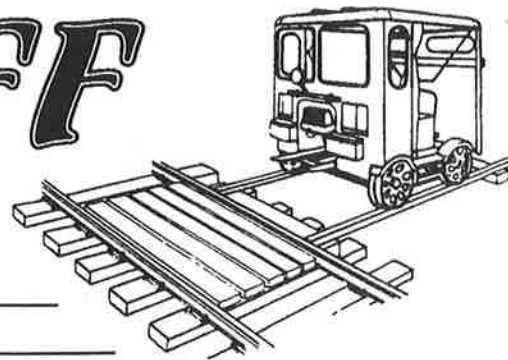


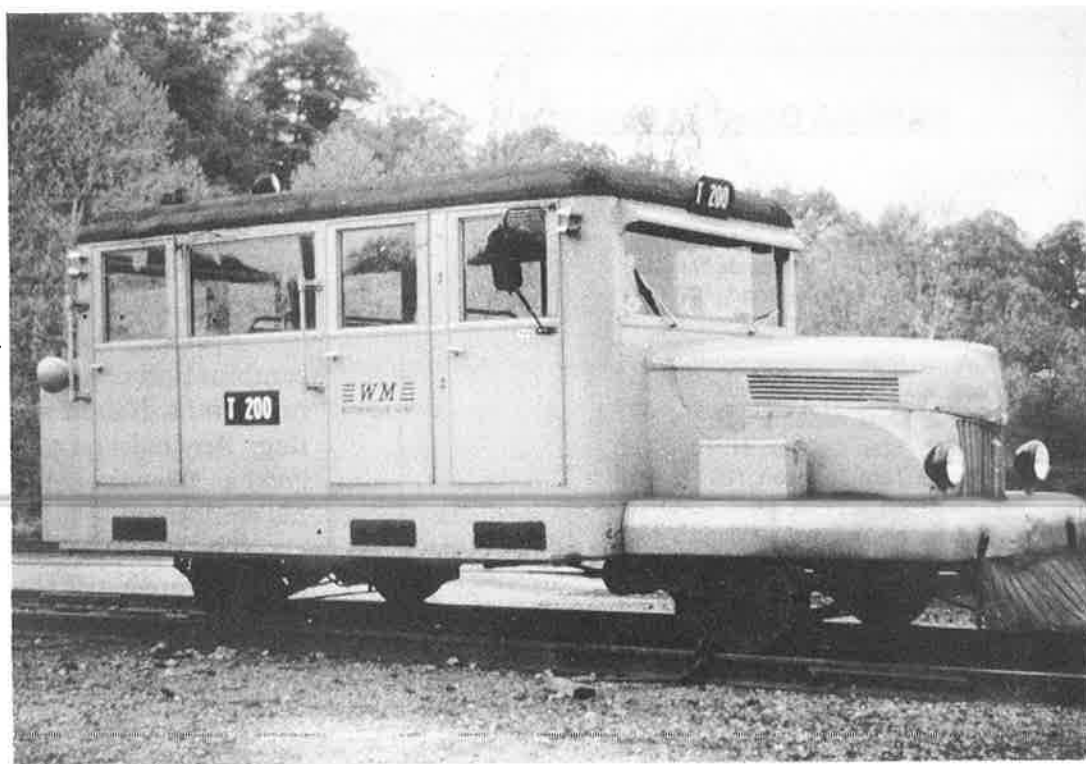
# THE SETOFF

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

May/June 1995



*At left, an M19-F  
ex-Burlington  
Northern owned by  
Scott Janz, of  
Rudolph, WI, on the  
Nicolet Badger  
Northern run in  
May 1994.*



*At right, a railbus at  
Connellsville, PA, in  
May 1969.*

*Photographer  
unknown.*

*Submitted by Hugh  
Cain of Norfolk, VA.*

## SAFETY COMMITTEE CONSIDERS THE BEST WAY FOR MOTOR CAR OPERATORS TO SIGNAL A STOP

By Stan Conyer

The Safety Rule Committee is considering changes in the way motorcar operators signal a stop. Motorcars did not come from the factory with stop lights as automobiles have today. In fact, many of our cars were built before stop lights were required on automobiles. The designers of motorcars had no idea that their machines would be used as our activity uses them, in groups of several motorcars full of sightseers. Our hobby has had to develop a method of signaling the car behind of an intended stop.

Our rule book states that the intention to stop should be signaled by the use of a flag, a stop light, or a flashing red light. The most accepted method of signaling a stop is with the display of a red flag. This works well except when the visibility is restricted by darkness or weather. It is also difficult to display a flag from a car which has closed doors or curtains. Closing the throttle, disengaging the clutch or belt, applying the brake, and displaying a flag by a single operator can be a handful.

Many operators have installed stop lights of varying types. A stop light is generally defined as one or two red lights that are activated by the same motion that applies the car's brakes. Generally, if flashing lights are used, they flash when the brake lights are activated.

A third method is a light that is turned on by a separate switch to signal a stop. This method as well as the red flag method only works if the operator never forgets to signal his stop while applying the brakes. Some owners have installed a switch on the brake lever which can more easily be found and turned on when a stop is to be signaled.

Installing an automatic brake light is not difficult and greatly enhances the safe operation of the motorcar. On cars with electric lighting systems, simply install an automotive type stop light switch in a manner that when the lever or pedal is in the disengaged position the switch is held open or off. When the lever or pedal is moved, the switch goes closed and applies voltage to the brake light. A brake light can be one or two red lights added with the original equipment tail lights.

Some operators have replaced the original equipment lights with two filament automotive type tail/stop lights.

On cars without a lighting system, an auxiliary battery system can be added. These lights can be applied in a way that can be removed if the owner wishes to keep the historical integrity of the car.

Probably the best way to signal a stop is a combination of a stop light and a red flag. At night, a flash light should be used in place of the flag. Any method of signaling a stop is only as good as the car operator and the maintenance of his equipment.

The safety committee is considering changing the wording of the rule covering this subject. We would like to hear from you concerning this subject or any other having to do with safety.

Write to:

Stan Conyer  
9333 St. Rd. 46 W.  
Columbus, IN 47201

### NARCOA Board of Directors

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# RULES COMMITTEE GAINS APPROVAL FOR ADDITIONS TO THE CURRENT RULE BOOK

By Stan Conyer  
Rules Committee Chairman

The NARCOA Rules Committee recommended the following additions be made to the NARCOA Rule Book Number 2, Revision 1 (this is the currently existing NARCOA rule book):

**Section 1, number 2, Wheels:**

All Trackcars must be electrically insulated so that there is no possibility that track circuits for grade crossings or any other signals be activated. Exceptions must be approved by the meet coordinator.

**Section 3, number 3, Track:**

Dismounting of trackcars while on Bridges is prohibited. Exception, bridges with walkways and handrails.

**Section 4, number 4:**

Meet Coordinators may include additional safety and operating rules they or the railroad deem necessary due to special conditions or local regulations.

These changes were presented to the Board of Directors and approved. The Secretary will see that these changes will be made to the Rule Book and that new rule books will be printed and distributed to the membership.

The Rule Book Committee proposed that the bylaws of NARCOA include the provision that any future changes to the Rule Book, Operations Book, or Membership Qualifications be published in the newsletter before being presented to the Board for approval. This provision was also approved by the Board of Directors.

The new proposed NARCOA insurance program includes a provision that all insured events are operated under NARCOA safety rules. These rules are the minimum rules to be followed for safe operation. If a regional organization wishes to have their own rule book, it should include all the NARCOA rules and any additional rules their membership wishes to include. If a regional club wishes to do this, they should send a copy to the insurance committee chairman for approval.

The committee wishes to thank all the members who took the time to write or call us with their recommendations and comments. We hope to continue to hear from you on future matters.

## 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 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 2

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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 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!*

June ??: Gatineau Excursion in Canada's capital region. The Hull Chelsea Wakefield Steam Train company has given the Manotick Railcar "Speeder" organization the opportunity to ride from Hull to Wakefield, 30 miles, and return. The trip begins in the early morning at the Deveault Street station in Hull and return by noon. This a very scenic route along the beautiful Gatineau River in Quebec province. NARCOA rules apply. Cost is \$25 per car. If enough interest is generated, more than one excursion to Wakefield is possible starting in June 1995. Contact Miville Fournier, (613) 692-2290 evenings.

June 17 & 18: 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 of the meet is \$135 per car (two persons per car). NARCOA insurance and rulebook in effect. Overflow cars (beyond the maximum 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.

June 24 & 25: Third annual Bellefonte Historical Railroad Trackcar Meet. Saturday, Bellefonte to Vail to Mill Hall and return. Sunday, round-trip

Bellefonte to Lemont and Pleasant Gap industrial track. Approximately 130 miles. NARCOA insurance required. For registration packet and further information contact Barry Wunz, 315 Irish Hollow Road, Bellefonte, PA 16823, or call (814) 353-0438.

July 1 & 2: Kalamazoo, Lake Shore & Chicago at Paw Paw, MI. Ride through the Michigan wine country, 14 miles of former C&O track to the CSX connection at Hartford, MI. As many runs as time permits on Saturday, two on Sunday. Food and restrooms a few blocks away in Hartford. MCCA and NARCOA rules apply. \$25 per car for two days of running if received by June 26, \$30 per car after this date. No refunds due to weather. All money after printing and mailing fees goes to the railroad. Participants must sign releases. Send payment to Jim Lindholm, 836 Fairfield, NW, Grand Rapids, MI 49504. Phone (616) 453-2057 before 10 p.m. Include your evening telephone number with registration.

July 22 & 23: 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 per car for the weekend. Send SASE to Larry Maynard, RD 1, Box 351, New Columbia, PA 17856. Phone: (717) 538-9050.

August 5: Tentative. Wheeling & Lake Erie Ry. out of Canton, OH. Approximately 90 miles round trip. Limited to 35 cars. NARCOA insurance required. Send SASE for details when available to Ohio Railcars, 10059 Aldridge Drive, Columbia Station, OH 44028, or call Dave Verzi at (216) 236-3374 or Robert Hixenbaugh at (216) 923-0298.

August 12 or November 11: "Almost Heaven" motorcar meet on the South Branch Valley Railroad at Moorefield, WV. This event has become so popular that it has been split. Pick one day or the other, but not both, with a 40-car limit each day. This former B&O branch line winds along the South Fork of the South Branch

of the Potomac River and through some of the most beautiful valleys in the state of West Virginia, 105 miles round trip. Set on at the South Branch Valley Railroad shops in Moorefield, WV. Safety meeting at 7:30 a.m., depart at 8 for Petersburg. Or set on after 8 a.m. and be waiting at the shops for a 10:30 a.m. departure in the other direction for Green Spring. NARCOA insurance required. Send long SASE to Wray Dudley for information at 1116 Vickilee Road, Richmond, VA 23236. Or call evenings between 7 and 10 at (804) 276-5228, or by e-mail: wdudley@richmond.infi.net.

August 13 and November 12: West Virginia Northern RR, Kingwood, WV, 18 miles total. Set on at 9 a.m. NARCOA rulebook, no insurance required. The 4.77% grades and switchbacks limit run to cars in excellent operating condition. M14 cars must have 3 1/2-inch front pulley to make grade. No trailers or handcars. Cost is \$18 per car. Pay at railroad. For information, send SASE to Gary Gadziala, 4115 Heritage Hill Lane, Ellicott City, MD 21042.

August 13 and November 12: Winchester & Western RR, Winchester, VA. For information, contact Dave Johnson, 655 Fishel Road, Winchester, VA 22602.

October 21: The Georgia Northeastern Railroad second annual meet. Safety meeting in Ballground, GA, at 8:00 a.m. with departure at 8:30 a.m. Plan to go south towards Canton, Woodstock and Marietta. Turn and return to Ballground and continue north to Tate, Jasper and Ellijay. NARCOA insurance required. Cost is \$35 per motorcar. Possible night run for advance registered motorcars only. The following safety items are a must: wheels, brakes, lights, fire extinguisher, first aid kit, and red flag. Must also have trailer hitch on both ends and an approved tow bar. Send SASE to Bobby Moreman, 3520 Cold Spring Lane, Chamblee, GA 30341, or phone (404) 457-6212.

WILDERNESS TOURS sponsors the following events, open to all NARCOA members. For information, contact Hank Brown, Wilderness Tours, Box 25, Cottage Grove, WI 53527. Phone (608) 839-4939 or FAX (608) 839-5595.

June ??: Ontario Northland RR, North Bay to Hearst, 800 plus miles. \$135 per car, with 25 car maximum.

June ??: BC Rails, Prince George to Fort Nelson, 1,007 miles.

September 17: Algoma Central Ry., under new ownership, Sault Ste. Marie to Aqawa Canyon.

March 1996: 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 Cooper 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 Wilderness Tours.

The ILLINOIS DIVISION sponsors the following events, open to all NARCOA members. For further information, contact Carl Anderson, 1330 Rosedale Lane, Hoffman Estates, IL 60195.

July 9: Burlington Northern. Zearing to LaSalle, 25 miles one way. Very scenic Illinois Spring Valley area with a lot of history. Times still pending.

October 22: Commonwealth Edison, Byron Branch Fall Run. Twelve miles round trip, with large bridge over the Rock River.

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

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 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 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

(Continued on next page)

## Meets

(Continued from previous page)

consists of vintage F units. First time ever! \$30 per car.

September 17: Appanoose County Railroad, entire line to Albia, on former Norfolk Southern ribbon rail. Fast running! \$25 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 per car (non-B&SV members) and \$15 per car (B&SV members). Price includes refreshments.

HOOSIER RAILCARS sponsors the following meets, open to all NARCOA members.

June 18: Indiana Transportation Museum Father's Day Display and Run. Contact John Sims at (317) 852-6843.

July 2: Indiana Southern RR. Mooresville to Worthington, IN. Set on at Spencer, IN. Contact Phil Childress at (812) 339-8542.

July 22: Kentucky Railway Museum, New Haven to Boston, KY, 32 miles round trip. Contact Stan Conyer at (812) 342-0565.

August 26 & 27: Indiana Southern Railroad, Spencer, IN. Display and demonstrations. Contact Phil Childress at (812) 339-8542.

September 16: Whitewater Valley RR, Connersville to Metamora, IN, 32 miles round trip. Contact Brian Banta at (812) 526-6677.

The MISSISSIPPI VALLEY DIVISION sponsors the following meet which is open to all NARCOA members.

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

HEART OF THE HEARTLANDS sponsors the following events for all NARCOA members. Contact Jean O'Dell, P.O. Box 394, Cherryvale, KS 67357 for information on all meets.

July 9: Independence to Collinsville, OK.

September 10: Coffeyville to Chicago, KS.

October 8: Cherryvale to Iola, KS.

The WALKERSVILLE SOUTHERN RAILROAD sponsors the following events, which are open to all 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.

June 17: Fifth Annual NARCOA Motorcar Meet. Several runs to the Monocacy River and return.

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

MOW sponsors the following events, open to all NARCOA members. NARCOA insurance, spark arrestors and MOW license procedures required for all runs.

June 16-18: California State Railroad Museum Rail Festival. Looking for volunteers with or without motorcars to help staff the MOW/ Operation Lifesaver display. Possibility of actual movement on the Sacramento Northern track. Contact Gil Dominguez at (916) 965-3949 or write to him at 8672 Fairmont Way, Fair Oaks, CA 95628.

July 15 & 16: Coos Bay, OR. SASE to Gil and Janet Dominguez at the above address.

August 25: Yreka Western, Yreka, CA. Ride from Yreka to Montague and return in the late afternoon. Cost is \$35. SASE to the Stivers Bros., 1548 Fuchsia Drive, San Jose, CA 95125-4833. Or call Doug at (408) 473-4257 (work), or Rich at (408) 967-6034 (work) or (408) 264-1048 (home) or (408) 264-4805 (FAX).

August 26 & 27: McCloud Rwy. McCloud to Shasta City and to Burney on Saturday with catered cajun BBQ in Burney. Night run from Burney back to McCloud. Sunday excursion from McCloud to Lookout. Cost is \$130. SASE to the Stivers Bros. at the above address.

September 2 - 4: Labor Day weekend. Tentative. Nevada Northern Rwy., East Ely, NV. SASE to Greg Brahms, 3350 Jaylee Drive, Santa Rosa, CA 95404.

October 1: Tentative. Collins Pine RR, Chester, CA. SASE to Vic Neves, P.O. Box 23721, Oakland, CA 94623-0721.

## 1995 NARCOA INSURANCE PROGRAM DRAWS OVER 400 PARTICIPANTS SO FAR

**By Tom Norman  
NARCOA Insurance Administrator**

I am pleased to report that we now have over 400 participants in our 1995 NARCOA insurance program. Meets are being scheduled and Certificates of Insurance are being issued to the host railroads.

The initial \$50,000 premium payment has been made and the policy will be audited quarterly by the insurance agency as additional members are added.

NARCOA members who desire insurance coverage should contact their regional insurance representative for an application form (see list below).

Members acting as meet coordinators need to contact the appropriate regional insurance representative for the necessary paperwork to establish insurance coverage for their meet.

In order to cover printing, postage and administrative costs associated with the insurance program we are asking each meet coordinator to send a \$20 donation to NARCOA at the time of Certificate of Permission is completed.

The insurance committee felt that the insurance program should be self supporting and not be a burden on other NARCOA members who don't wish to participate in the program. Please consider making this donation to help defray costs. A typical 20-car meet would only amount to \$1.00 per car!

An apology to our Canadian members. In our rush to set up the current insurance program, we neglected to designate a regional insurance representative for the provinces. Until we can address this issue, I am asking that Canadian members contact the representative that is closest to their location, or they may contact me directly.

The regional representatives are:

States: IL, IN, IA, KY, MI, MN, OH, WI  
Hank Brown  
622 Oak Street  
Cottage Grove, WI 53527  
(608) 839-4939

States: AR, KS, LA, MO, NE, OK, TX  
Jean O'Dell  
3623 Mosher Road  
Parsons, KS 67357  
(316) 421-6114

States: CT, DE, ME, MD, MA, NH, NJ, NY, PA, RI, VT, VA, WV  
Dick Wilhelm  
P.O. Box 209  
Bearsville, NY 12409  
(914) 679-2870

States: AK, ID, MT, ND, OR, SD, WA, WY  
Tom Norman  
1047 Terrace View Drive  
Alberton, MT 59820  
(406) 722-3012

States: AL, FL, GA, MS, NC, SC, TN  
Jack Whitt  
1018 West Dixie Avenue  
Leesburg, FL 34748  
(904) 324-3868

States: AZ, CA, CO, HI, NV, NM, UT  
Doug Stivers  
1548 Fuchsia Drive  
San Jose, CA 95125  
(408) 264-1048

Now one final and important clarification to our insurance program.

The "Description of Insurance Coverage" form mailed with each participant's insurance card fails to list one important restriction. Insurance coverage does not apply to work parties, including work such as brush cutting, clearing, track work, or other railroad maintenance.

Any work performed can put NARCOA into conflict with state workmen compensation laws. Even our former AARO policies restricted work party coverage. Therefore, the "Description of Insurance Coverage" form was modified by adding the following under "Restrictions":

C. Insurance coverage does not apply to work performed on the railroad (brush cutting, clearing, etc.).

D. Insurance coverage applies only to legal operation.

We are asking each member to add these restrictions to their "Description of Insurance Coverage" form.

## From the President

By Ron Zammit

Welcome back to the rails. The insurance is in place, and some groups have taken the first excursions on it. Out west we were allowed to run Southern Pacific track for the first time, and the first Class 1 allowing a run west of the Rockies. No, it wasn't Donner Pass, but it was the Folsom line, just south of Donner, and older. It is the oldest line in California, having been built in the 1850's to tap the gold fields near Folsom and Placerville.

I'd like to thank a couple of people who have worked very hard for NARCOA in the past few weeks: Tom Norman and Mike Paul. Tom has been working on our IRS exemption, the financial report, and the insurance. Mike Paul, whose careful efforts to keep the by-laws on track, has concluded in the Board voting to adopt the set considered in Chicago last February. This adoption is one of the more crucial things we have done for our hobby, and will provide a stable foundation from which we can build a credible organization.

I've written two other articles on two important topics: releases and the FRA. Please read them elsewhere in this issue.

### **Board Member Election.**

There is an election coming up for the even-numbered NARCOA voting districts. Please vote if you are a member of one of these districts. Please vote for the person you feel can do the most good for our hobby. Additionally, make your feelings known to your Board member. What follows are some of the issues I wish for the Board to address.

### **Insurance Program.**

We all owe a big thanks to Tom Norman for getting this program up and running. Many others were involved, but Tom has had to take the brunt of the questions and problems. We have over 400 members signed on, and I thank the members for their support of the plan. The program has cost NARCOA on the order of \$2,500 so far in postage, forms, and copying costs, plus uncountable hours of volunteer time by many. Frank Hagerty has had to put up with many questions from us and various bugs have been

eliminated, with more to follow for sure. But it does seem to be working.

Please try to get your insurance requests in to Tom by mail. Remember that Tom is not paid, and it is unfair for us to expect him to drop his life so someone may be added a few days before a trip. People have been doing this. Please allow at least two weeks lead time for Tom to respond.

Some of us have been talking about the personal liability coverage. As a tradition, most groups have been settling personal liability problems between members with the wronged person being paid for damages by the person causing the damages. I request that this tradition continue. Claims on this policy during the first year or so will surely make the insurance industry think again about us. Right now we need to pay the premium, and "disappear" from the insurance company's field of view. Let them forget about us for a while. Please try to protect this policy.

One rumor I've heard is that the \$20 donation for the railroad is to go to the NARCOA area reps. This is not true. The area reps get their insurance for free as payment for the job they do. The \$20 is to go towards paying back the NARCOA General Fund for the \$2,500 used in getting the program started. The insurance program must pay its own way and not use money from the General Fund.

### **Territories.**

There seems to be a trend for a few of the Locals to stake out territories. Now some groups are claiming exclusivity. NARCOA really has no right to give or dictate territories of operation for the Locals. This means your NARCOA voting district for our Board and the territory your group selected when it chartered were not given to your group. NARCOA cannot do this. The important point on which we all will agree is: these squabbles must not spill over into the railroad office(s). We can argue among ourselves, but let's settle it fairly and not ruin a railroad.

NARCOA could have some type of procedure for dealing with these fights, but I think it best to let the Board handle them on a case by case basis. To prevent such conflicts, I'm proposing that the Board adopt the following for our Locals:

"All Local's shall treat other Locals with respect and courtesy. There shall be no Local rules which forbid membership and operation of a member in other Locals for any reason. There



shall be no Local rules claiming territory or specific railroads in any manner. Dues and excursion fees must be applied equally to all members, excluding fees rescinded for labor such as the meet coordinator going for free.

"It must be realized that railroads are permanently located, and Locals cannot 'claim' a railroad merely by being located physically close or for any other reason. All NARCOA members and Locals in good standing must have equal rights to excursions on any cooperating railroad.

"Ideally, each railroad should have contact with one person in one Local to deal with all excursions. Individual(s), usually the person in the Local making first contact with a railroad, must be contacted before a new-to-the-railroad Local contacts said railroad. Arrangements between the 'new' Local and the first Local should specify how railroad contact is to be made, scheduling, and pricing. Under no circumstances is one Local to make profits from another. Charges from one Local to another are to be for reasonable expenses only. Disputes are to be settled by the Board.

"All of a Local's members who hold supervisory, (Local) board, or officer status have a special responsibility to avoid words or deeds that are arrogant, insensitive, or capricious. They should set an example of good conduct for others to follow."

Please let me hear from you should you have thoughts on this.

### **The AARO Radio License.**

This license was purchased by an individual and given to AARO. This individual has agreed to move the license to NARCOA and the paperwork has been filed. NARCOA insured will be able to use the license as before, but for now, if you wish to use it, it is in limbo.

### **Incident Reports.**

As I listen to folks from all over the country, I find a lot of you do not know about the incidents (and/or accidents) which occur from time to time. This is a touchy topic, but I think we need to publish "stripped," objective accounts of these incidents. There's a lot to learn from our mistakes, and we do not need to keep repeating them. Here's a couple of actual examples:

Motorcar(s): Fairmont MT19 and A-4.

Operator Status: Novice and Experienced.

Weather: Clear visibility, no precipitation.

Track Condition: Mainline, dry but greased in spots, excellent track.

Time of Day: Morning.

Report: This was a simple, but common incident. The novice operator was following too close in the 19 and bumped the A-4 at a stop. The only damage was a bent grill on the 19.

Conclusion: All of us must help our novices in learning stopping distances. Know who the new folks are and give friendly advice. Additionally, some do not know what a flange greaser is and how to adjust their motorcar operation over such a device. Please help them to understand the problem. Do not be too critical; there are issues of pride here.

Motorcar(s): Fairmont MT-19.

Operator Status: Experienced.

Weather: Clear visibility, no precipitation.

Track Condition: Mainline, dry, excellent track.

Time of Day: Afternoon.

Report: At convoy speed, the operator thought a camera fell out of the motorcar, just after a long, relatively unobstructed curve. The operator stopped, got out, and flagged, waiting for the following motorcar. As the following motorcar came within sight, the waiting, flagging operator realized that the second operator was not reacting to the flag, i.e., no brake application. The flagging operator quickly returned to his motorcar and started forward. The following motorcar finally made a full brake application and as one car accelerated, the other slowed. No contact was made, but it was a very close call.

Conclusions: 1. Keep contents of motorcars secured within the motorcar! 2. When in a convoy, don't become complacent and forget what you are doing. Pay attention. If you expect the motorcar ahead to stop at any time, you'll never be surprised. 3. Stop and flag only after passing through a long straight section of track to give the following motorcars distance to stop.

If you are interested in starting such a program, please let me know. Additionally, would someone like to write the column for this? That person would solicit the incidents, edit them, submit them to the Editor. I think this should be a Board appointed position. It will greatly increase our awareness of the current safety problems.

Until next time, happy motorcar-ing!

# NARCOA Agreement

In consideration of North American Railcar Operators of America (NARCOA) its officers, agents, servants, employees, and lessors, and the railroads from which NARCOA contracts for the use of track for excursions, their officers, agents, servants, employees, and lessors, hereinafter referred to as NARCOA/RRs allowing (please print your name) \_\_\_\_\_ to utilize the facilities and participate in the motorcar excursions and related activities of NARCOA/RRs it is agreed that:

1. ASSUMPTION OF RISK. I know and understand the scope, nature, and extent of the risks involved in motorcar operation on track, related motorcar activities such as set on and off, and in general the dangers of the railroad environment. I have studied the NARCOA Rule Book and understand the content and logic for each of the rules. I freely and voluntarily chose to incur such risks understanding that those risks may include injury or death. ( ) Initial

2. EXEMPTION FROM LIABILITY. I exempt and release NARCOA/RRs from any and all liability, claims, demands or actions or causes of action whatsoever arising out of any damage, loss or injury to me or my property while upon the NARCOA/RR's premises, equipment, track or while participating in any of the activities contemplated by this Agreement, whether such loss, damage, or injury results from the negligence, either active or passive, of NARCOA/RRs or from some other cause. I agree that NARCOA/RRs have no responsibility for my acts or safety during motorcar excursions, and that NARCOA/RRs have no responsibility for the acts or safety of other operators and guests during motorcar excursions. By entering into this Agreement, I understand that I am giving up legal rights which I may otherwise have. ( ) Initial

3. COVENANT NOT TO SUE. I agree never to institute any suit or action at law or otherwise and hereby instruct my heirs, executors and administrators never to institute any suit or action at law or other wise against NARCOA/RRs nor to initiate any nor assist the prosecution of any claim for damages or cause of action which I, my heirs, executors or administrators may have by reason of injury or death to my person or property arising from the activities contemplated by the Agreement. ( ) Initial

4. INDEMNITY AGAINST THIRD PARTY CLAIMS. I will indemnify, save and hold harmless NARCOA/RRs from any and all losses, claims, actions, or proceedings of every kind and character, including attorney's fees and expenses, which may be presented or initiated by any other persons or organizations and which arise directly or indirectly from the activities contemplated by this Agreement. ( ) Initial

5. CONTINUATION OF OBLIGATIONS. I agree and acknowledge that the terms and conditions of the foregoing EXEMPTION FROM LIABILITY, COVENANT NOT TO SUE, AND INDEMNITY AGAINST THIRD PARTY CLAIMS shall continue in full force and effect now and in the future at all times and shall be binding upon my heirs, executors and administrators of my estate. ( ) Initial

6. VALIDITY OF WAIVER. I understand that if I institute any suit or action at law for any claim from damages or cause of action because of injury or death to my person or property due to the activities contemplated by this Agreement, this waiver can and will be used in court and that waivers of this type have been upheld in courts in similar circumstances. ( ) Initial

7. REPRESENTATIONS AND WARRANTIES. I represent and warrant that I am on no medication or drugs, or have no physical infirmities, chronic ailment, or injury that individually or together would impair in any way my ability or judgment in the safe operation of a railroad motorcar.

\_\_\_\_\_  
(List infirmities. If none, state "none".) ( ) Initial

8. INDEMNITY AGREEMENT. I hereby unconditionally agree to indemnify NARCOA/RRs against any and all liability, loss, costs, damages, fee of attorneys, loss of funds advanced and other expenses which the undersigned may sustain or incur of or in consequence of the undersigned and/or his/her family and friends from the uses of above mentioned NARCOA/RRs property including, but not limited to sums paid of liabilities incurred to third parties and in settlement of and expenses paid or incurred in connection with claims, suits or judgments resulting from the undersigned's use of NARCOA/RRs property as aforesaid. This agreement shall inure to the benefit of NARCOA/RRs, their officers, directors, and members, and successors and assigns of the undersigned. ( ) Initial

BY: \_\_\_\_\_  
NARCOA Officer or Board Member

\_\_\_\_\_  
Operator's Signature

\_\_\_\_\_  
AGE & DATE

## Agreement Not To "Bootleg"

I hereby agree, as an operator and NARCOA member of good standing, that I will not "bootleg" railroads (use track without owner's proper permission). I understand that to do so will mean the loss of my NARCOA operating privileges for at least one year.

\_\_\_\_\_  
Operator's Signature



## NARCOA Policy on Alcohol/Drug Use

The Board of Directors of NARCOA has decided as a matter of policy to prohibit the use of alcohol and drugs by participants at NARCOA events. Participants agree to abide by the following guidelines:

1. No alcohol/drugs, in open or unopened containers of any type, are permitted aboard any motorcar or other railroad vehicle, nor are they permitted to be brought onto the property of the host railroad, during a NARCOA event.
2. No participant shall operate a motorcar or other railroad vehicle at a NARCOA event while under the influence of alcohol/drugs.
3. NARCOA officers, event officials and officials of the host railroad retain the right to inspect motorcars and the personal effects of event participants for alcohol/drugs.
4. Event participants who are found to be in possession of alcohol or drugs, or under the influence of alcohol or drugs, during a NARCOA event will be requested to leave the event for its duration and remove themselves from the host railroad's property. Persons requested to leave under these circumstances will not be entitled to a refund of registration fees.

While not wishing to be overly restrictive with the above guidelines, the directors of NARCOA are dedicated to safe motorcar operation. Alcohol and drugs and railroads do not mix, and alcohol and drugs will not be permitted at NARCOA events.

Having read the above, I agree to abide by the guidelines outlined by the policy. I understand that failure to abide by the guidelines will result in my suspension from the event and possibly NARCOA.

Date: _____	Name: _____	Printed: _____
Date: _____	Name: _____	Printed: _____
Date: _____	Name: _____	Printed: _____
Date: _____	Name: _____	Printed: _____
Date: _____	Name: _____	Printed: _____

## THE FRA'S JOB IS TO ENSURE THE SAFETY OF THE WORK-PLACE FOR WORKING RAILROADERS AND FOR THE PUBLIC

By Ron Zammit

Let's address one of the "hot buttons" I've pushed: the Federal Railroad Administration.

I would like to give you my impressions of my interactions with the FRA, which were prompted by a tragic accident that happened two years ago on a regular Motorcar Operators West excursion. The railroad hosting the excursion chose to report this incident to the FRA, which is a railroad's option, and we were involved in the FRA's subsequent investigation of the accident.

I realize a lot of you have had tough times with the FRA, especially those of you who are railroad workers, and I do not doubt these horror stories. We all have reasons to be wary of any regulatory agency, but I believe our worst fears—regulation, or over-regulation by the FRA—are unfounded.

The FRA does not want to regulate us, and are not trying to gain the authority to do so. They are already stretched thin trying to do their primary job, that of insuring the safety of the workplace for working railroaders and for the public. However, if we prove unable to self regulate, they will be forced to do something with us, likely a total ban of recreational use of track machines by private operators. Therefore, we must regulate ourselves well, safely, and with accountability.

When the MOW accident occurred, the FRA's attention was focused on our excursion and, therefore, on motorcar excursions in general under the worst of conditions. What did we do? We showed them we were accountable. First, we paid the bills due from this accident (adjacent farmlands were damaged by emergency vehicles). This also avoided a claim on AARO's insurance, which may have resulted in a policy cancellation for everyone.

Next, we appointed a safety officer to take charge of rule of operation and safety procedures. Additionally, this person has equipped the group with much needed emergency first aid equipment, and listed all members who are EMTs, have had the Red Cross first aid class, and/or know CPR.

Next we created an operator certification process. Each operator takes an open book rule

test at their home and the tests are on file with our secretary. The test was designed by a person working for a short line, and serving as their named (to the FRA) rule book instructor for the short line's engineer's certification program. I'm not implying that NARCOA do this because it is a lot of work. Your local group should consider it, however. We now have a paper trail back to the FRA.

Since the major accident I spoke of occurred, there have been minor accidents. We do keep statistics, and we sometimes form a new rule when and if the rule may help although we do try to avoid new rules. Even if no rule is made, to avoid making the same mistake, we inform the membership by descriptions of the problem (with names and locations stripped from the account.) This is how we are accountable. We have the paper trail to prove our accountability. If there is another accident, we will use these items to prove we DID our homework BEFORE the trouble occurred.

What kind of accident catches the FRA's attention?

1. Crossing accidents involving the public. (Note: MOTORCARS DO NOT HAVE THE RIGHT OF WAY AT A CROSSING. Do not get involved in a rail/auto accident. Stop and flag all crossings where there is any danger of being hit. It should not be assumed that the autos approaching the grade crossing will stop. Always assume the worst! Never give directions to a motorist, except to stop, or you will assume liability. Flaggers are to only stop autos, then each motorcar operator decides if it is safe to cross when the crossing is approached.)

2. Accidents where property damage is over \$5,000.

3. Accidents in which a death occurs.

4. Accidents which the host railroad decides to report. This could be a trivial accident; this could be a major accident.

From reading the letters I received, I gather there is no support for formal contact with the FRA. For now, I agree and always have. Here is what I think we should do:

1. Each local group should get to know the FRA inspector in their area. This is an informal

contact, but show the FRA person your concern for safety and accountability. Be cordial and treat them with the respect you would desire when you have a problem and they come to you.

2. Have someone identified in your group with knowledge of the FRA and the people in their office for your region. Have this person prepared to interface with the FRA should the need arise.

3. For the national scene, I'd like to have someone identified who can go to the FRA in Washington, DC, and plead our case should we have to. Yes, that person would have to put on a suit and go knock on the correct doors. (That person is not me. I don't have a suit, nor the proper shoes!) Does anyone have some ideas as to who could do this?

I do not see any problems with these three steps. Do you think these are good steps to take? Will you help with this?

For now, when you and your local group have to deal with the FRA, you will be the one to work with them, as we at MOW have had to. If you try to avoid taking responsibility, we'll all be hurt. Do you have a paper trail leading to you or

away from you? From what I have seen, most of you have paper leading to you. I urge all of us to get together on this, do our homework, and reverse the direction of that trail. Because of the FRA, we essentially operate together, no matter where in the country we are. If we all operate safely, responsibly, and with accountability, we will certainly continue to exist as a self-regulating organization.

And by the way, the railroad involved in our accident has just allowed us to run for a two-day period after two years off their track. The excursion went well. So it is possible to survive the worst.

Most of us are safety conscious and operate safely and well on the rails. But think of this: railroads safely operated motorcars for years but did have accidents nonetheless. These accidents occurred in an environment with existing safety rules, and with safe, skilled, dedicated workers using the equipment day after day. We, as hobbyists, probably will not have a better safety record than the railroads themselves, so we had better be prepared for the few accidents which will unfortunately likely occur.

## CHARTER MEETING OF OHIO RAILCARS HELD IN MAY

By David Verzi

On Sunday, May 7, 1995, the charter meeting for Ohio Railcars was held in Brewster, OH. Thirteen Ohio NARCOA members were in attendance as well as Region 3 director Stan Conyer.

The thoughts behind the formation are two-fold. First, the hope is that through better coordination on our behalf we can better communicate with the railroads in Ohio. Second, there is the need for meet coordinators to be able to use the NARCOA corporate structure in hosting meets.

The first order of business at the charter meeting was for the group to adopt a set of by-laws. The bylaws were drafted from the state bylaw guidelines obtained from NARCOA. Included in the bylaws are dues for Ohio Railcars, which are \$5.00 annually.

The 1995 officers elected at the meeting are as follows: Robert Hixenbaugh, president; Jeff Levengood, vice president; and David Verzi, secretary/treasurer.

There was general discussion relating to

meets, safety, insurance, etc. Robert Hixenbaugh will handle the who's contacting who in the state. If you have a contact or want to make a contact with an Ohio line, go for it! Just let Bob know first so we're not duplicating the effort.

For further information on Ohio Railcars, contact any of the above officers at the following addresses:

Robert Hixenbaugh  
P.O. Box 141  
Cuyahoga Falls, OH 44221-0141  
(216) 923-0298

Jeff Levengood  
2189 Oak Tree Drive  
Dover, OH 44622  
(216) 343-3407

Dave Verzi  
10059 Aldridge Drive  
Columbia Station, OH 44028  
(216) 236-3374

# MEET ETIQUETTE:

## PART TWO OF A THREE-PART SERIES

### OPERATIONS

By Dick Ray

A good summary description of how to operate courteously is: follow the car ahead at a safe distance and at a steady speed. However, some special situations come up which need some explanation.

Don't push cars by hand along the track during a switching move. It delays the operation and causes the following cars to creep along, to the extreme annoyance of the belt-driven car operators.

At a stop for any reason, please pull up reasonably close to the car ahead. Why?

1. When tools, gas, spare parts, etc., are needed, it is a much shorter round-trip walk.
2. The stop might be on a short siding where a meet is planned. The reason for the stop may not be clear to everyone, and we don't want to leave cars hanging out on the main. A similar condition is created after crossing a highway and stopping at the quaint station just beyond. While the front car stopped with ample space for the group, a few 20-yard gaps can leave the last few cars stranded on the highway.
3. The stop might be at the end of a section of straight track so that following cars coming around the previous corner will have ample room to stop. If big gaps are left, the safe stopping distance is reduced and an unsafe condition is created.

Sometimes, these gaps are created unintentionally. It can happen that when following cars see the front of the group stop, they naturally slow down and prepare to stop. Those following also slow down. Eventually, the tail end comes to a stop but the middle is still creeping forward. We have all seen this happen. The most considerate action is to signal your intention to stop at the point where you expect to actually begin stopping and to stop at a constant rate. In other words, do it just as you would at a traffic light in your auto.

Each operator must signal the following car when they intend to stop, per the rulebook. Wave

a flag, turn on your rotating beacon, or use the brake light. Watch for a similar signal from the following car.

If you must stop on a curve, have your passenger go back with a flag to signal following cars. If you are the following car, it is courteous to replace the flagger that signaled you with your own flagger.

At a stop it is courteous to attend to the most pressing needs first, whether it be refueling, checking the water, or inspecting the flora. Please be ready to leave when the time comes.

If the plan includes a photo run-by, great. If not, don't organize your own because it may compromise the schedule.

How close to follow? In open country, maybe 1,000 feet which is far enough back that you can look around and enjoy the scenery. It is helpful to keep the car behind in sight also, and your headlight on so that the car ahead can keep you in sight.

If the group is turning on a wye, fill the tail tracks as much as possible before moving around the next leg. It can be very time consuming to do only a few cars at a time.

Don't throw any switches unless you are authorized to do so.

If you are leading a group, pull away from a stop smartly and accelerate to running speed quickly. This helps the following cars gain the safe interval that they need. Each following car must accelerate more slowly than the one ahead to gain their interval. Alternatively, they wait a few seconds until a suitable interval appears before starting out.

If you are leading with a geared car, don't creep along slowly. Remember that the belt-driven cars cannot run steadily below 15 m.p.h. At low speed the cars tend to bunch up requiring constant operator attention.

Follow instructions. If you are directed to proceed to the Conrail sign and stop there, it does not mean that you can coast a few car lengths past the sign.

If you need food, bring it. Don't assume that there will be an indoor sit-down luncheon unless it is announced. Many meets do not have an official lunch stop because it did not fit into the schedule. Even if a one-hour lunch stop is scheduled at the turn-around point, your part of the group may have been delayed, leaving you with only ten minutes.

## MEET THIS MEMBER: RICH STIVERS

My interest in the motorcar hobby started in a typical way. As with many of us, I was fascinated with trains at an early age, and dearly wanted to be a locomotive engineer; preferably steam, since I grew up during the last of the steam era on the Southern Pacific Railroad.

My family vacations traveling by car in California and Oregon were opportunities to see Southern Pacific and Western Pacific railroading in action. Occasionally, I would see track workers or a track inspector in a motorcar en route, and was instantly envious of their "unique" mode of rail transportation.

I had a few train rides as a passenger growing up, but it wasn't until 1985 that I had my first motorcar ride in Montana. I was instantly hooked as a motorcar enthusi-

ast, but wasn't sure how I would find rails to ride which were closer to the San Francisco Bay area than Montana. At a Rail Fair in 1991 at the California State Railroad Museum I found the answer. MCCA and other motorcar clubs had an exhibit and sample newsletters telling of past meets, many of which were in California. Since 1991 I have been a member of motorcar clubs which presently include NARCOA, MCCA, MOW and Northwest Railcar. I am currently the editor of the MOW newsletter, the LINEUP, and also serve on the MOW Board of Directors.

I didn't get to be a locomotive engineer but I am an engineer--software, that is. The motorcar hobby certainly gives me a much-needed change of pace from offices, computer rooms, and computer terminals.



*The picture at left shows Rich, of San Jose, CA, at a recent MOW meet in Ft. Bragg, California, with an ex-SP semi-enclosed MT19 which he co-owns with his brother. They also have acquired an MT14 with open sides, a fully-enclosed ex-UP MT14-M, one ex-SP MT19 with open sides, and an ex-ICG A5 which they are currently restoring.*

## 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: Pumpcar plans to build 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, \$1,500.00 to 3,500.00. 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.

WANTED: To correspond with A6 or similar owners that have a method of turning these cars. Tom Stallings, Rt. 1 Box 274A, Pinetops, NC 27864. Phone: (919) 827-4693.

FOR SALE: Fairmont-MT-14, ex-canadian car with fully enclosed fiberglass cab; an all-weather car. Two speed transmission. Engine starts, runs good. Needs minor work and a good "clean up" and it's ready to run. \$1,500.00. Contact Vern Echelberger, Greene, IA. Phone (515) 823-5689 and leave message.

FOR SALE: Fairmont M9 with windshield, top and side and back curtains, \$1,000.00. All wood Adams series 10 air-cooled motor car, all new wood 90% restored \$1,500.00. Contact Tom Hillis, Box 186, Stanton, MI. 48888. Phone: (517) 831-5375.

WANTED: The location of Fairbanks Morse air-cooled, two-cycle, direct drive cars or parts I can photograph and measure, circa 1914. Write Mike Nix, Rt. #1 Box 34, Royalton, MN. 56373-9751.

WANTED: Four wheels with or without bearings, 6 to 12 inches in diameter. Prefer iron or steel, maybe aluminum. Write Mike Nix, Rt. #1 Box 34, Royalton, MN. 56373-9751.

FOR SALE: Motorola GP-300 portable handheld 2-way radio. Has 8 railroad channels w/scan. Comes with belt clip, charger, synthesized, new condition, also has speaker mic. \$450.00. Contact Tom Kowalski, 689 Podunk Rd., East Brookfield, MA 01515. Phone: (508) 867-2188.

FOR SALE: Otte "Track Scoot", 4HP Tecumseh, one-person seating with tool rack/bin, separates into two halves for transport to rails, rubber tired wheels, fair running condition, \$200.00. Contact Paul Beddoe, Lenni, PA (Philadelphia area) at (610) 358-0633.

FOR SALE: Hand pumpcar, Sheffield replica newly constructed, 95% finished, standard gauge, \$2000.00. Contact Paul Beddoe at (610) 358-0633.

FOR SALE: Hi-rail gear, one set of axles and rubber-covered wheels, for light to med. weight use, standard gauge. \$200.00. Contact Paul Beddoe at (610) 358-0633.

FOR SALE: Flat car axles, standard gauge, mfg. by Tamper, 16" wheels, complete (wheels, bearings, axles), 2 used, 1 new. \$75.00 each. Contact Paul Beddoe at (610) 358-0633.

FOR SALE: Flat car/trailer, railroad constructed of 1 1/2" x 3" channel, 5'x 7', 16" riveted wheels, strong and heavy but has been pulled by an MT19-A, stake sides \$200.00. Contact Paul Beddoe at (610) 358-0633.

FOR SALE: Tell the world that REAL RAILFANS RIDE RAILCARS with 4 in. by 10 in. all-magnetic bumper type signs. Specify black on yellow or black on white. First Class postage paid. Check or M.O. for \$11.00 to Alan Bullock, 87 Springtown Road, Washington, NJ 07882.

FOR SALE: Nathan P-5 horn manifold, \$30.00. RQ-C motor \$225.00. RQ-D timer \$40.00. Components to make RR crossing signal, \$250.00. Contact Dave Verzi 10059 Aldridge Drive, Columbia Station, OH 44028. Phone: (216) 236-3374 evenings.

TAKING ORDERS: Newly manufactured M9 drive axle pulleys. Available mid-June. \$152.50 postpaid. Also, SASE for parts list for M,S,& MT cars. Contact Jim Dobbins, RR2, Box 105, Goff, KS 66428. Phone: (913) 868-2388 evenings.

FOR SALE: Fairmont A3, open car, 4-cyl. Waukesha, with some spare parts, needs wiring and some repair, has run, \$750.00. M14, rough, will deal. Fairmont PN engine, 4HP, pat. 1900, missing carb, \$225.00. QB water hopper style engine, complete, \$325.00. Woolery, single cyl. engine, rough, \$150.00. Some parts, send wants and SASE. Dallas McDowell, 2706 Imlay City Rd., Lapeer, MI 48446-3222. Phone (810) 667-3788 after 7 p.m.

FOR SALE: 1978 MT19 ex-B.N. Runs real nice and is in good condition, \$1,400.00 or B.O. Also, 1977 MT19 ex-B.N. with full cab. Haven't tried to get running but it's all there. \$700.00 or B.O. New brake lever, Part #63075, \$10.00. Franz VonRiedel, 5852 N. Shore Drive, Duluth, MN 55804. Phone: (218) 525-4088. SASE for photos & info.

FOR SALE: Fairmont M19 with fiberglass full cab, onan twin-cycle engine. Runs good, needs your TLC on cab finish. Asking \$1,500.00. Contact Ronald E. Hoopman, 637 Jonadel Lane NW, Cedar Rapids, IA 52405-2818. Phone: (319) 396-9187.



FOR SALE: Pair 1 15/16" dia. Kalamazoo axles and bearings, \$50.00. Joseph Shaffer, 35166 Jason Drive, N. Ridgeville, OH 44039. Phone: (216) 353-0764.

FOR SALE: MT14 onan engine Fairmont motor cars. Good running condition, \$1,000.00-1,200.00 ea. Contact Ray Ickes, 15012 Lakefield Rd., Hemlock, MI 48626. Phone: (517) 642-8438 after 6 pm.

FOR SALE: Fairmont 0307 railgear, rubber treads, good shape, with spare parts, manual, and Ford mounts \$750.00. Motorola MT-1000 Handie-talkie, 99 channels (all 97 rail channels), charger, leather case, spare batteries, 5 watts, scan, excellent shape, \$750.00. Brand-new MT-2000 Handie-talkie, 160 channels, alpha-numeric display, hi-low power, 10 scan groups, touch-tone, security, etc., 1 year warranty, \$2000.00 still in the box. Contact: Joe Ginnane, 1180 Andrews Ave., Lakewood, OH 44107. Phone: (216) 521-0255.

FOR SALE: MT19, ex-UP car. Mostly complete. Still in pieces from restoration. Need to sell to make room. \$800. Contact Michael Mitzel, (815) 264-7979.

WANTED: Motorola or Wabco lunch box radios and railroad hardhats. Contact: Joe Ginnane (see address above).

WANTED: Fairmont M19 for parts, located in or near Michigan. Contact Jeremy Winkworth at (616) 388-5058.

ATTENTION OWNERS of ex-CSX motorcars. Have you traced the history of your car? Was it an ex-L&N or ex-NC &StL motorcar? If so, please respond to: Hugh Cain 510 Austin Street, Norfolk, VA 23503. Need L&N car numbers and location of railroad the car operated on.

FOR SALE: PRR cab signal \$50.00, C\$NW cab signal (R,Y,G,Wh) \$35.00. ERIE Style-S Semaphore \$750.00. Joe Shaffer, 35166 Jason Drive, N. Ridgeville, OH 44039. Phone: (216) 353-0764.

FOR SALE: Fairmont engine type QM-6 probably for parts or restoration, no carb. \$100.00 takes it. Tom Kowalski, 689 Podunk Road, East Brookfield, MA 01515-0135. Phone: (508) 867-2188.

FOR SALE: 1986 Fairmont motorcar MT-19A enclosed aluminum cab, turn table, heater, brake lights. Excellent mechanical condition and appearance. \$4,900.00. Can arrange shipping. Contact Wally Burton, 43400 Carol Drive, Nehalem, OR 97131. Phone: (503) 368-6496. Trailer may be available at extra cost.



***The first motorcar run on the Southern Pacific! One of the oldest lines in California, it runs from Sacramento to Placerville. The motorcar run covered a section of track from Folsom to near Shingle Springs. Shown above, from left, is Doug Stivers, Bob Holderness (mayor of Folsom) and Ron Zammit. The car is Denny Anspach's newly-restored Northwestern.***

Photo by Bill Anderson

## IF YOU OWN A FAIRMONT MT SERIES CAR, READ THIS

Tom Norman submitted the following item for publication in *THE SETOFF*. It describes a procedure for checking the center bearing on MT series Fairmont motorcars. These bearings have been known to cause the rear axles to break.

This procedure was published by Fairmont as Service Data No. 411, entitled "Drive Axle, Center Bearing and Bearing Support Maintenance Check for MT-19 Series A and B Motor Car."

"The drive axle, center bearing and bearing support should be checked for wear at least once a month or every 200 operating hours, whichever occurs first. Follow the procedure outlined in this Service Data Sheet to perform the maintenance check.

"Maintenance Check Procedure:

"CAUTION: Apply the parking/service brake to perform maintenance check. Failure to comply could result in personal injury and/or property damage.

"1. Apply the parking/service brake.

"2. Remove the housing seat assembly (133463) to expose the drive axle, center bearing and bearing support.

"3. Start the engine. Set the engine speed at approximately half throttle.

"WARNING. Make sure all persons are clear of the motor car before performing any operating functions. Failure to comply could result in severe personal injury.

"4. Depress the clutch pedal.

"5. Place the forward/reverse shift lever in the forward position.

"6. Place the high/low shift lever in the low position.

"7. Let the clutch pedal out SLOWLY, until the drive chain tightens without stalling the engine.

"8. Note the drive axle deflection when the drive chain tightens. The drive axle may deflect, but it should be less than 1/8 inch (3.2mm) at the center bearing support position.

"9. If the drive axle deflects less than 1/8 inch (3.2mm) at the center bearing, the center bearing and bearing support components do not have to be replaced. Replace the housing seat assembly (133463).

"If the drive axle deflects more than 1/8 inch (3.2mm) at the center bearing, the center bearing assembly (M34727A), bearing support assembly (46502) and/or the drive axle (Series A 98356N or Series B 127962N) must be replaced. Replace all worn components before using the motor car. See your Operator's and Parts Manual supplied with the motor car, or contact Fairmont Railway Motors for the parts needed.

"A Service Group (138583) is available for field application, providing less maintenance and longer life of the center bearing, bearing support and axle. Contact Fairmont Railway Motors for details of the Service Group. Fairmont recommends that this service group be applied to all MT-19 series A and B motor cars in service."

# ***THE SETOFF***

Box 82, Greendell, NJ 07839

**POSTMASTER: IF UNDELIVERABLE, PLEASE RETURN TO SENDER.**