Onan engine, runs good and car is in good shape. Ex-SP with rubber tires on rear. Contact: Tom Mercer, 3640 Eastern Avenue, Sacramento, CA 95821. Phone: (916) 972-0125.

WANTED: Fairmont M19-AA, A7 or A8. ALSO older non Fairmont motorcars: Buda, Mudge, Northwestern, Casey Jones, etc. Call or write: Ric Tritsch, c/o High Springs Station Museum, Inc., 20 NW Railroad Avenue, PO Box 2008, High Springs, FL 32643-2008. Phone: (904) I LIKE RR (454-5377).

FOR SALE: TA&W Ry M14 RKB twin, restored, new curtains, strobe light, etc. Runs great. \$1,500.00. Contact: Al Spencer, Road 2, Box T-187, Liberty Center, OH 43532. Phone: (419) 832-0133.

FOR SALE: Wheel thickness gauges; back by popular demand! Similiar to Fairmont calipers. Color coded scale indicates maximum and minimum tolerances for wheel or flange thickness. Lightweight aluminum. \$10.00 plus \$1.75 shipping each. Contact: Craig Bluschke, 10916 Spring Creek Road, Blue Mounds, WI 53517-9633. Phone: (608) 437-4419 evenings.

FOR SALE: Electronic diesel horn/bell and steam whistle/bell sound unit. IC chip controlled. Solid state electronics. To be demonstrated at SBV RR in 1995. LSSAE for detail sheet and prices. Motorcar Services Ltd., 510 Austin Street, Norfolk, VA 23503.

FOR SALE: SASE for motorcars parts list: M9, M19 and S2. MT14 & MT19 list available mid-April. Contact: Jim Dobbins, RR2, Box 105, Goff, KS 66428.

FOR SALE: FAIRMONT M19F-1, RO-C engine with 6 volt generator. Open car, no cab. All complete, but should be rebuilt. Ex CN, built 1958. \$700.00; FAIRMONT M19H, RO-C engine with 12 volt Delco alternator. Late style fiberglass cab with flat glass and doors. Car is disassembled. Doors are shot and no glass. Has brackets for two seats. Ex CN, built 1971, \$700.00; FAIRMONT MT19A-2-12, Onan CCKB engine, etc. Late style fiberglass cab, repaired and new front glass. Has two seats, lights, and runs good, ex-CN, built 1980, \$950.00. Call for complete details on any car. Will trade any car for M9, any condition. Contact: Scott Janz, 1490 2nd Street South, Rudolph, WI 54475. Phone: (715) 435-3182.

WANTED: 20 inch wheels and axles, or old motorcar

chassis with same. Also want used 16-inch and 20-inch brake shoes and/or rigging. Contact: John L. Uher, P.O. Box 383, Coshocton, OH 43812. Phone: (614) 622-4000.

WANTED: Cab for Fairmont MT19 or a roof for a Fairmont MT19. Call or write: Ryan Coholan, 476 Mashie Circle, Mashpee, MA 02649. Phone: (508) 477-4209.

FOR SALE: Ex-MoPac Fairmont MT19, rebuilt and repainted in 1990, \$1,500.00; with a newer trailer, \$1,900.00. Contact: Pete Greischar, 411 Welsch Road, Winneconne, WI 54986-9402. Phone: (414) 582-0453.

FOR SALE: One genuine Fairmont headlight, part # F-8343, 6 volt with spread type sealed beam. Also one extra spread type sealed beam unit. Sold as a package only. Price: \$35.00, includes shipping. Contact: E. Lloyd James, 34 Styvestandt Drive, Poughkeepsie, NY 12601-1517. Phone: (914) 471-2760.

FOR SALE: Fairmont parts. Send LSASE to: Bobby Logan, 530 Ott Street, Branchville, SC 29432.

WANTED: Push Cars with 16-inch wheels or just 16-inch wheel sets with non-sprung inside bearings. Also: 20-inch wheels and axle sets, or complete push car. Contact: Thomas Wm. Diehl, 101 South Main Street, Navarre, OH 44662. Phone: (216) 879-5669 (mornings are best, or after 11 p.m.)

FOR TRADE: Fairmont portable turntable. Contact: Thomas Wm. Diehl (see ad above).

ACCEPTING RESERVATIONS for replica Sheffield hand pumpcars, to be built Winter 1995-96. Contact: Thomas Wm. Diehl (see ad above).

FOR SALE: Motorcars for sale: FAIRMONT CR7, ex-CP Rail, full fiberglass cab (no doors), RO-C engine, 12-volt lighting and ignition system, \$1,175.00; FAIRMONT MT14-L (five available) ex-Soo Line, Onan CCKB two-cylinder engines, two-speed transmission, chain drive. Engines/transmissions are free. Sheet metal on cab front and roof needs replacement or repair, \$975.00 - 1,100.00 each. Contact: Mike Billet, 1010 Felton Road, Red Lion, PA 17356. Phone: (717) 244-0332.

FOR SALE: Railrodder video tapes, all color, great shots of motorcars and Canadian scenery. I have 35 of these available for sale at \$27.95 each, which includes shipping. Contact: Mike Billet (see ad above).

FOR SALE: Pumpcar plans to build a replica Sheffield two- to four-man pumpcars are again available. \$60.00 postpaid. IS THERE ANY INTEREST IN VELOCIPED PLANS? Bruce Carpenter, Carpenter Rail Design, 10241 Co. Rd. 25A, Wapakoneta, OH 45895. Phone: (419) 738-5384.

FOR SALE: Motorcars from western railroads,

\$1500.00 to 3500.00. ALSO real cabooses and passenger cars delivered and set-up, \$10.00 for specs, price sheet and photos. Cabeese 744, P.O. Box 2019, Fairfield, IA 52556. Serious? (515) 472-2020.

FOR SALE: Two Fairmont push cart axles, seven bearings, \$25.00 pair; four Fairmont 20-inch wheels \$150.00; new belt Part # 3000, \$20.00. Contact Eric Schwandt, (517) 451-2175.

FOR SALE: One OD water hopper, Part # A1179/1039A, \$75.00; One QB water hopper, A1198/69524, \$75.00; one QB cylinder head A1057, \$25.00; two QB

engine blocks A1185, \$100.00 each; three QB connecting rod caps QB-13A, \$25.00 each; three QB connecting rod bearings QB-13B, \$15.00 each; one MT19 rear axle sprocket, #102900, \$35.00; two S2/M14 control panels #70323, \$30.00 each; 12 Fairmont push cart axle bearing blocks, \$10.00 each. All new. Contact: Dave Rose, 202 Center Street, Elmer, NJ 08318. Phone: (609) 358-3409.

WANTED: Oversize pistons w/wo rings for the Fairmont twin RKB engine. Prefer .020-.030 oversize. Contact: Jim Baird, P.O. Box 69, Bealeton, VA 22712. Phone: (703) 439-3357.

MEET ETIQUETTE: PART ONE OF A THREE-PART SERIES

ARRIVAL

By Dick Ray

This is part one of a three-part series on Meet etiquette. While everyone means well, it is unrealistic to expect that all people will automatically do the right thing in all circumstances. Nearly any organized activity (golf, for instance) has its own set of customs relating to safety and courtesy and we have had enough time to develop customs for the same purpose.

This series is an attempt to get the first set down on paper. There is no suggestion that we amend the rulebook, but frequent, flagrant violations may cause your next meet invitation to get lost in the mail.

The next two segments of the series will discuss Operations and Departure.

It would be nice if this series were more on what to do instead of what not to do. Unfortunately, all of the what not to do things are things that have happened (I didn't make this stuff up) and it was a surprise at the time. We never thought anyone would do THAT!

Incidentally, if you see something here that looks like things you wrote in the past, it's because it was a good idea then and I stole it. Other items came from those endless before, during, after and in-between meet discussions.

With the introduction out of the way, let's get started at the beginning.

ARRIVAL

1. Arrive early, not at 9 a.m. for a 9 a.m. scheduled departure.

2. Don't set on the track the night before unless you are cleared for that and you know which track to use. Consider that the scheduled evening freight may not have come through yet and could just ruin your whole weekend.

3. Don't set on as the first car unless you are so designated. Expect that the lead car is from the railroad and that the last car is the organizer. In any case, the first and last car positions are designated and non-negotiable.

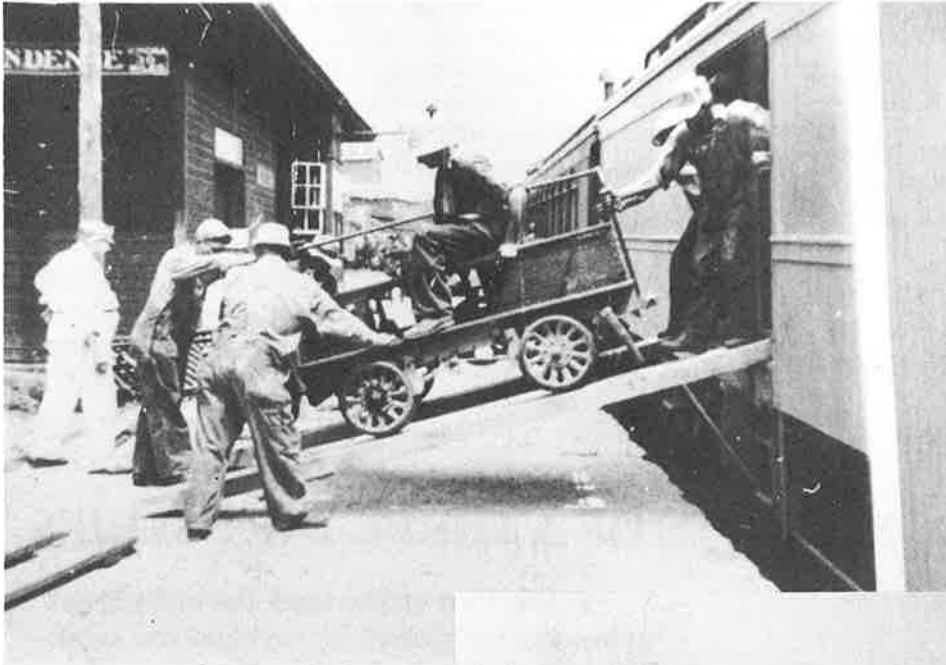
4. If you happen to be the first to set on, make sure you know which way to face the car. The next arrivals will probably think you know what you are doing, and if you are wrong, they will never let you forget it.

5. Move your vehicle and trailer to the designated parking area as soon as possible so that others can unload.

6. Make sure your car runs before you leave home, or at the motel the night before. Most of us start our two-cycle cars right after unloading just to make sure. If you must warm it up, do so quickly and then shut it off. It's difficult to conduct a safety meeting with cars running.

7. Stay around the area. If you unload and then go off to breakfast, you may miss the operation and safety meeting or, worse yet, the departure. Remember that once the last car leaves, nobody else leaves.

8. At a big meet, stay around your car (or delegate a passenger to do so) because it is constantly necessary to keep moving cars already on the track farther and farther away from the set-on spot to make room for later arrivals. The third time someone has to move your car for you, they may just move it off the track.



At left, a crew is shown unloading a Sheffield 40-B at Green Bay & Western Railroad at Independence, WI. Date unknown.

Photos submitted by
Scott Janz of Rudolph, WI

At right, a section crew on the Green Bay & Western RR. Motorcar make, location and date unknown.



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