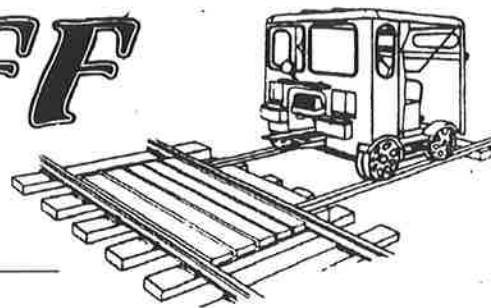


# THE SETOFF

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

November/December 1996



*At left, the Hearst - Sault Ste. Marie passenger train passes by the lineup at Canyon on the Algoma Central on September 14, 1996. Jeremy Winkworth of Plainwell, MI, sent in this picture and that's his ex-IC M9 in front.*

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## From the President

By Ron Zammit

The last *SETOFF* was late in getting to your mail box and we apologize for that. As you may know, there are six people in five different states—all volunteers—involved in producing *THE SETOFF*, and glitches will occur in the process. Everyone seems to be doing the best they can given the circumstances.

By now you have had a chance to look at the rules changes being considered by the Board. Please contact your Director should you wish to have input on these changes. Additionally, as per a member's suggestion, there is thought to change all mention of "meet" to "excursion" to sound more professional. "Meet coordinator" would become "excursion coordinator." Does anyone have objections to this change in the Rule Book and other NARCOA documents? Please let me know.

NARCOA has a world wide web page for those with net access. Its address is: <http://www.calpoly.edu/~rzammit/narcoa> (with no caps). Have a look and let me know what you think. Suggestions for additions and improvements are requested. Additionally, I'd like for someone to take over as "editor" of the web page. This would involve moving the page to the editor's computer. Let me know if you would like to try this. Eventually, it is hoped the latest excursion schedules could be posted on the net so that instant, easy access is available.

Bill Holdren has some interesting entries for the safety slogan contest. Additionally, I received a safety logo from a member with the suggestion that we also have a safety oriented logo. The motorcar/setoff on the cover of *THE SETOFF* has been the NARCOA logo for years and probably should not be changed. However, a safety logo would be an excellent addition for the Rule Book and other documents we use. What are your ideas? Should we run another contest?

This is the first publication of "Incident Reports." These reports are on issues which concern all operators. The reports are for your information, to help in educating all of potential and/or real problems in our hobby. The reports are stripped of names and locations.

Speaking of problems, I have been contacted by the FRA on the topic of bootlegging. There have been quite a few newspaper articles and TV spots on the topic of railbiking. While railbiking is not a problem per se, this recent publicity centers around a group which does not get permission to operate on the rails. The group is not connected with NARCOA and this is what we have made clear to the FRA. Another problem with these news items is that the reporter always seems to state that the tracks are abandoned and operation is okay. As all of us know, the tracks are not abandoned, otherwise people like me would go claim them. What needs to be said is

that SERVICE has been abandoned. The tracks are still owned by someone and, without permission, these rail-bikers are guilty of trespass. If you have the chance to give input to a news report on our hobby, please make sure your reporter understands the difference between abandoned service and abandoned property, and that you do not operate without proper permission. It is important that we as legitimate operators publicly distance ourselves from those who trespass.

There have been reports from various parts of the country about operation of road crossing signals. The Rule Book is clear: motorcars are to be insulated. If a crossing signal is to be activated, it must be done by hard wired shunts or a switch internal to the control box. To operate the signals by motorcar shorting is very risky. Motorcars do not shunt reliably on track which has some rust. Multiple motorcars coming into and out of the track circuit may be cause for gates to go up and down at the incorrect times, coming down on automobiles whose drivers are confused. (I know all the jokes about the IQs of the auto drivers, but the reality is that we must not have crossing accidents. To do so allows the authorities to see us in a bad way. A crossing accident is THE most attention getting incident we can have. Please, please do not get involved in a crossing accident, and that includes spurious signal activations which cause injury to members of the public or damage to their vehicles. This kind of attention we do not need, nor do any of us want!)

Please note: if faced with a busy street and signals must be used, set them with the shunt, set flaggers, then allow motorcars to cross. Many of us have seen motorists run the signals, so do not chance it. Have the flaggers out there with eye contact on the motorists!

At the Wichita Board meeting, John Simpson of the UPRR gave us an Operation Lifesaver presentation. I think everyone there learned something. (My favorite story was of a motorist who, after just being hit by a locomotive—and living—stated to the effect, "Well, if the train had turned just a little to the right, it would have missed me.") There have been a number of requests for other presentations such as first aid, troubleshooting, and radio clinic. Board meetings will be less ambitious now that we have most of the major organizational problems ironed out, so there will be more time for such presentations. We have a meeting in the fall of 1997, likely in Chicago. What would you like to see? What would it take to get you to be interested enough to attend?

As I write this, it is warm and sunny outside, hardly a fall day. Most of the midwest has gotten its first real snow of the season, and winter has arrived in most of the country. So while it doesn't feel like the holidays yet, I'd like to take this chance to wish you all the best for the season. Merry Christmas and a Happy New Year. (And thanks to all for making this our safest operating year yet! Let's continue!)



## Meets

Members who have organized meets are encouraged to advertise those events here. We will publish all notices received. Include details of the trip such as time schedule, total mileage, costs, restrictions and conditions for attending. State whether or not NARCOA rules will be in effect and whether NARCOA insurance is required. Send excursion notices to: Deanna Baird, SETOFF Editor, 4403 Dyes Lane, Bealeton, VA 22712.

**PLEASE NOTE:** Advertisement of a meet in THE SETOFF does not constitute responsibility by NARCOA and/or its officers, or THE SETOFF and/or its editorial staff for event conditions. Excursion attendees must exercise caution in the observance of safety conditions and rules, and must accept full responsibility for themselves, their guests and their equipment when attending any event.

**January 1, 1997:** Great Smoky Mountains Railway. Runs start in Bryson City and Andrews, NC, and cover the full length of the line, more than 60 miles. There is a tunnel, a high bridge, white-water river gorge, and a 5.5% grade three miles long. Run will be limited to 30 cars total. NARCOA insurance is required. Cost is \$25.00 per car. Contact Randall S. Dyer, Box 489, Jefferson City, TN 37760; phone (423) 475-9539. Or call Charley Davidson, (423) 745-2331.

**June 1997:** Hoosier Railcars is planning a three-day meet on the Algoma Central next June. Cost looks like it will be approximately \$300.00 plus meals and lodging in Canada. If you wish to receive more information as it becomes available and to be placed on the mailing list, write to Stan Conyer, 9333 St. Rd. 46 W., Columbus, IN 47201.

## A Personal Note

It is with deep regret that we inform the membership of the sudden death of NARCOA member Mike Lemech of Gouldsboro, PA.

Mike died of a heart attack on Saturday, November 16th. He will be greatly missed by those who knew him, and we wish his family well.

### 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 because they are archived.
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 the time of submission.
4. Meet stories, technical articles and lengthy submissions should be typed or printed. Ads, meet notices, and short articles may be handwritten. Please include your phone number with your submission in case we need to ask you questions about something we don't understand.
5. Photos should be either black and white or sharp color photos. Please label the back of the picture as to its subject matter and who took the picture. Please do not send slides.
6. Send materials to THE SETOFF editor by the deadline, the 15th of each odd-numbered month (January, March, May, July, September, November).

## THE SETOFF

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SETOFF Editor .....	Deanna Baird 4403 Dyes Lane Bealeton, VA 22712 bairdd@washpost.com FAX: (202) 334-4536
SETOFF Contributing Editor .....	Dick Ray 5 Hemlock Pl. Randolph, NJ 07869 ray_r@mailier.transdev.com
NARCOA President .....	Ron Zammit 469 Compana Place Arroyo Grande, CA 93420 rzammit@pandora.physics.calpoly.edu
NARCOA Roster Coordinator .....	Joel Williams Box 82 Greendell, NJ 07839

THE SETOFF is the official publication of the North American Railcar Operators Association (NARCOA) and is published bimonthly 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.

# Highlights of the September 6-7 NARCOA Annual Board/Membership Meeting

By Mike Paul  
Recording Secretary

The annual membership meeting took place Sept. 6-7, 1996, in Wichita, KS. A quorum of eight Board members was initially present, and that number grew to 10 by Saturday morning. No more than 10 members other than Board members were present. The following items are highlights from the meeting minutes:

**Treasurer's Report** - The insurance program is going well this year. The total number of insureds is only one less than the number of insureds last year. With the \$50 fee per railroad per calendar quarter this year, the insurance program is running in the black and has covered the insurance program operating deficit from last year as well. Net income from all of NARCOA's operations is \$8,920.57 in the current reporting period.

**NARCOA's tax-exemption application** - The IRS has ruled that the NARCOA insurance program is a business in and of itself which is not in accordance with tax-exemption guidelines, so NARCOA will have to pay tax on income earned in 1996 and 1997. Tom Norman will be researching possible ways of distancing the insurance operation from NARCOA itself so that a federally tax-exempt status can be obtained.

**Motorcar operator and restricted operator** - The Board defined an 'operator' as 'anyone 18 years of age or older possessing a valid state driver's license'. Much discussion followed on whether or not to allow other persons to operate than those defined as an 'operator'. The Board subsequently defined a 'restricted operator' as a person, 14-17 years of age, who can only operate a motorcar under the direct supervision of an operator and who has received prior approval of the meet coordinator and the host railroad. The vote to approve those defini-

tions was 7-0-0. (Note: Since an operator must have NARCOA insurance, the insurance definition of 'Who is an insured' also extends to the restricted operator. This means that the restricted operator must be a NARCOA member, the member's spouse, or a family member.)

**Rulebook Cleanup** - A number of changes were voted to be made to the rulebook. Virtually all the changes were 'cleanup' changes which clarified existing language so that there would be a lesser possibility of misinterpreting the rules. The rulebook committee chairman's report (see Stan Conyer's article in the September/October 1996 issue of *THE SETOFF*) carries the complete details of the rules changes that were voted on by the Board.

**Operations Handbook** - The Board voted to put a new motorcar inspection form in the handbook.

**Motorcar Operator Certification** - The Board voted to have the Operations Handbook committee develop a written rulebook examination which would be used for certifying NARCOA motorcar operators. All NARCOA operators would have to be tested and certified no later than Jan. 1, 1988. Operators who have been certified by other motorcar organizations that have rulebook/testing requirements at least as strict as the to-be-developed NARCOA certification requirements would be granted reciprocal certification by NARCOA, and would not have to take NARCOA's certification examination.

**Work Weekends** - So-called 'work weekends' are not covered by NARCOA insurance, and never have been. A question arose as to 'litter pickup', and it was decided by the Board that litter pickup could be defined as 'work', since a Worker's Compensation claim could be filed on account of an injury occurring while picking up litter. Therefore, litter pickup is not covered by NARCOA insurance.

**Hours of Service Guidelines and Operations**

**Handbook Distribution** - The Board voted to place 'hours of service' guidelines in the Operations Handbook, and to have the handbook distributed to all certified meet coordinators. Others could receive a copy of the handbook upon request.

**NARCOA Chapters** - The Board accepted the president's declaration that, since no chapters were presumed to have been inherited under the Bylaws adopted February 25, 1995, and since no chapter charters have been granted since that date, no chapters thereby exist. In order for NARCOA to be able to 'distance itself' legally from any local motorcar organizations that promote NARCOA activities, a Wichita attorney was asked to present his legal opinions as to



John Simpson of the U.P.R.R. gives an Operation Lifesaver presentation at the NARCOA Board meeting in Wichita.

Photo by Ron Zammit

how local motorcar organizations could 'relate' to NARCOA, yet not drag NARCOA down if the local organization was sued. Much discussion followed with no definitive answers. The attorney volunteered to research business 'models' that NARCOA might adapt to accomplish this 'distance' from the local organizations. The Board voted to engage the attorney's services in this regard.

Advertisement of non-insured meets in THE SETOFF - Along the lines of NARCOA 'distancing' itself legally from the actions of local organizations (see above), discussion took place as to whether or not non-insured meets should continue to be advertised in *THE SETOFF*. Not wanting to restrain the promotion of our hobby, the Board voted that such advertisements could continue, but that a letter 'distancing' NARCOA from these non-insured meets would be sent to those meets' coordinators.

Judiciary Committee Sanctions - Recognizing that current Judiciary Committee sanctions only deal with rules infractions where accidents and/or injury result, the Board voted to accept the committee's recommendation to adopt a paper entitled 'Other Rulebook Violations'.

NARCOA Calendar - The cost of producing an annual calendar was discussed, and after considering several options (deleting the calendar entirely, raising dues to cover the costs of the calendar, selling the calendar to those who want one, etc.) the Board voted to have *THE SETOFF* editor continue to publish the calendar as is done currently.

Motorcar Owner's Roster - The last roster was published in 1994 by Joel Williams. After discussing several options (not publish a roster, publish one infrequently, etc.), the Board voted to have the roster published biennially.

Motorcar Incident Reports - The president asked the Board if there were any objections to his publishing incident reports involving operator rulebook violations and accidents. These reports would be 'stripped' of all specific information that could possibly identify the operator or the railroad on which the incident occurred. The purpose of the incident reports would be to educate motorcar operators and warn of hazards that could possibly happen to other operators. Not hearing any objections by any Board member, the president will prepare incident reports for publication in *THE SETOFF*.

Thanks to Gene Tucker - The Board authorized Joel Williams on behalf of the Board to thank Gene Tucker for his years of service to NARCOA, particularly as editor of *THE SETOFF*.

Location of next Board Meeting - Possibilities for the location of the next Board meeting were discussed before the meeting was adjourned. Suggested sites included Chicago, Dallas, and Washington, D.C. The likely site is Chicago.

Note: A complete transcript of the Board meeting minutes is available upon request from the Recording Secretary for a \$5.00 fee payable to NARCOA for photocopying, postage, and handling. Send your request to:

Michael J. Paul  
NARCOA Recording Secretary  
1780 Maricopa Drive  
Oshkosh, WI 54904

## *The Standard Gauge Mystery Is Solved*

Don Piercy in Washington state reports below on how specifications seem to live forever:

The U.S. standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number. Why was that gauge used?

Because that's the way they built them in England, and the U.S. railroads were built by English expatriates.

Why did the English people build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used.

Why did "they" use that gauge then? Because the people who built the tramways used the same jigs and tools that they used for building wagons, which used that wheel spacing.

Okay! Why did the wagons use that odd wheel spacing? Well, if they tried to use any other spacing the wagons would break on some of the old, long distance roads, because that's the spacing of the old wheel ruts.

So who built these old rutted roads? The first long distance roads in Europe were built by Imperial Rome for the benefit of their legions.

The roads have been used ever since. And the ruts? The initial ruts, which everyone else had to match for fear of destroying their wagons, were first made by Roman war chariots. Since the chariots were made for or by Imperial Rome they were all alike in the matter of wheel spacing.

Thus, we have the answer to the original question. The United States standard railroad gauge of 4 feet, 8.5 inches derives from the original specification for an Imperial Roman army war chariot. Specs and bureaucracies live forever.

So, the next time you are handed a specification and wonder what horse's a \_\_ came up with it, you may be exactly right. Because the Imperial Roman chariots were made to be just wide enough to accommodate the back-ends of two war horses.

## 1996-97 NARCOA Insurance Program Enrollment Closes December 31, 1996

By Tom Norman

NARCOA Treasurer and Insurance Administrator

NARCOA members needing insurance for meets scheduled through March 31, 1997, must act now to participate in the 1996-97 NARCOA insurance program. After December 31, 1996, no applications will be accepted for insurance. Members will have to wait for the 1997-98 insurance program to start, which runs from April 1, 1997, through March 31, 1998. If you are not an insured member but need insurance for a motorcar meet in the first quarter of 1997, get your application to me now. Please note that this affects member insurance only. Area insurance reps will still be issuing the Certificate of Insurance forms to the railroads as needed in 1997.

Cutting off the enrollment period was required to comply with IRS regulations to allow NARCOA tax exempt status in fiscal year 1997. In April, NARCOA filed IRS Form 1024 to receive recognition of exemption from Federal income tax as a 501(c)(7) organization. Section 501(c)(7) covers social and recreation clubs organized for pleasure, recreation, and other similar non-profitable purposes. However, NARCOA was denied tax exempt recognition by the IRS because our insurance program is not considered a part of our exempt purpose as a club "organized for pleasure, recreation, and other similar non-profitable purposes and substantially all of its activities are for these purposes." The IRS believes our insurance program "renders commercial services to members at a lower cost than they otherwise would have to pay."

At the September annual meeting, the Board of Directors agreed to separate the insurance program from NARCOA at the start of next fiscal year, January 1, 1997. NARCOA still requires that all NARCOA-sanctioned excursions must be insured and that means that each operator must be insured. To accomplish this, NARCOA will select an insurance carrier to be used to provide appropriate insurance coverage to protect the member and NARCOA; however, members' premium checks or money orders will be made payable to the designated insurance company. Member premium payments cannot be made to NARCOA nor deposited in any NARCOA account. A Directors' statement to this effect was forwarded to the IRS and NARCOA received a determination letter from the IRS confirming our tax exempt status on October 22, 1996.

The Insurance Committee will be working with Hagerty Classic Insurance and United Shortline Insurance Services in the coming days to define the insurance

program for 1997-98. I have already received assurance from United Shortline that members' premiums can be handled external to NARCOA. We will work for a program that benefits each of us—member, NARCOA, broker, underwriter, and host railroad—and that also satisfies the requirements of the IRS. Watch for details in March.



### Incident Reports

Reports in this column have been prepared by members of the Board of Directors of NARCOA from information received from the field and are the most accurate reports possible from such input. They are printed in *THE SETOFF* for their educational value.

Motorcar(s): NA  
Operator Status: Experienced  
Weather: NA  
Track Condition: NA  
Time of Day: NA

Report: On a regular stop, one passenger standing near his operator's motorcar was observed to have a suspicious looking beverage can in his hand. Upon checking, the assistant excursion coordinator found that the can was a can of beer. The operator of the motorcar claimed that, although he knew the guest had beer aboard the motorcar, he didn't expect the guest to consume it on the excursion. Both the operator and the guest had signed the NARCOA drug/alcohol form prior to the excursion. The operator had signed an agreement that he would abide by NARCOA rules. Both the operator and guest violated the covenants they had signed.

Conclusion: All motorcar operators must become aware of what is being placed into their motorcar, including what is placed there by their guests. Operators and their guests must abide by the written covenants that they have agreed to follow by way of their signatures. For motorcar excursions to continue as we now enjoy them, motorcar operators must have zero tolerance for breaking the rules, specifically those rules forbidding drugs and alcohol.

(Operating employees of railroads are fired for such infractions.) An operator is responsible, as is the captain of a ship responsible, for the actions of his/her guests on the motorcar. Do not allow drugs or alcohol to enter the railroad property.

Motorcar(s): one MT-14 and one MT-19

Operator Status: Experienced

Weather: Excellent

Track Condition: Mainline, dry, good track

Time of Day: NA

**Report:** Due to a breakdown, the 19 was towing the 14. In a curve, after two flange greasers, and with wide gauge present, the leading 19 derailed the front wheels. The cars ended up jack-knifed with the 19 facing to the rear, completely outside the rails. Due to the use of arm rests and seat belts, everyone in both cars stayed in place, and no injuries occurred, except to the motorcars.

**Conclusions:** It appears this incident was caused by a combination of events. Operators should keep each of these items in mind: 1. In a curve, and towing another motorcar, certain oscillations between the cars will cause varying pressures on the different wheels. Most operators have experienced the "feel" of the front wheels getting lighter when towing under certain conditions. If at all possible, tow with a heavier motorcar to minimize the possibility of the front wheels lifting. 2. Flange greasers are present to help trains through curves. They are a hazard to motorcars, as they allow a motorcar wheel's flange to more easily slide up the edge of the rail and allow the car to pop out. Additionally, while not a factor in this incident, the greasers GREATLY increase stopping distance. 3. Again, the use of seat belts and arm rests has proven to have merit in derailments. As it is with automobiles, a very dangerous problem is being thrown from the motorcar when it is suddenly stopped. It is recommended that all operators equip their motorcar with passive restraints for themselves and guests. Staying with the motorcar is proving to be safer than jumping from or falling off the motorcar, as the track structure is extremely hazardous.

Motorcar(s): MT-19

Operator Status: Some experience

Weather: Excellent

Track Condition: Mainline, dry, excellent track

Time of Day: Early morning

**Report:** This motorcar was equipped with a turntable. The foot of the turntable caught on a plank in a private crossing, turning the motorcar onto its front. Both occupants had minor injuries. Seat belts were not in use.

**Conclusion:** All operators with turntables need to check to see that the device is locked in the up position before the motorcar



**The M19 at left was flipped on its face by a low turntable which caught on a crossing board.**

Photo by Paul Shermantine

is moved. A warning device(s), audible and/or visible, should be installed. Some railroads modified these cars such that the engine was killed should the turntable drop any amount. Additionally, all operators are reminded of the positive benefits of using seat belts in their motorcars. The interior of most cars is quite hostile to humans upon impact--there is little padding and many rough edges. Look at the interior of your motorcar and compare with that of your auto.

Motorcar(s): MT-19

Operator Status: Experienced

Weather: Excellent

Track Condition: Set on track, dry, good track

Time of Day: Early morning

**Report:** The operator lightly bumped into the car in front of it. No injury or damage, just minor dents.

**Conclusion:** There were actually two accidents of this type recently. It seems that the most common time for them to occur is right in the yards, near the set on or off time. These are caused by inattention. All operators should make an effort to pay attention to yard time duties at the controls, and not be distracted by passengers or anything on board the motorcar. Additionally, all operators are reminded that accidents of this type were the reason for the proposed rule against carrying gas cans external to the frame of the car front or rear. Avoid carrying too much gas, and place all such cans inside the frame of your motorcar.

Motorcar(s): MT-19

Operator Status: Experienced

Weather: Excellent

Track Condition: Mainline, greased, good track

Time of Day: Afternoon

**Report:** After passing a flange greaser and going into a curve, the operator had to stop for the motorcar ahead. Not enough stopping distance was allowed and the car bumped into the one ahead, with no injuries or damage beyond minor dents.

**Conclusion:** All operators are reminded that flange greasers can greatly increase the motorcar stopping distance. This greater distance must be factored into the following distance required for the particular speed and track condition (for example, a blind curve).

Motorcar(s): NA

Operator Status: Experienced

Weather: Excellent

Track Condition: Mainline, dry, good track

Time of Day: Afternoon

**Report:** A railroad hy-rail was leading a group of motorcars through a blind curve when a switch was encountered. The switch was not in the correct position and the hy-rail stopped. Flaggers were rushed back into the curve from the lead motorcars and the convoy.

**Conclusion:** All motorcar operators, regardless of their position in the convoy, must send back flaggers if forced to stop in a blind curve or situation where the following motorcars cannot see the stop.

## *The Alberta Prairie Excursion July 27 and 28*

By Hank Brown

Stettler, Alberta, a city of 5,200 people, is located about 100 miles southeast of Edmonton in the heart of the Canadian wheat belt. The original railroad which ran north and south through this area was the Canadian National's secondary main serving the grain elevators from Camrose to Drumheller. In 1987 the railroad sold its interest to the Central Western Railroad. They operate over 200 miles of track stretching from Driedmeat on the north end to near Dinosaur Junction on the south and from Stettler east to Consort near the Saskatchewan border.

Several years ago, a group of investors purchased a Consolidation steam locomotive and seven passenger cars to start a dinner and excursion train. It is called the Alberta Prairie Railroad Excursion Train, and has been very successful since its beginning. They lease track from the Central Western RR and operate from Driedmeat to Big Valley.

Wilderness Tours had gained permission to ride from Stettler to just north of Dinosaur Junction.

We arrived on June 26th in Stettler and after a quick check in at the motel headed to the headquarters of

the APERR. It is housed in a totally restored railroad station. It has all the trappings of a big successful business with attentive, cheerful employees, busy FAX machines, and the phone constantly ringing. Out of all this chaos walked a bearded gentleman named Ron Willis who is the operations manager. He had an engaging smile and welcomed me to his railroad. He showed me around and introduced me to Don Gillespie, general manager and CEO. I would like to have spent more time with him but the demands of his job restricted any discussion. After setting the logistics for the ride I returned to the motel where Tom and Kathryn Norman were hosting a party for the group.

The next morning it began to rain lightly. Of course, a little rain never dampened the spirits of a motorcar operator, so with some delay and fanfare we headed north. The rain became intense at times which didn't bother anyone except maybe Jerry Van Loo in his open car. Fortunately, there were few grade crossings to worry us. We made good time going north. We arrived at noon in Driedmeat which is about two miles from the Canadian National interchange. We turned the cars and headed back to Meeting Creek for lunch. The tea house



*The Alberta Prairie Excursion Consolidation waiting to depart Stettler June 27, 1996.*



and general store were the only show in town. The general store manager was so accommodating, she held up the mail so we could write postcards. The sweet lady at the tea shop didn't charge most of our members for the coffee or tea they drank. She did serve some outstanding blueberry pie. Meeting Creek will always be high on my list of friendly places to visit.

After lunch we headed south to Stettler. Upon arrival, because of the intense rain, everyone was given the choice of taking their car off or continuing south. NEVER let it be said that rain can stop NARCOA members. So we continued our soggy journey to Big Valley. The rain continued but we had another element to contend with. The thunder and lightning which were in the distance now threatened us. We spent the next several hours dodging lightning strikes. One such strike hit about 1,000 feet from the tracks and left a two-foot hole in the ground.

As we continued to dodge these bullets, we pulled into a passing siding to watch the afternoon northbound local haul its 26 cars back to Stettler. After it had passed, we backed out on to the main and continued south to mile post 103 at the end of the line. We turned the cars and just then the weather broke. The sun began to shine through the clouds, which improved our spirits greatly. With the sun shining we returned to Stettler.

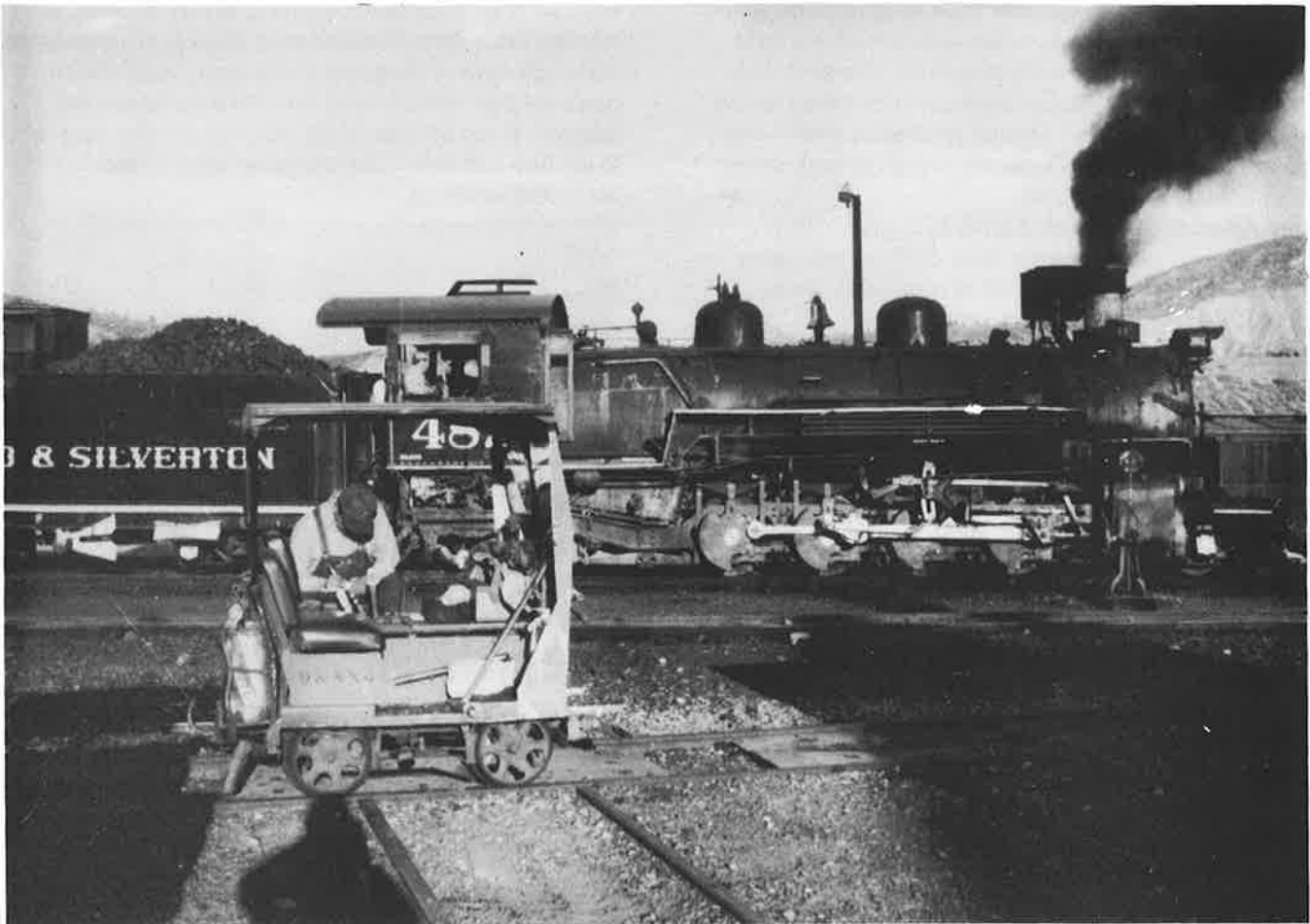
Our escort from the railroad offered to find an escort to take the group from Stettler east to Consort the next day. Although some of the group had to leave, most of them made the trip, which turned out to be a real bonus for scenery. If you are ever in the area near Stettler, stop in to see Ron and Don. They would be happy to see NARCOA members.



*A station stop and rest from the rain. From left, Ralph Goneau, John Bailey, James Van Loo, Rick Leach and Tom Norman.*



*Hank and Carol Brown's MT19 at Driedmeat on the Alberta Prairie Excursion ride.*



*In the summer of 1996, there's still at least one railroad with active motorcars, the Durango & Silverton. In Durango, the operator in the photo above prepares to precede the morning train out of Durango, checking for rocks on the track. The railroad had four active Fairmonts, all four at three-foot gauge.*

Photo by Ron Zammit



*On third-rail electrified territory at Knockolt Station in Southern England, this Wickham Trolley (as they are known in England) has a fairly long and well-loaded trailer attached to it. The date was November 15, 1983.*

Submitted by Jeremy Winkworth

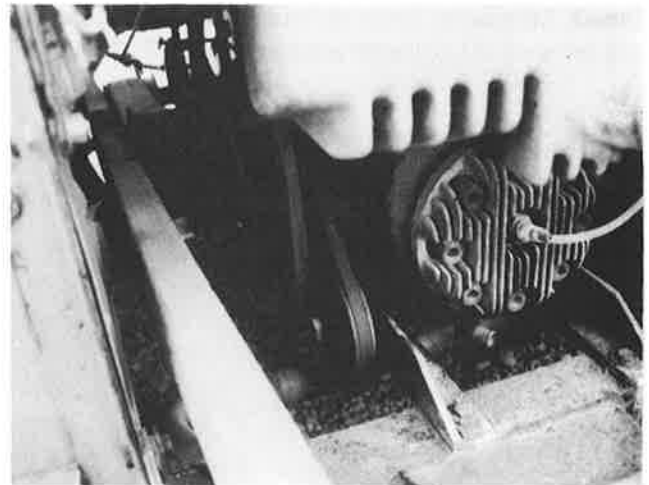


*Trackcars and tourists. Railcars head into the house track at Algoma Central Railway's Agawa Canyon. Many sightseers were as interested in the speeders as they were in Bridal Veil Falls. Yes, those are F units. The Canyon train had four of them on this September Saturday.*

Photo by Bob Schuknecht

*Below, Ernie Jeschke with his weed cutter and A5 at the Skunk track switch, south of Sutton Road, on the Southern Michigan Railroad September 1996.*

Photo by Bob Schuknecht



*Above, notice the extra pulley on this Canadian belt-drive car. The pulley, available at auto parts stores, makes it possible to use a long alternator belt on belt-drive Fairmonts. A longer belt can be changed without flywheel removal.*

Photo by Ron Zammit

## *A Dry Day on the Central Montana*

By Hank Brown

The Central Montana Railroad is located on the plains of central Montana and has been, and probably always will be, one of the great places to ride a motorcar. From the wonderful reception by the members of the Board of Directors to the talented general manager, Carla Allen, through the rest of the employees at the railroad, everyone seemed happy to see NARCOA members.

This year Wilderness Tours headed up a group of 16 motorcars to ride from Moccasin to Geraldine, a distance of 164 miles round trip.

The day began on a high plateau about 20 miles west of Lewistown. The morning weather was partly cloudy and mild, a perfect day. We unloaded the motorcars and after a briefing about safety we headed northeast at a leisurely 25 m.p.h.

Carol and I were in the lead motorcar which was ideal for watching wildlife. Way off in the distance we could see several mule deer grazing on the wheat. We continued northeast to the wye near the famed Hanover Trestle. As we went through one leg of the wye, we were surprised to see a GP-9 and three RDC converted passenger cars from the North Shore Scenic Railroad of Duluth, Minnesota. Later we learned that the railroad and the town of Lewistown purchased seven RDC cars

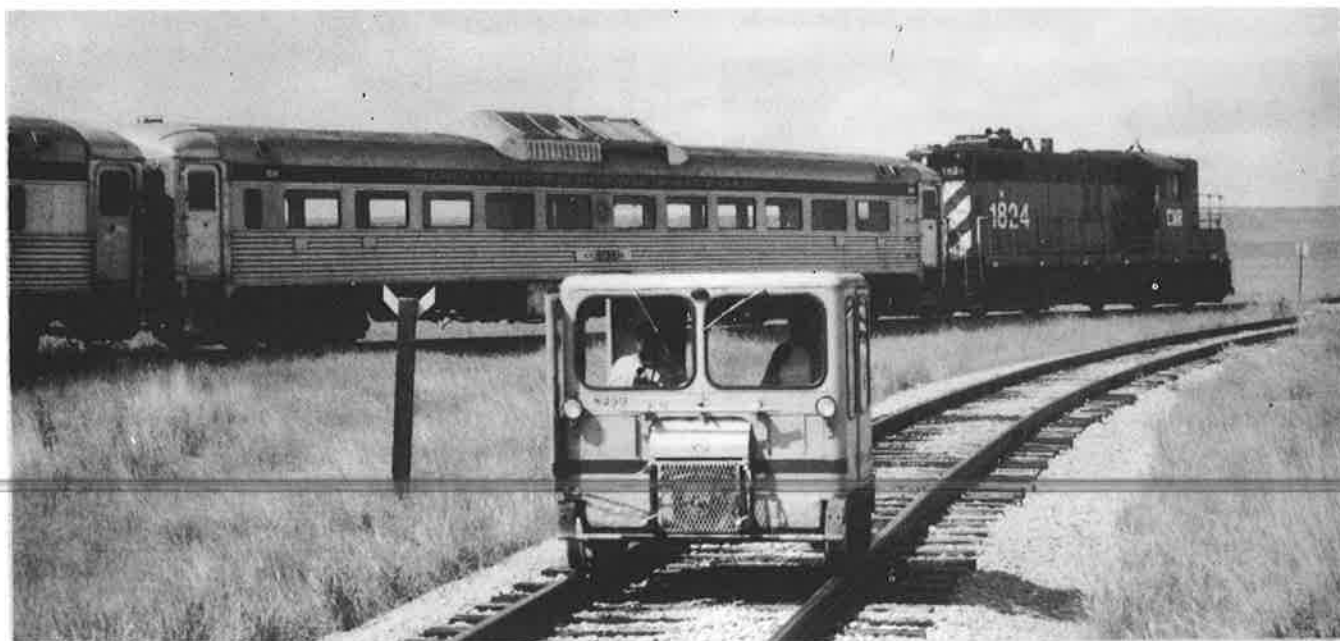
from the NSSR and operate a very successful dinner train on the weekends.

After taking many pictures of the passenger train we followed the wye and headed northwest toward Denton. We retraced the route the railroad followed for the movie called "Broken Arrow" starring John Travolta. We crossed four bridges with an average height of 200 feet ranging in length from 500 to 1,500 feet. We climbed a small grade, rounded a corner and passed through the 2,000-foot tunnel. Then we drifted down-grade to Denton for an inspection of the CMR Engine Facility.

We left Denton and headed northwest through the wheat fields of emerald green. We began climbing and curving around and through deep cuts in the hills. We scared up many deer sleeping by the tracks. Through one cut we saw a den of baby foxes.

Square Butte is the most recognizable geographic location in this section of Montana. It can be viewed for 50 miles in all directions. So when it came into view, I knew we were approaching the landslide area. Throughout the history of the railroads, beginning with the Milwaukee Road and ending with the Central Montana Rail, this hill has been slowly sliding into the canyon. The railroad has been cutting into the hill this year to try and slow the progression. They moved the track about 10 feet closer to the hill as the old right-of-way of two years ago was sliding with parts of it gone completely.

As we descended through the horseshoe curve we could see the remains of old trestles and other debris of the railroad buried along the hillside. After the horse-



*Above, Ernie Olson and Laura Adams in their MT14 on the CMR trip with the North Shore Scenic Railroad passenger cars in the background June 25, 1996.*

shoe curve, the railroad snakes along the Judith Stream through this semi-arid region. Cactus was growing profusely along the right-of-way. The tracks follow the stream with Square Butte on the left for about five miles. Then they turn northwest to Geraldine. We were stopped several times by maintenance-of-way crews who were constantly working in this area.

We stopped in Geraldine just long enough to turn the cars and taste some delicious ice cream. Late in the afternoon cumulus clouds began to form. The wind picked up, so we headed back toward Denton, arriving just before 6 p.m. After a short walk from the engine facility to the park next to the Denton Restaurant, we sat down for a Bar-B-Q chicken and steak picnic supper with all the fixings to fill our plates. After supper the weather changed for the worse. The clouds that were building all afternoon threatened rain. The wind picked up to 20 m.p.h. with gusts to 30 in the downdrafts. These strong

winds and the threat of rain hastened our early departure.

We left Denton in a hurry and hit the high iron at a steady 30 m.p.h. except across trestles. About an hour and a half into the ride we watched as the storm rolled into Denton with high winds, hail, and lots of heavy rain. What we didn't know is that a tornado touched down and destroyed a portion of a wheat field near Denton.

We watched the sky as we traveled through the wye at Hanover. The storm seemed to be following us. We arrived in Moccasin about 8:30 p.m. We quickly removed our cars from the tracks and left the area. On our way to Great Falls that night we could see by our high beams mounds of hail at least a foot deep. We could only imagine the damage the tornado and hail could have done to us and our motorcars. As it turned out no one got wet and everyone enjoyed a wonderful day. This is one of NARCOA's premier sponsors and they run a great railroad.



## ***Safety:*** ***Derailments Often A*** ***Weighty Problem***

By Dick Ray

I've noticed several reports of occasional derailments for which there was no obvious explanation. Invariably, these occurred on curves, which means that for some reason the outside front wheel climbed over the rail. In two cases, I looked at gauge, railhead wear, and all other known factors without a clue as to why one car out of 50 (100 if you count the round trip) derailed.

Finally, one common thread occurred to me. Each had one person aboard who weighed much more than average and each was a short-wheelbase car with springs. The hypothesis (and it is only a hypothesis) is that a 350-pound operator in the left seat will add perhaps 300 pounds to the left rear wheel and 50 pounds to the front wheels. Compressing the left rear springs also extends the right front springs. This leaves the right front wheel with less weight on it than the left front. In this situation, the outside front wheel may not have enough weight on it to steer the car on a left-hand curve.

Another factor compounds the problem. The solid rear axle always tries to drive the car straight forward whether it is on a curve or not. Well-used, shiny rail has a lot of traction. Extra weight on the rear of the car

increases the tendency of the car to go straight ahead instead of turning. For a graphic demonstration, have two people pick up the front of an M19 at a lunch stop on dry shiny rail and see how hard it is to twist the car sideways. Properly tapered rear wheels will turn the car on gentle curves but may not be enough on sharp curves. Try pushing your car on straight track and then on a curve. Any extra resistance felt is due to the rear wheels having to slide. Anyway, the rear wheels are steering only in a stable situation. Uneven gauge and joints can negate their steering effects and can be forcing the outside front flange against the outside rail, which may also be worn to the wrong profile. Add worn rear wheels and the proper steering effects are reduced even more.

There is one more effect. That one is where the track level changes in the curve. This can cause the outside front wheel to be partially unloaded and allow it to climb the railhead, especially if some of the above conditions are also present.

In yards, the switches are usually sharper than on main lines. If you are negotiating one through the curved route, the spot where the point meets the stock rail may cause an abrupt change of direction. One should not expect that wheel profile alone will move the front of the car sideways and twist the rear to point in the new direction. Add a self-guarding frog and you have two opportunities to derail on the same switch! For these reasons, and others, NARCOA rules specify slow speed on sharp curves and through switches.

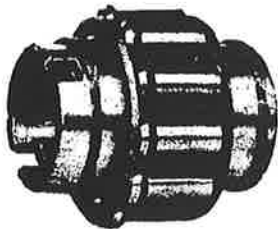
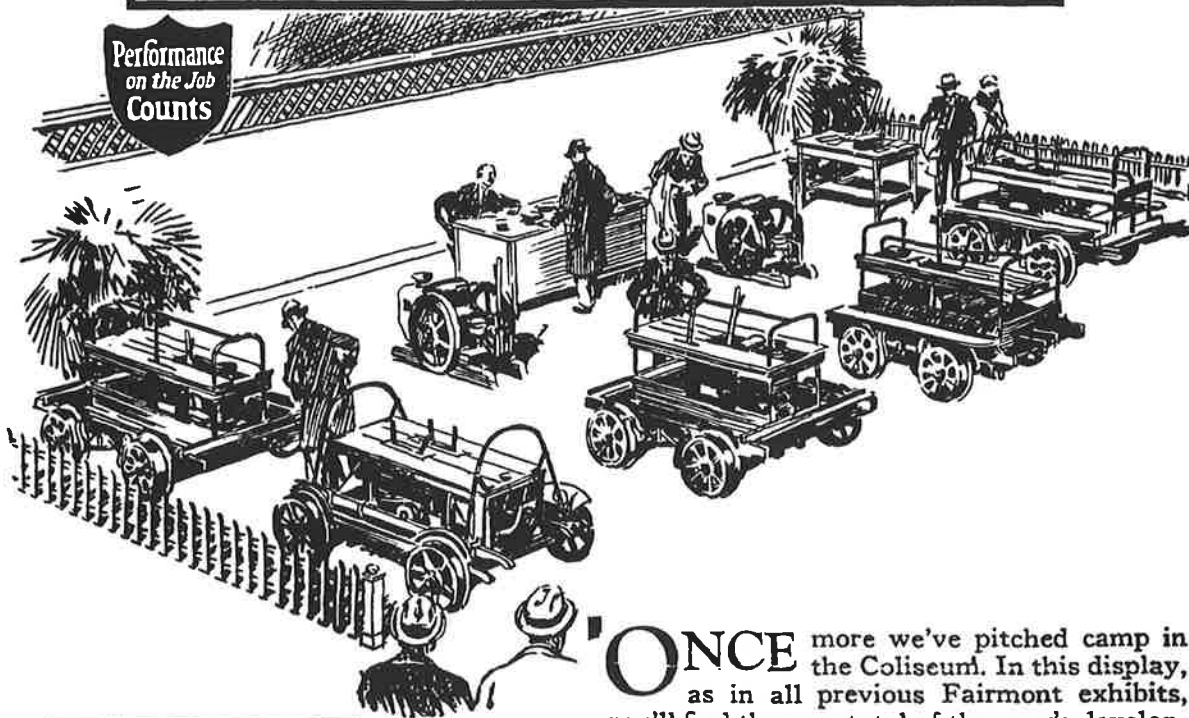
The suggestion here is that extra heavy owners may want to install heavy duty springs in the rear, keep their rear wheel profile optimized, and use extra caution on sharp curves, especially on dry shiny rail. In addition, hanging extra fuel cans and coolers off the back of M9, M19, and MT19 cars can create extra loading of the rear wheels and further reduce the weight on the front wheels.

# Fairmont

## IN BOOTHS

41 - 42 - 43 - 44

Performance  
on the Job  
Counts



In line with Fairmont's policy of consistent improvement to give the greatest possible service—Ringseal roller axle bearings are Standard on all Fairmont Section Cars having 1½" axles.

ONCE more we've pitched camp in the Coliseum. In this display, as in all previous Fairmont exhibits, you'll find the sum-total of the year's developments in railway engine and motor car design—laboratory and track tested improvements that assure greater dependability, safety and economy. Come in today. Booths 41, 42, 43 and 44.

FAIRMONT RAILWAY MOTORS, INC.  
FAIRMONT, MINN.

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S. D. Gibson		H. E. Wade

On these two pages is an advertisement that appeared in the March 9, 1927, issue of *Railway Age* magazine. Contributed by Dallas McDowell of Lapeer, MI.

# Fairmont

## IN BOOTHS

41 - 42 - 43 - 44

### A2 - Advance Section Car

Seats 12 men, tows several trailers, has a stronger frame, larger bearings and 1 3/4 inch axles. Accessible Endless Cord Belt at light tension—reduction by ball and roller bearing hardened steel gears in oil-tight, grit-proof case.

### M2 - Master Section Car

Seating capacity 10 men, which can be increased to 20 by side seats over wheels. Foot guards strong enough to carry rail. One-man hinged seat gives easy access to engine without disturbing track tools and dinner buckets. Endless Cord Belt which cannot break or stretch.

### M14 - Light Section Car

The lightest section car built, guaranteed weight 710 lbs. or less. Pulls 6 men, tools and trailer. Endless Cord Belt cannot break or stretch. Designed to cut operating costs on sections with small gangs and moderate grades.

### S2 - Standard Section Car

Seats 8 men, but can be handled by two—weight only 900 lbs. Capacity on level track over 11,000 lbs., 25 to 30 miles per gallon of gasoline on regular section work. Endless Cord Belt cannot break or stretch. Very low initial cost due to large scale production.

### M19 - "Safety Quick" Inspection

The only spring-mounted free engine inspection car on the market. Can stop or slow down without stopping engine. No pushing to start. Reversible—any speed from 25 miles per hour down to a walk, in either direction without turning car. Endless Cord Belt cannot break or stretch. Extension lift levers make it easy for one man to handle.



FAIRMONT RAILWAY MOTORS, INC.  
FAIRMONT, MINN., U. S. A.

DISTRICT SALES OFFICES:

New York Chicago St. Louis San Francisco  
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WORLD'S LARGEST BUILDERS OF TRACK CARS

## Are You a "Boomer King" or a "Daisy Picker"?

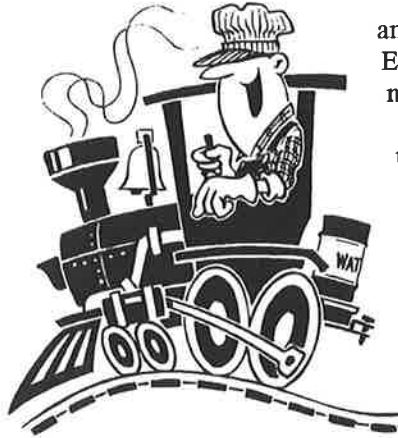
By Dick Ray

That's right, a "Boomer King" or a "Daisy Picker". Or you may be a "Been There, Done That".

Let's face it, some of our motorcar collecting acquaintances collect more than motorcars. Rare mileage collectors are found among the rest of us and I have detected that there are a lot of other things to collect besides. While you and I are normal, there seem to be others out there who are doing more than enjoying the scenery.

With tongue in cheek, I feel it is time to legitimize and recognize these rare collections and to present a forum so that people can proudly display their collection of motorcar related events. Therefore, I have established a point system that can be applied to 50 different motorcar-related activities by which you can rate yourself and discover your true identity: "Boomer King", "Been There, Done That", or "Daisy Picker".

The point system on the next page is an attempt to organize these "collections," establish some categories,



and provide a uniform scoring system.

Each accomplishment or item listed on the next page is coded with a letter and a score.

Everyone wishing to participate in the "contest" may send me a list of their "accomplishments" (you may want to copy the following page) with a self-addressed, stamped envelope and a one dollar bill. Please include the code in the left column so that I can easily enter it into a data base, and don't forget the meets and location as proof. I will compile the results from all entries received by January 15, 1997. Every-

one will then receive a printout to see where they rank. There will be one overall winner, the Boomer King, who will receive an award to be determined later. There will also be a minimum of six other secondary award winners, called Been There Done That, who will get certificates. Daisy Pickers get nothing except the printout and whatever bragging rights they can claim. All money collected will be disbursed as prizes or postage. The author is eligible to participate.

So get out your logbook and send in your entry to:

Dick Ray  
5 Hemlock Place  
Randolph, NJ 97869

## Nominations For Even-Numbered Areas Being Taken

Nominations for two-year terms on the Board of Directors are being taken for even-numbered areas until March 31, 1997.

Nominated individuals must be in good standing with NARCOA and at least 18 years old. Candidates should be willing to perform the duties of an area representative including attending the Annual Meeting, keeping area members informed, and polling area members for their opinions and concerns.

If you wish to nominate someone, contact that person first to see if they are willing to run, then send a letter with the nominee's name to Carl Anderson, NARCOA Elections Committee, 1330 Rosedale Lane, Hoffman Estates, IL 60195. Carl will then request the nominee to provide a brief write-up about themselves.

Incumbents are automatically nominated unless they decline to run for another term.

The fine print:

1. All accomplishments must have occurred on an organized, legal, advertised meet.
2. Operate means left seat operator of record and responsible for speed restrictions, etc. A significant operating distance is required.
3. A maximum of three items may be claimed per meet.
4. For most, especially rare, items please supply meet, location and date.
5. Any item can be claimed only once. However, ties will be resolved by noting how many times an event has been accomplished. For instance, three trips to Canada score only one point, but the other two may help as a tie-breaker.
6. Multi-day meets on one railroad count as only one meet.
7. A piece of track has only one owner. It is either CSX or B&O, but not both.
8. This is not an official NARCOA activity and entrants need not be NARCOA members.
9. The author will be the final judge on everything and reserves the right to revise the rules at any time without notice. All decisions are final.



Will you be named the "Boomer King" or be just a "Daisy Picker"? Rate yourself according to the table below:

<u>Code</u>	<u>Accomplishment</u>	<u>Points</u>
A	Cross a state line .....	1
B	Cross two different state lines in one day at one meet .....	1
C	Cross an international border by motorcar .....	1
D	Cross a continental divide (includes the Eastern Continental Divide) .....	1
E	Operate under usable catenary .....	1
F	Operate in Canada .....	1
G	Operate in Mexico .....	1
H	Operate on dual gauge trackage .....	1
I	Operate outside the 48 contiguous states .....	1
J	Cross a body of water on a railroad car ferry .....	2
K	Operate over an operable movable span bridge .....	1
L	Operate through a tunnel more than one mile long .....	1
M	Park your original condition motorcar in its original trackside shed .....	2
N	Have an identifiable photo of your car in <i>Trains</i> magazine .....	2
O	Operate in multiple states and provinces - points per state .....	0.1
P	Operate on multiple railroads - points per railroad .....	0.1
Q	Operate on a right-of-way shared with other vehicles (street trackage, for example) .....	1
R	Attend more than 12 meets in one 12-month period .....	1
S	Operate more than 280 miles in one day .....	1
T	Operate more than 10 different model cars (sub-classes don't count) .....	1
U	Operate over rail rolled before 1900 .....	1
V	Operate a significant distance at a temperature below 20 degrees F .....	1
W	Operate an open car in a heavy rainstorm with no rain gear and become thoroughly drenched .....	1
X	Operate in snow or hail .....	1
Y	Operate above 9,000 feet in altitude .....	1
Z	Turn your car on a turntable .....	1
AA	Pump a handcar or velocipede more than 20 miles in one day .....	1
BB	Operate any route through a usable double slip (puzzle) switch .....	1
CC	Operate up and down a double switchback (two tail tracks) .....	1
DD	Operate around a horseshoe curve .....	1
EE	Turn your car by operating around a balloon track .....	1
FF	Turn your car on a wye .....	1
GG	Operate at least three cars, each with a different source of power (steam, gas, diesel, electric, wind, human) .....	1
HH	Operate over the highest rail point in any state .....	1
II	Operate in a loop such that the return trackage is different from the outbound trackage .....	1
JJ	Get towed more than 100 miles .....	-1
KK	Cross one of the six major rivers on a motorcar (Columbia, Colorado, Missouri, Mississippi, Ohio, Hudson) .....	1
LL	Run over and dismember a snake on the rail .....	1
MM	Injure any other two- or four-footed creature with your motorcar .....	-1
NN	Attend a meet where the rail miles exceed the road miles .....	1
OO	Operate more than 5,000 miles in any 12-month period .....	1
PP	Reverse a two-cycle engine at least ten times without failure .....	1
QQ	Reliably downshift an Onan-engined car without grinding the gears .....	1
RR	Operate through any route of a three-level railroad crossing .....	1
SS	Attend no meets in a year .....	-1
TT	Operate through an in-service diamond .....	1
UU	Catch a NARCOA official in a rules violation .....	1
VV	Be caught committing a rules violation yourself .....	-1
WW	Repair your car while being towed .....	1
XX	Have your car identified on the cover of <i>THE SETOFF</i> , the <i>LINEUP</i> , or the <i>SPEEDER</i> .....	1

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**FOR SALE**

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## Want Ads

*Editor's Note: THE SETOFF is happy to print all ads received from members. Send ads directly to: Deanna Baird, SETOFF Editor, 4403 Dyes Lane, Bealeton, VA 22712. There is no charge for placing an ad, just send it in. If you want your ad to run for more than one issue, please indicate how many issues. Thank you.*

**FOR SALE:** Fairmont S-2-E-4, ex-B&O, ex-Winchester and Western. B&O style cab, new wheels, QBA-B engine, runs great! \$1,500.00. Contact Vaughn Rockney, 16528 Baederwood Lane, Derwood, MD 20855; phone (301) 258-0197.

**FOR SALE:** NOS parts: F3000 belts, \$50.00; 69441RK exhaust elbow, \$20.00, two for \$35.00; 74022 RK carb. body, \$35.00; 68256 RK-A rod, \$60.00; A1394K RO-C rod, \$60.00; USED PARTS: F3157 L64 belt, \$20.00; F6574 L61 belt, \$20.00; F3645 L46 belt, \$20.00; M35249A M19 blade pulley, \$60.00; RK timer base, \$20.00; RK-B engine, \$550.00; #58587 cab, \$250.00; Fairmont coils, \$20.00. For details, contact Dave Verzi, 10059 Aldridge Dr., Columbia Station, OH 44028; phone (216) 236-3374; e-mail WM340@aol.com.

**FOR SALE:** M19 trailer. This trailer is actually an M19 frame from the fenders down. A Sears plastic clamshell cartop carrier is included, and is solidly mounted to the trailer. Plenty of room is available to carry gas cans. This trailer made its maiden run on the Copper Canyon trip in March, and ran 1,500 miles without a problem! A towbar hitch is mounted to each end. \$500.00. Contact Mike Paul, 1780 Maricopa Drive, Oshkosh, WI 54904-8234; phone (414) 235-2607.

**FOR SALE:** Fairmont M19, ex-CN. Complete. Onan engine, two-speed, flexon cab w/doors, heater flaps, new battery. Clean and in good condition, \$2,300.00. Others available. Contact Walter B. Powell, RD#2, Box 1511, Seven Valleys, PA 17360-9631; phone (717) 428-1827.

**FOR SALE:** Fairmont MT19 from U.P., restored U.P. Excellent condition. Full cab, two Fairmont seats, heater, lights, horn, bell. Comes with trailer with new tires, \$2,800.00. Contact Bud Ellinghausen, 28548 Cottage Grove Ave., Beecher, IL 60401; phone (708) 946-6807.

**WANTED:** Tomah full cab for MT19, good condition. Less glass okay! Contact Foster Leavitt, Jr., 10 1/2 Old Orchard Rd., Saco, ME 04072-2114; phone (207) 284-2095.

**FOR SALE:** MT14, Canadian National body, boat seats, lights, new chain. Runs good. \$1,850.00 includes extra pair wheels. Contact Bob Johnston, 3810 Primrose Place, Paducah, KY 42001; phone (502) 442-4032.

**WANTED:** Information and pictures on motorcars, including specific information on makes, models, power, availability of parts, the ups and downs of specific makes and models relating to both operation and mechanics. Contact Mark Eystone, 2306 Crystal Way, Crystal Lake, IL 60012; phone (815) 455-2179, FAX (815) 356-5439.

**WANTED TO BUY:** Air whistles. Also, seek information, literature, etc., on air and steam whistles. Contact Mark Eystone, see ad above.

**TRADE:** Might trade 1965 Skiffcraft 21-foot cabin cruiser for railcar. Approximate value, \$2,000.00. Contact Mark Eystone, see ad above.

**WANTED:** One or more of the following Fairmont parts: M6505 bearing casings, M18413 or M6585 17" tires with or without complete wheel, M6431 wheel guards and M6504 axle bearings. Also looking for old speeder any make in need of restoration. Contact Vic Cross, 3282 Old Quarry Rd., Wever, IA 52658; phone (319) 528-4369.

**FOR SALE:** Fairmont and Woodings track cars, several models available, \$400.00 - \$2,250.00. Some restored. Used wheels also, \$20.00 - \$40.00. Contact Tom Kowalski, 689 Podunk Road, East Brookfield, MA 01515; phone (508) 867-2188 before 9 p.m.

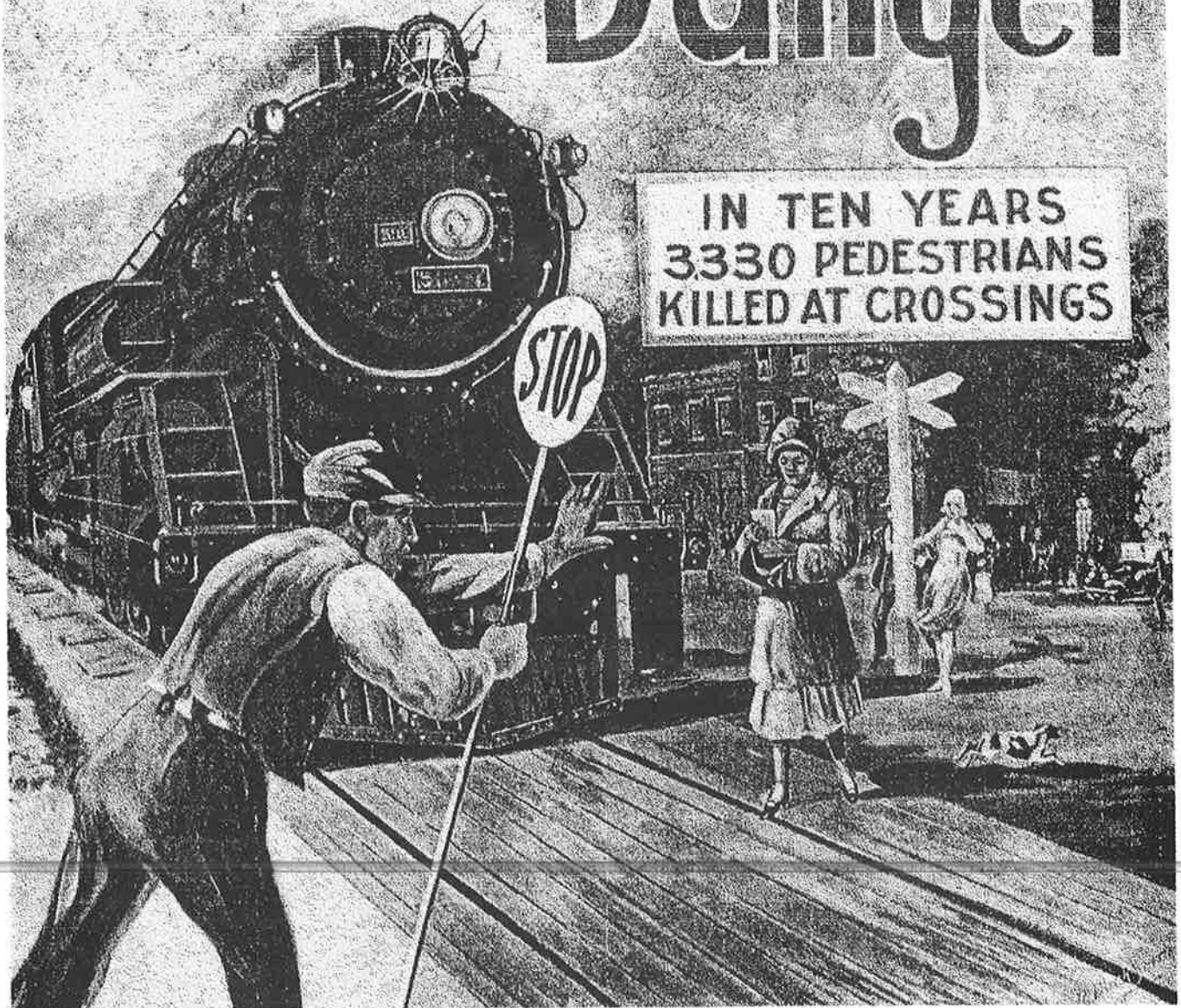
### *The Track Inspector Sez:*

My car didn't break down. I just ran out of spark plugs.



*January 15, 1997, is the due date  
for materials for the next issue  
of THE SETOFF.*

# Walking into Danger



11. Original about 1930 was approximately 14 x 20 inches. Contributed by William F. Howes, Jr., of Jacksonville, Florida. Reprinted by Norfolk Southern Corporation, 1991.

## Membership Appreciation Day Held at Southern Michigan Railroad Society

By Eric Schwandt

Saturday, September 21, was Membership Appreciation Day at the Southern Michigan Railroad in Clinton, Michigan. In addition to both of SMR's trains giving rides to members, motorcar owners were invited to run the 10-mile line.

Fifteen motorcars from Michigan and Ohio participated in a day of running with train run-bys and meets. Train watchers were rewarded with several Norfolk Southern trains at Raisin Center.

Included in the day's activities was a hot dog and hamburger picnic at a city shelter in Tecumseh adjacent to the tracks. Beth Schwandt and Cindy King put on a nice lunch. Ernie Jeschke donated the food and sodas.

A night run including a dinner at Tecumseh ended the day. Although it ended up pretty wet, the rain held off all day. Several operators opted to stay overnight and run on Sunday also.

Anyone wishing to run/work, or sponsor a NARCOA insured meet at the SMR, please call Eric Schwandt at (517) 451-2175, or Ernie Jeschke at (517) 263-1322.

## South Eastern Railcar Operators Hosted by U.S. Sugar Corporation

By Jack Whitt

United States Sugar Corporation played host to their first ever motorcar train on Saturday, September 21, 1996, starting at their South Central Florida Express (Railroad) office in Clewiston, Florida. The excursion was a South Eastern Railcar Operators, Inc., event.

Thirteen motorcars and one Trolley gangcar made the 144-mile round trip, going through sugar cane fields, cattle ranches, Fish Eating Creek State Park, and citrus groves.

The group turned at Sebring, Florida, and on the return trip lunch was had in Lake Placid in a nice restaurant one block from the tracks.

Our contact person, Billy Swindle, a sugar cane grower, and his wife Judy, hosted the group to a Bar-B-Q dinner, swamp cabbage, etc., in his museum of antique tractors and relics of days gone by, on Friday evening. All present were given a very sporty U.S. Sugar cap. A "sweet" occasion was had by all.

### North American Railcar Operators Association (NARCOA)

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President - Ron Zammit  
Vice President - Stan Conyer  
Secretary - Joel Williams  
Treasurer - Tom Norman

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Altoona, IA 50009

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1018 W. Dixie Ave.  
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Waterman, IL 60556

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and Recording Secretary:  
Mike Paul  
1780 Maricopa Dr.  
Oshkosh, WI 54904

Director at Large (non-voting):  
Dave Verzi  
10059 Aldridge Dr.  
Columbia Station, OH 44028

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#### Committee Chairs:

Insurance: Tom Norman  
Judiciary: Jack Whitt  
Safety and Rules: Stan Conyer  
Safety Subcommittee: Mike Mitzel

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THE SETOFF:  
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1330 Rosedale Ln.  
Hoffman Estates, IL 60195

Operations:  
Hank Brown  
622 Oak St.  
Cottage Grove, WI 53527

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Mark Springer  
143 N. Arcadia  
Wichita, KS 67212