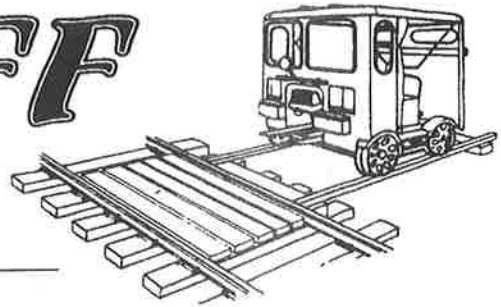


THE SETOFF

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

September/October 1996



Above, motorcars on the Meander River trestle on the Canadian National main line near Great Slave Lake, one of Canada's largest lakes in the Northwest Territories. In the center of the picture is Glen Ford's MT14. The group traveled from Peace River to Hay River by motorcar, and then flew by plane over the Arctic Circle to Coppermine at the edge of the Arctic Ocean. Read about this fascinating trip to the "Land of the Midnight Sun" beginning on page 6.

Inside:

Proposed Rule Book Changes	4
Summer Cruising on the LS&I RR	12
Third Labor Day W&LE Excursion	14
Safety: Oh Those Turntables!	16
Want Ads	18
Bridges and Trestles	20



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 meet 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 meet conditions.

Meet 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 meet.

The following meets are sponsored by regional divisions of NARCOA:

FIRST IOWA DIVISION:

For further information, contact Dave Pratt at (515) 674-3803 or Carl Schneider at (515) 967-5181.

October 26: Boone & Scenic Valley Railroad, Boone, IA. Join our annual Halloween ride. NARCOA insurance not required. Three trips, 20 miles per trip. Cookout at the Frasier Siding/Park.

HOOSIER RAILCARS:

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.

ILLINOIS DIVISION:

For information on the Illinois Division, send \$5.00 for meet list and newsletter to Michael Mitzel, Illinois Division NARCOA, P.O. Box 79, Waterman, IL 60556, or call (815) 264-7979.

October 20: Commonwealth Edison, Byron Branch Fall run, 14 miles round trip, with large bridge over the Rock River. NARCOA insurance required.

OHIO RAILCARS:

October 19: Ride the 106-mile Great Miami & Scioto Rwy. in its glorious fall foliage colors. The Great Miami & Scioto is former B&O track, portions of which were part of its St. Louis main line. Set on in Richmond Dale, OH, about 13 miles south of Chillicothe at 7:30 a.m., with departure at 8:30. Turn at Oak Hill, with a stop at Jackson to eat. NARCOA insurance and rules required. Cost is \$45.00 per car. Send a LSASE for information to: Doug Melcher, 7071 Arcadia, Parma, OH 44129, or phone (216) 845-0924.

The following meets are sponsored by motorcar organizations or by individuals:

NEHALEM BAY RAILWAY SPEEDERS:

October 26 - 27: Fall foliage run on the Tillamook line, Tillamook, Oregon, 150 miles round trip. NARCOA rules and insurance required. Depart Banks at 9:00 a.m. Saturday, and return 6:00 p.m. Sunday. Overnight in Wheeler or Rockaway Beach. No-host dinner Saturday night. Cost is \$135.00. Send LSASE to Wally Burton, 43400 Carol Drive, Nehalem, OR 97131, or phone (503) 368-6496, FAX (503) 368-6856.

WILDERNESS TOURS:

Wilderness Tours sponsors only NARCOA-insured tours. Please call Hank Brown, (608) 839-4939, or write for details, 622 Oak Street, Cottage Grove, WI 53527.

October 15 - 22: Ferrocarriles Chihuahua Al Pacifico, Mexico. Chihuahua to El Fuerte, 760 miles. Copper Canyon Tour.

November 2: Eighth Annual "Almost Heaven on a Motorcar" Meet on the South Branch Valley Railroad in West Virginia. A very popular and beautiful trip. Sign up only if you did not participate in the August run. Depart from Moorefield, WV, shortly after a 7:30 a.m. briefing, heading south to Petersburg. Return to Moorefield around 10:30 and proceed north to Green Spring and then return to Moorefield in the evening. Total miles for the day is 103. NARCOA rules and insurance. Cost is \$45.00 per car, 50 car limit. Wray Dudley is meet coordinator. However, for information or registration, call Susan Cease evenings at (540) 989-8813, or write to 3614 Kenwick Trail SW, Roanoke, VA 24018, or e-mail to scease@roanoke.infi.net.

November 2 - 3: Eighth Annual Handcar/Steamcar/Motorcar meet. The Wilmington & Western Railroad, Wilmington, DE, invites handcar, steamcar and motorcar

owners and enthusiasts for a leisurely weekend on this beautiful 10-mile line. Membership in the railroad required (\$20.00 individual, \$30.00 family) and available at the safety meeting at 8 a.m. on Saturday. For information, send SASE to Gene Tucker, 1004 N. Kentucky St., Arlington, VA 22205.

January 1, 1997: Great Smoky Mountains Railway. Run starts in Bryson City and Andrews, NC, and covers 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. The 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.

November 15th Is The Deadline for Receipt Of 1997 Calendar Photos

This is your last reminder to send in photographs for the 1997 NARCOA Calendar.

We are looking for pictures of motorcars or handcars in front of interesting buildings or scenery, on a bridge or trestle, etc. Or pictures of unusual motorcars. If your photo doesn't make it into the calendar, we will print as many of them as we can in *the January/February SETOFF*.

Bob Schuknecht is coordinating the assembly of the calendar and is accepting all photographic contributions up until November 15th. Please send all pictures to Bob at the following address:

Bob Schuknecht
516 1/2 N. Charles St.
Saginaw, MI 48602-4037

The Track Inspector Sez:

We all have our favorite tools, but you should try to not become attached to your towbar.



Guidelines for Submitting Materials For Publication in THE SETOFF

1. Our editorial policy is to 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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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.

Proposed Changes To NARCOA Rule Book

By Stan Conyer
Chairman, Safety and Rules Committee

The NARCOA Board of Directors discussed changes to our present rule book at the Board of Directors meeting in Wichita, Kansas, September 6-8, 1996. The introduction to the rule book and the introduction to each section were rewritten. As this did not constitute a change to the Rules, the changes to the introductions will not be discussed here.

Each member should read the following rule changes and, if they wish, contact their elected representative for comment. The committee hopes the rule book will not have to be changed again for a while.

These proposed rule changes are being published in *THE SETOFF* to allow members to make comments to their elected representative before he votes on their acceptance or rejection, per the bylaws of NARCOA. The Board members of NARCOA will receive a ballot and will vote to accept or reject each of the proposed rule

changes individually. Assuming the membership receives the September/ October issue of *THE SETOFF* by mid-October, they will have until November 15 to comment on the rule changes. The Board members will receive a ballot and have until December 15 to return their marked ballot to the Safety and Rules Committee. The committee will then complete the rule book including all the changes and new rules and have it printed and distributed (hopefully) early in 1997.

The following are recommended revisions for the NARCOA Book Of Rules, Number 3.

Page 4, Brakes. Add this sentence to the first paragraph: (Each car shall be equipped with a device which is capable of keeping the brake applied when the car is not in motion.) [*FRA Rule*]

Page 5, Insulation. Delete the last sentence: (Exceptions must be approved by the meet coordinator and the railroad.)

(Continued on next page)

From the President

By Ron Zammit

The Board meeting in Wichita was extremely productive. Ten of the 11 Board members were present, a very good showing! There were too many items covered to address in one issue of *THE SETOFF*, so I would like to focus on a couple of the more important issues you, the member, should consider.

The Board voted to make some changes to the Rule Book, mainly in its language. Actual rules changes were kept to a minimum (see article above.) Your input on the proposed rules changes is desired by the Board and should be sent to your area Director. After member input, a final vote on the changes will be made by the Board via the mail. Please consider the changes carefully. The Board realized that rules changes may be unpopular, but there were good reasons for each one. Please ask your Director to explain any unclear changes.

For example, the tow hitch hole size is PROPOSED to be set to 1". All of mine are 3/4" so I'm not real pleased to have to drill and replace the hitches with too little metal surrounding the holes after the drilling, but there were many instances where towing has been a problem. The 1" hole corresponds to the Fairmont "standard." (I've never had a problem with tow bar incompatibility between motorcars, and perhaps you haven't had a problem either, but there have been a good many cases of delays and some connections that were dangerous. Let's work to end this.)

The Board voted to certify operators as to knowledge of the rules. This certification will be accomplished by passing a simple open book rules quiz. Members of local groups already doing this will be given reciprocal credit. Hank Brown (Operations) is in charge of this important task. Details will be forthcoming, and the program will be phased in next year.

The question as to how to integrate the local groups with NARCOA, and not transfer liabilities, was discussed by the Board and a Wichita lawyer. For now, locals will not be required to incorporate, but could gain some legal protection should they choose to do so. A plan is being formulated, and it looks as though NARCOA will affiliate a local (incorporated or not) with a simple exchange of 'Desire to Affiliate' letters. After an exchange of such letters, the local group may run NARCOA-sanctioned meets. When the final draft of this plan is proposed by the lawyer, I'll present it to the Board and the membership. A Board vote will then be taken, and we will make this important step to gain improved legal status.

Finally, I'd like to congratulate new members to the Board: Jim McKeel (Director), and Dave Verzi (Director-at-Large). I'd like to thank Bill Pollard and Tom Johnson for their service. (I have asked Dave and Tom to study ways in which NARCOA and its locals can become more involved with Operation Lifesaver. Any input you may have to offer them will be greatly appreciated.) More meeting news and the summary of the minutes will be published in the next issue of *THE SETOFF*.

Until then, happy motorcarring!

Page 5, Tow hitches. Change the size of the hole in the tow hitch from (3/4" to 1") to (1").

Page 5, Tow bars and pins. Change the size of the tow pin from (3/4" to 1") to (3/4"). [*Effectively your car must have a hitch with a 1" hole and your towbar must have a 3/4" pin.*]

Page 7, Add the following. (Handholds. One or more safe and suitable handholds conveniently located shall be provided. Each handhold shall be securely fastened to the track car.) [*FRA Rule*]

Page 7, Remove rules 18, 19, 20, 21, and 22 and move them to the Operations Manual. [*This rule change moves all equipment standards that apply only to steam cars to the operations manual.*]

Page 8, Alcohol and drugs. Change to: (No motor car operator or passenger shall attend a motor car excursion under the influence of, be in possession of, or use while on railroad property, any drug, alcoholic beverage, intoxicant, narcotic, marijuana, medication or other substance, including those prescribed by a doctor, that will in any way adversely affect their alertness, coordination, reaction, response, or safety.) [*This rule has been reworded to more closely resemble the wording in a railroad rule book and to cover prescription drugs.*]

Page 8, Grade crossings. Change to: (Motor cars and track equipment do not have the right of way at road crossings. Motor cars must be prepared to stop short of all road crossings and proceed only when safe to do so. Be prepared to stop for vehicles and pedestrians that may run around crossing gates or flag persons. Check flange-ways for obstructions before proceeding. [*Reworded for clarification.*]

Page 9, Towing/pulling. (Omit and move to Operations manual.)

Page 10, Add: (Weapons: Excursion participants are prohibited from having firearms, or other deadly weapons, including knives with a blade in excess of three inches, in their possession while on railroad property. Persons may be authorized to have them in performance of their duties by officials of the railroad.) [*Reworded to more closely resemble a rule in a railroad rulebook.*]

Page 12, Add: (Movement at Restricted Speed. When required to move at restricted speed, movement must be made at a speed that allows stopping within half the range of vision short of train, engine, railroad car, men or equipment fouling the track, stop signal, derail or switch lined improperly.) [*Definition from a railroad rulebook.*]

Page 12, Flagging of grade crossings. Add to end of sentence: (, flashlight, or lantern.) [*Enable flag men to use flashlights and lanterns.*]

Page 12, Add the following rules:

(Meet coordinators, or their designees, shall insure that all operators verify that their equipment meets NARCOA equipment standards.) [*Ensure car inspections. This should be done by the car operator with a new*

NARCOA inspection form.]

(Effective January 1, 1998, meet coordinators or their designees must verify that all operators have in their possession a valid NARCOA or NARCOA approved operators certificate.) [*NARCOA will develop a driver certification program which should be recognized by all local organizations.*]

(Meet coordinators must place autos or trucks equipped with "hy-rail" gear at the beginning of the excursion, except for railroad company units or units designated to carry safety equipment.) [*This rule will ensure that hy-rail vehicles are not mixed with smaller motor cars for safety reasons.*]

(Meet coordinators may make certain exemptions for equipment not classified as true motor cars (hand cars, velocipedes and steam cars) and antique cars over 50 years old. These exemptions are for the equipment standard rules for brake lights, running lights, brakes, wheels, fuel tank color and tow hitches.) [*This rule may enable owners of antique motor cars to operate their cars in original configuration.*]

(Steam powered cars are allowed on NARCOA excursions when approved by the meet coordinator and the host railroad. Refer to Operations Manual for steam car requirements.) [*This rule allows the operation of steam motor cars with proper authorization.*]

Election Results for Odd-Numbered Areas

**By Carl Anderson
Elections Committee Chairman**

The 1996 election for representatives from odd-numbered areas has been completed. I wish to thank each of you who voted. There were 134 ballots submitted of a possible 367, or 36.5 percent of those eligible to vote. Thank you also for the pictures and notes. It's fun to receive them and makes for a light moment when counting ballots.

There were a number of write-in votes (a total of six, four in one area). Unfortunately each only received one vote. I do plan to keep the names on file as possible 1998 candidates.

The time is now to start looking for candidates in the even areas. The call for nominees will go out in the January/February issue of *THE SETOFF*. I feel it is important that there be two names submitted for each area, thus I am requesting your help in nominating people in your area as candidates for election. Be sure to get their approval first.

You may call me at home at (847) 882-5329 or write to me at 1330 Rosedale Lane, Hoffman Estates, IL 60195. Please identify who you are when calling. Thanks!

Riding the Rails to Canada's Northwest Territories, the "Land of the Midnight Sun"

By Hank Brown

After a very successful discussion with members of the Canadian National Great Plains District management about Wilderness Tours' cross-Canada trip in the year 2000, Fred Furminger, Carol and I started up Hwy. 2, passed Little Slave Lake and the numerous washouts along the Canadian National mainline toward Peace River.

The town of Peace River, about 300 miles northwest of Edmonton, is located on the Peace River which flows into Great Slave Lake, MacKenzie River and, ultimately, into the Arctic Ocean. The valley is a dream setting of tranquility. After viewing vast expanses of wheat and canola fields, the drop into the valley was a refreshing change of scenery.

The railroad begins its descent into the valley about five miles to the south of town. On grades of two and three percent it drops to the river bridge. Once across the river, the line splits. One line goes downriver to the pulp mill about three miles from town. The other line is the main which continues west for another 73 miles and passes Roma Junction.

We arrived at Peace River on Sunday, June 30. Everyone in town was preparing for the All Canada Day. We toured the town to check out the action and railroad. By July 1st, everyone had arrived at the Traveler's Inn and the party began. We started with a delicious dinner in the banquet room. Larry McCay from the railroad gave us a briefing which included information about the potential hazards we would encounter as well as the set on and parking locations. After supper at 9:30 p.m. with the sun high in the western sky we crossed the river and set on at the CN section house. At first it was organized chaos but soon turned into an orderly process with everyone on the tracks by 10:30 p.m. It was hard to get to sleep as the sun didn't set until after 11:30 p.m.

The next morning we were up early. After a quick breakfast we headed to the railroad. Larry and George were there to meet us and coordinate our movements. The operators rolled out of the siding at 9:30 while the passengers took the automobiles to Roma Junction where they were stored. The motorcars climbed out of the valley and arrived shortly thereafter in Roma. Everyone climbed aboard for the first leg of the trip.

As the lead motorcar we saw snowy owls, small herds of deer, fox and bears. It was the first time in eight years of riding my motorcar that I had seen such a variety and number of animals, especially so close.

On our way to High Level we passed through hundreds of acres of canola. The bright yellow color indicated it was going to be a bumper crop this year. Just

before High Level we passed a lumber mill. We noticed there was a rail siding leading toward the industry. However, the grass was so tall it was evident that none of the thousands of board feet produced here ever left by rail. We later learned that the owner of the lumber mill has a running dispute with the railroad. Maybe some day that will change!!

We arrived in High Level exactly nine hours after we started. It was gratifying to know that a group of 23 motorcars can cover 192 miles in that amount of time without incident. It is a tribute to the members who attended.

It was a warm day when we arrived. The bus company hired to take us the mile and a half to the motel arrived on time. However, as soon as everyone loaded up the bus, it died with a dead battery. So almost everyone got off and started walking. Miraculously it started, picked up all the walkers and arrived at our motel in time for an outstanding supper.

The next morning the bus arrived and after some good-natured ribbing, the driver took a group to load gas cans. Then he came back to pick up the sleepy ones and headed to the railhead. After a briefing we headed north. The canola fields began to give way to the deep green pine forests. We continued our steady ride to 60 degrees north where the Northwest Territories begins. The visitor's center gave each NARCOA Member the 60 degree North Certificate signifying they had crossed the 60th Parallel. After a group photograph, we headed north again.

Our next stop was Twin Falls. The falls were located through a thicket of tangled marshy brush, across the Mackenzie Highway, and through a beautiful park. The falls have cut a canyon deep into the pre-Cambrian rock about a half mile long. The water falls about 75 to 100 feet creating a wonderful mist which cooled everyone. The only problem that made us hurry from this area was the swarm of mosquitoes and black flies. Many members donned their bug jackets and hats. "Skin So Soft" was my saving bug screen. The bugs came in for a landing and slid off. To avoid the bug invasion we jumped in the motorcars and sped away. Fortunately, mosquitoes aren't that fast.

About an hour before we arrived in Hay River, I had asked our CN host, Tony, to phone the Buffalo Airlines to see if they were ready for our group. According to Tony, they knew nothing about the two airplanes we had ordered. To compound our difficulties, he called the home office in Yellowknife. The manager who took our order had just gone home. I was strung out!! What a

mess—no planes, no motel, no flights to the Arctic Ocean . . . the list went on. Unfortunately, many members heard our conversation and shared in our gloom.

When we arrived in Hay River about 6:30 p.m. Wayne Bennett, our bus driver, assured us that everything was prepared for our arrival. He made several calls and within 30 minutes a representative from Buffalo Air arrived and after many apologies, assured us the planes were on the way. So, as usual, it was much ado about nothing.

Wayne transported the group to the Ptarmigan Inn where we dropped 10 members who were staying in Hay River. The rest of us went to the airport to wait for the planes coming from Yellowknife. They arrived and we flew off across Great Slave Lake. The trip took 40 minutes and gave us a spectacular view of one of the largest lakes in Canada. The sun cast a dazzling reflection across the water which made the white capped waves look like tiny pearls.

We arrived in Yellowknife, the capitol of the Northwest Territories, with no transportation to the hotel. So we hired seven cabs to haul our luggage and 34 people to town. Some of the members settled in at the hotel. The rest of the group explored the town. We called a restaurant and asked them to stay open to feed our hungry group. They did and laid out culinary delights of Arctic Char, Great Slave Lake trout, steak, lobster, and king crab with all the trimmings.

We carried our bellies out of the restaurant about 12:30 a.m. with the sun low in the west. We hailed a cab and with Carol Brown guiding us, we saw much of what Yellowknife had to offer. At 2:00 a.m. we were in our hotel looking west at the setting sun. The scene was a classic northern picture with long shadows cast over the pine forest, rock outcroppings covered with green and orange moss and tranquillity. It made for easy sleeping.

The next morning we hailed the cabs from the hotel and arrived at the airport at 8:30. We took off in our DC-3 rebuilt in 1951 and a six-seat Navajo. The Navajo had trouble getting off the ground and returned to the airport. Finally, the pilot got clearance and took off. The DC-3 lumbered along and, finally, arrived in Coppermine. To our surprise the Navajo arrived before us with tales of horror of their takeoff.

We assembled on the tarmac and listened to Amy, the Inuit representative, tell us the plan for the day. We walked into town and those who wanted to headed for the stores. The rest of us headed for the boat docks and a trip to Bloody Falls. John Jackson and Bill Achman from Cleveland couldn't wait; they ran into the water. They came up with a frown. Bill said the water was warmer than lake Erie. John just smiled because now he could say he swam in the Arctic Ocean. After hearing this I leaned over and scooped several handfuls of water. I smelled it and then drank it. The water tasted refreshing. There was very little salt and it easily refreshed my thirst. Although the ice flow was 15 miles away the water was warmed by 24 hours of sunshine.

We boarded the large row boats with outboard motors and headed toward the open waters of the Arctic Ocean. We followed the stark coastline until it was

(Continued on next page)



Rick Leach on his M19 on the Arctic Ocean trip.

Riding the Rails to Canada's Northwest Territories, the "Land of the Midnight Sun"

(Continued from previous page)

defined into a large river delta. The river narrowed as we continued upstream. The tide was coming in as we approached the falls. The area in the river where the incoming tide met the fast fresh water coming down the falls caused whirlpools and thunderous churning of water. The boats had difficulty making any forward movement so we retreated to the shore.

Bill Koziel of New York was the first to climb the banks to a high plateau overlooking the river. The rest of us huffed and puffed our way to the top. The landscape was covered with vines and Arctic flowers and grass stuck neatly in crevices protected from the harsh wind. The birds were irritated by our presence and didn't hesitate to dive bomb us to protect their nests. The falls turned out to be large rapids according to Rich Corbell and Tom Phair of California, who took the time to walk the mile or so to explore the area.

The ride back to Coppermine, soon to be named Kugluktuk, reminded us that we were in the Arctic Region. The clouds moved in and the wind began to blow off the ice flow. The temperature dropped and we leaned into the wind with squinted eyes, feeling the cold spray of the waves as the boat bounced through the water.

About 2:30 p.m. we all returned to Coppermine and exchange our experiences with those who "shopped 'til they dropped" as we walked back to the airport. The flight across the tundra was relaxing. Dave Towle of California brought out the chocolate chip cookies. So we "pigged out" on the big box and soda. Everyone in the DC-3 got a cab, I mean, a cockpit ride and those in the Navajo shared the experience of Carol Brown's first solo flight. Not bad for people who can't fly.

Wayne Bennett met us with his bus at the airport and took us to the Lion's Club house for a wonderful evening. It began with a happy hour where our group met the local Lions. They brought in a supper which featured Great Slave Lake white fish baked in foil over a charcoal grill, baked potatoes, and lots of extras. After dinner the Lion's brought in five Dene Indian Drummers who entertained us with their ritual chants. The evening ended with everyone singing the "Star Spangled Banner" and "Oh Canada" with sparklers burning brightly and American flags waving, courtesy of Don Piercy of Oregon. Then an "American flag" cake was served. It was a great day for everyone.

July 5th began with rain and lots of mosquitoes. We boarded our motorcars and headed south out of Hay River. We backed five miles to the wye where we turned

the cars. We retraced our tracks past the 60th parallel, back into Alberta. We arrived in High Level in under nine hours which was an average of 22 miles per hour. Ron's bus worked to perfection and bused us to the Stardust Motel for another culinary pleasure.

The next morning we were up early to gas the cars. We departed by 8:15 a.m. We traded the forests of the north for the canola and wheat fields. About MP 56 the group was traveling along smoothly at 25 m.p.h. when my wife screamed something at me and frantically pointed to my left. I reacted casually looking over to where she was pointing. Much to my surprise a large black bear had been startled by our noise and began running alongside and about four feet from our car. I slowed the car and the bear slowed. I sped up only to have the bear run across the tracks, turn, and chase us for several hundred feet before he disappeared into the underbrush. That was the closest I want to come to a bear again. At MP 42 we stopped at the spectacular curve trestle over the Meander River. We sent the CN hyrail truck over the trestle with the camera crew while the rest of us prepared for the photo run by. It's amazing how much time can be eaten up by photo run bys. We spent close to two hours working on it.

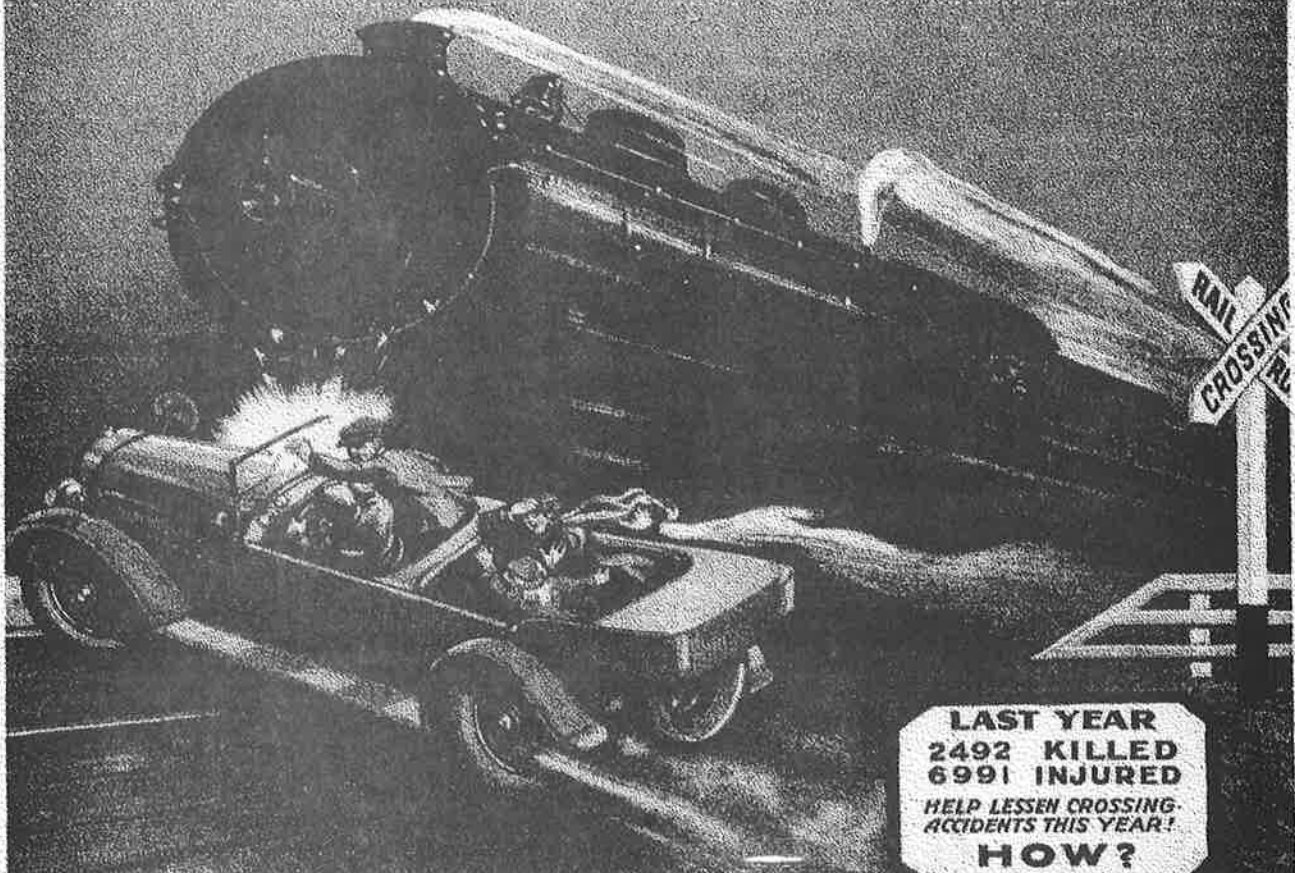
Finally, we got underway and continued our odyssey to Roma Junction. We arrived before 6. Chuck Harrison, Tom Phair, and Don Carson took their cars off while the rest proceeded down grade to Peace River. The railroad gave us a real treat to top off a wonderful ride. We were given permission to ride from Peace River to the top of the grade on the other side of the river. We climbed up the 2% and 3% grades through several washout areas to the top of the grade. The sun shining on the hills made an excellent backdrop for pictures as we returned to town.

Reluctantly, we took our cars off the tracks and headed for Boston Pizza for supper. We wandered back to the hotel about 1:00 a.m. and fell asleep with visions of a great trip drifting through our dreams.

As with most NARCOA meets, at least one person is considered the most memorable. Tony Agostinho from the Canadian National will always be remembered for his playful good nature and his kind and generous manner. He always tried to accommodate all our needs and wishes. I believe NARCOA members have a new friend.

Our thanks to Susan McConville and Rhonda Anderson of the CN Great Plains District Management for helping to introduce NARCOA members to the wonders of the Northwest Territories.

THE CHANCE-TAKER LOSES

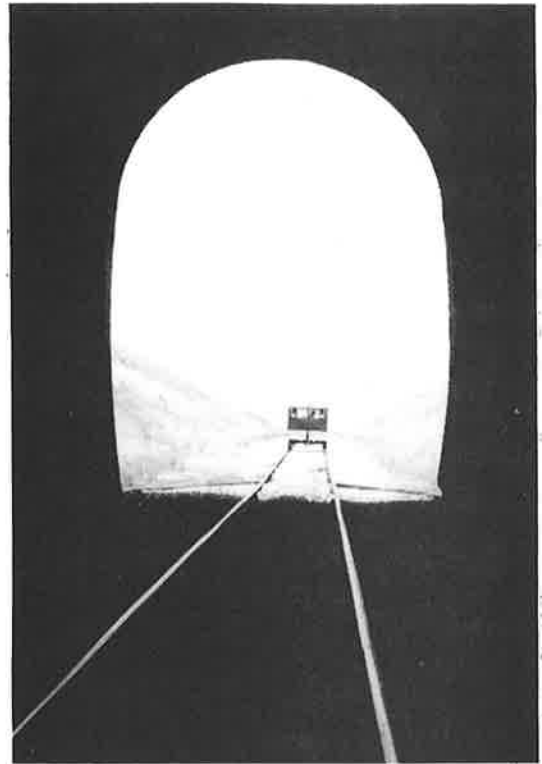


Cross Crossings Cautiously



At left, a portrait 70 feet above Lake Superior. John Valek's ex-Milwaukee Road MT19 on Lake Superior and Ishpeming Railroad's ore dock at Marquette, Michigan, June 22, 1996. This dock can load ore carriers of up to 1,000 feet in length.

Photo by Bob Schuknecht



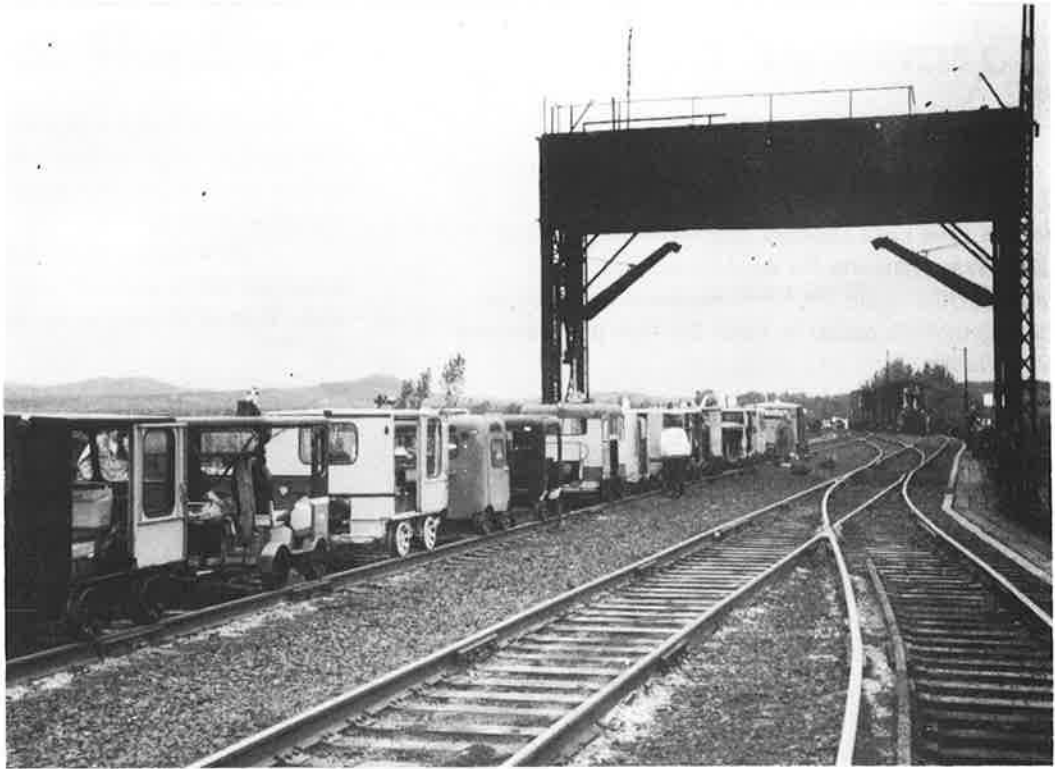
Above, a light at the end of the tunnel . . . Dave and Karen Stroemer of Peoria, IL, took this picture while on the Central Montana Railroad in June 1996. The car ahead of them belongs to John Bailey of Dunlap, IL.



At left is Jeremy Conyer, age 13, next to his car, a 1949 Fairmont M9, and the man that operated the car on the railroad, Paul Smith, age 80, of Bloomington, IN. The photo was taken by Barb Frye in August 1995 at the Spencer, IN, Railroad Festival. Jeremy is the son of Stan Conyer, Chairman of NARCOA's Safety and Rules Committee.

*At right,
another view
of the ore
dock at
Marquette,
MI, on the
LS&I, June
1996. A story
about this
meet begins
on page 12.*

Photo by
Jeremy Winkworth



Above, a railcar meet at the Walkersville Southern RR in Walkersville, MD, on July 22, 1996, attracted about 22 motorcar owners. Bill McCullough's MT19 ex-CN 131-17 is lead car.

Photo by Bill McCullough

Summer Cruising on the LS&I Railroad

By Jeremy Winkworth

On June 22nd, a total of 23 motorcars assembled on the ore dock relief track in West Yard, Marquette, for the Summer 1996 Lake Superior and Ishpeming Railroad (LS&I) ride. This was the third annual ride on this railroad. Once again, the LS&I has had a very busy year, shuttling taconite pellets between the open-pit Tilden and Empire mines to their 1912-built concrete ore dock north of Marquette on Lake Superior, using a fleet of GE U23C units and vintage ore jennies.

After a safety meeting, our first treat was to motor up onto the ore dock for a brief look and an explanation of current dock operations. The dock is 1,250 feet long and 60 feet wide, with 200 ore pockets, which can hold a total of 50,000 tons. About 4,000 tons an hour can be loaded into a ship. To my embarrassment, my own Fairmont M9 had to be towed up there as the fabric drive belt had gotten wet and tightened up enough to prevent it from being started. Fortunately, the belt stretched out enough on the dock so I could start it there.

On the run up the hill to Eagle Mills, the numerous old ties thrown to the sides of the line showed that some significant track work had been done recently. After a stop at the locomotive and car maintenance facility at Eagle Mills to sort out some minor mechanical problems, we sped through Diamond Junction onto a tripartite section of track shared with the Wisconsin Central (WC) and the Union Pacific (ex-CNW).

This took us past the town of Negaunee to Euclid Yard in Ishpeming. On this occasion, Euclid Yard contained more than 50 WC coal cars, many of which still proclaimed their West Virginia heritage. These had been

used to carry taconite pellets from the Marquette area directly to the Algoma Steel plant in Sault Ste Marie during the winter months when shipping on Lake Superior was suspended.

A CNW engine house and depot built in the 1950's were both still in excellent condition at this remote outpost. West of Ishpeming, we dove into the back woods of



Above, on the LS&I ore dock at Marquette.

the U.P., although the divergence of many old grades revealed the extensive mining history of this end of the Marquette Range.

At Humboldt Junction, 12 miles west of Ishpeming, a WC (ex-DSS&A) line headed north towards the Copper Country but we took the LS&I branch to Republic Mine.

The track improvements on the branch that started back in 1994 when I last did this run had long been completed. The lines of rusting ore cars were gone and some of the spurs they had been stored on were lifted. The wye tracks to long unused Humboldt Mine were still connected but totally overgrown a short distance from the switches. Forty-two miles from Marquette, we entered Republic Mine, where there were lines of ex-CNW ore cars waiting to be loaded with a process byproduct from mining operations, which ceased back in the late seventies. This material is sent to a cement company in Alpena

via the Escanaba ore dock. We ran backwards to the grade crossing just outside the mine and turned the cars, then it was back up the hill to Humboldt, where we lunched at the Cross Cut Cafe. During the return trip, we paused in the yard at Eagle Mills to await a train of empty jennies from West Yard. Imagine the engineer's surprise to find 23 brightly colored motorcars waiting for him! The best part of the ride for me was going back down the hill to Marquette, with Planter and the Dead River Trestles as added interest. As soon as we were safely back into West Yard, a train of loaded jennies was dispatched from Eagle Mills and we could enjoy the sight of billowing brake smoke when the train arrived. In summary, great weather, great railroad, great day!

The shape of railroading in the Upper Peninsula of Michigan looks likely to change

very soon. The ex-CNW line from the mines to the Escanaba ore dock and south to Duck Creek has been put up for sale by the Union Pacific. Selected bidders include the LS&I, WC, the Escanaba and Lake Superior plus Rail America.

The winning bid was to be announced in late August or early September. If the LS&I bid is successful, a ride from Marquette to Escanaba on ex-CNW ribbon rail may well be possible in 1997!



At right, Lake Superior & Ishpeming taconite empties train arriving at Eagle Mills. Below, lunch break at Humboldt.



Motorcars Travel the W&LE for the Third Consecutive Labor Day Weekend

By Dave Verzi

For the third Labor Day weekend in succession, motorcar operators were again welcomed on the Wheeling & Lake Erie Ry. September 1st saw participants in 30 cars from seven states gathered at the Acme Food Warehouse set-on point in Akron, Ohio. This year's Ohio Railcars' trip would travel over the Wheeling & Lake Erie, The Akron Barberton Cluster Ry. (a W&LE subsidiary), and the Portage Private Industry Council (a county-owned line operated by the Akron Barberton Cluster), a total of 86 miles for the excursion.

As mentioned, our set-on point was the Acme Food Warehouse. This fine facility provided smooth, wide traffic-free crossings to set our cars on along with plenty of concrete parking for our tow vehicles. Bob Hixenbaugh arranged the parking location and seating on the motorcars for some fine folks from Acme.

While Bob was coordinating the set-on, Jeff Levengood was detailing last minute items with the railroad. Chris Levengood was assisting me in sorting the flood of paperwork at the warehouse entrance. Because of

the three separate corporations, all participants were required to sign a release for each railroad in addition to the normal NARCOA filings.

After all cars were set on in a timely fashion, Bob Hixenbaugh delivered the safety briefing. Our hosts from the railroad were Ron Hynes, Director of Rules & Safety, and Porter Collins, Engineering Administrator. Ron Hynes talked with us a bit and alerted us to several potential hazards of the railroad, and reminded all of their strict adherence to safety policy. The W&LE requires all participants of motorcar excursions to wear eye protection, hard hats, and safety shoes, just as their employees do.

Our excursion began on the former Akron, Canton & Youngstown, traveling from Akron to Mogadore, where we traversed the north leg of the wye at Mogadore to head north on the Cleveland Line, part of the original Wheeling & Lake Erie.

We skirted Kent, OH, passing the Wheeling depot, now part of a feed store complex. This line provided us with flawless, jointed heavy rail as we traveled through some bird sanctuaries, horse stables, and the Tinkers



A CSX train passes motorcars on the W&LE at the former Erie depot, now the home of a restaurant.

Photo by Mark Perri

Motorcars of Dave Verzi and Gerry Belter by the shore of Congress Lake on the W&LE.

Photo by Dave Verzi



Creek State Park. Passing the Little Tykes toy factory in Hudson, Ron Hynes noted (over the radio) that they were a very good customer of the W&LE, providing five carloads of revenue per day. As we proceeded further, some very busy crossings were negotiated as we headed to Falls Junction, the first turning point. Another depot is located here, now under restoration by a local historic group. Here a rest stop was made in the yard office, and ice was provided by the railroad for anyone who needed a supply. Heading south we returned to Kent where the group turned for the second time.

The next portion of our trip would see us travel over the former Erie mainline, now owned by the PPIC. After the turn, we backed over the CSX Chicago mainline and the PPIC on a bridge. Here we switched down the interchange track to the PPIC. Riding east with us were representatives from the PPIC, and the County to review the line over this portion of our trip.

Shortly after running down the interchange track we passed the former Erie depot, now the home of the Pufferbelly Restaurant, our scheduled dinner stop. Also, it was becoming readily apparent that our operators were a finely tuned group who, having turned their cars now twice in record time and operating on fine track, were knocking lots of time off our schedule. It was quite a thrill for some of us to travel over this once magnificent mainline.

Ron Hynes had parked his hy-rail in Kent, and was now riding in my lead motorcar with his son as we proceeded over the welded rail of the former Erie. Along this route we passed the now removed Kent yard, again crossed the CSX on a bridge, and paralleled the former PRR, now Conrail's Cleveland to Pittsburgh line. **Noted at Brady Lake was the former interlocking tower of the NYC abandoned since early Penn Central days.** The former Marcy line of the NYC crossed at Brady Lake.

In Ravenna we turned for the third time to head west back into Kent for dinner with Ron and his son riding with Jeff Levensgood, now in the lead. Arriving at the Pufferbelly at 2:20 we had some time to spend because our reservations were at 4:00. The restaurant would not

be able to handle our group until 3:00, so some participants explored the Cuyahoga River park across the River from the Pufferbelly while others photographed the motorcars in front of the depot, and the several CSX freight trains running by on their parallel line.

After a fine meal (far from normal motorcar grub), we left the PPIC, to head south of the Wheeling back toward Mogadore. Passing through Mogadore we continued along Wingfoot Lake. Across from this Lake is Goodyear Park, where the airship hanger for "The Spirit of Akron" is located.

Next location on our trip was Congress Lake, another pristine lake, and home to an exclusive country club. Their members were quite surprised at 30 motorcars pulling up to their dock house late on a Sunday afternoon. Here we turned our cars for the fourth and final time as some of our group chatted with some of their group. All noted the fairway quality lawn maintained to the ballast line of the railroad.

We returned to Akron via the south leg of the wye at Mogadore. This wye featured a 5% descent as we left the original W&LE line to rejoin the former Akron, Canton & Youngstown to return to Akron. Set off occurred in record time as Ron Hynes manned the Acme Warehouse switch, backing groups of cars about eight at a time up the siding to set off, eliminating time wasted waiting for the entire group to bunch up and detrack at once.

It was gratifying to find a great number of participants wishing to forward thank you notes to the railroad after we were all loaded about to depart for home or the hotel. This, along with safe operation, lends itself to return excursions in years to come.



Safety: **Oh Those** **Turntables!!**

By Ed Best

Rudie Niemi and I own two motorcars (MT19 and MT14), both with turntables.

We have weathered a number of exciting times with their installation, their use, and their failures. Although we don't consider ourselves experts, we can speak from some level of experience.

Turntables are a mixed blessing. For someone with a back that cannot take much abuse (such as mine), turntables are almost a necessity unless you are going to regularly impose on your friends with good backs. And, they save time on trip turnarounds when multiple cars can independently and simultaneously turn. They do bring some risks, however, and that is the subject of the following comments.

We have found that the advantages of turntables can be more than offset by their risks unless you are careful. The turntable, even when completely retracted and locked, is big enough and hangs down far enough to seriously reduce your clearance. In our MT14, when the turntable is fully retracted, the clearance above the top of the rails is just over 2 1/2 inches, and extends across about 40% of the inter-rail space. We have developed a habit of carefully scanning all grade crossings, and will slow down to a crawl if they appear to have a high center. We have also developed a sensitivity to debris between the rails and have been known to travel slower than most amongst larger rocks, etc. These risks can be anticipated and, with proper attention, controlled.

The bigger risk, however, is the unexpected event which can result from not ensuring the turntable is fully retracted and locked before you take off.

Unfortunately, under some circumstances the locking slide can be returned to a locked position without the turntable being fully retracted or its locking collar engaged. Since this can happen with the turntable only about 3/4 inch below its fully retracted position, a casual glance at it might be misleading.

Not only will the turntable start at a position lower than you may think, but when not locked, normal motorcar vibration can cause the turntable to creep down slowly, further reducing the clearance which you think you have

and eventually causing a problem.

It is probably obvious to everyone that since the turntable and its supporting hardware are big and solid, when the turntable encounters an obstacle, something other than the turntable is going to give. If the object it encounters doesn't move, the whole motorcar comes to a sudden halt or performs some acrobatics which can be equally as disturbing.

Both our turntables came with an audio alarm and a limit switch to activate it.

The theory is good: The limit switch activates the alarm whenever the turntable is not fully retracted. In practice, however, there are some fallacies. There could be a wiring problem or a power failure causing the alarm to be silent even if properly activated by the limit switch, or a weak alarm might not be heard by an operator with ear protection and the loud background noise of a running motorcar. A third (probably remote) possibility would be that one had disabled the alarm because it was so irritating when he (or she) was working on the motorcar, and forgot to reconnect it. It is, of course, necessary to make sure the limit switch itself is properly positioned and its operation is not obstructed by debris, dirt, or damage.

We decided that a visual indication in addition to the audio alarm was needed. We further decided that there must be a positive indicator that the turntable was up and locked, not just the absence of a negative indicator. This would cover the eventuality of faulty wiring or some other failure. The limit switches which came with both our turntables were double throw switches, although only one side had been used to activate the audio alarm. A simple wiring addition permitted us to get a positive voltage on one wire when the turntable was down (the original set-up), and a positive voltage on the other wire when the turn table was up (our addition). We now have both a large red light and an audio alarm which activate when the turntable is down, and a smaller green light which is on continually when the turntable is completely retracted in the up position.

If you don't have a double throw limit switch, get one. If you do and there are three wires, use a continuity check to determine which wire is the common, and which of the other wires connect to the common wire in each switch position. Battery power goes to the common wire, and each of the other wires drives the audio alarm and red light (switch and turntable in down position), or the green light (switch and turntable in up position). If you only have two wires from your switch, purchase a three wire cable from your local hardware store, open up the switch, and connect the wires as described above.

It is important to realize that these lights and the alarm are only warning indicators. Safe operation of and full retraction of the turntable requires careful attention to the correct turntable mechanical processes, which include:

1. Carefully retracting the turntable completely (visually checking it).

2. Ensuring that the locking slide is fully engaged in the locking position.

3. Pinning the locking slide handle in the fully engaged position to prevent vibration from working it loose.

Remember, you are safe to drive your motorcar only when the turntable has been properly positioned (using a visual check as well as the warning devices), and mechanically locked by ensuring the locking handle is fully inserted and pinned in place.

With both the locking handle properly positioned and locked, and a green light on, we are free to worry about something other than an unretracted turntable causing us a problem. Since the green light is on whenever power is on, we have wired it through our ignition switch to save the battery. If you don't have an ignition switch, any other switch will do just as long as you never move your car unless the green light is on. I'd also recommend an occasional glance during the trip to ensure the green light remains lit.

Turntables present one other potential for a prob-

lem, the possibility of tipping the motorcar when it is raised on the turntable. The cause is usually an imbalance because the turntable is not positioned reasonably close to the center of the car's weight, or lowering the turntable onto something less than a sound footing. The former is usually an installation problem. The latter can be easily controlled by ensuring the turntable foot straddles two ties or sits solidly on a hard surface.

Turntable safety should be an ongoing concern to those of us who have them. However, we could also use the help of others. If anyone happens to see a motorcar with a turntable which appears to be suspiciously low, or which catches your attention because something seems wrong, please alert the driver immediately. Speaking for myself, I would much prefer to have someone alert me to a potential problem, even if it turns out to be a false alarm, rather than not be informed. I think other turntable folks would agree.

(Editor's Note: This article was reprinted with permission from the author. It originally appeared in the MOW newsletter, the Lineup, dated June 1996.)



Stephen Weiss of Paramus, NJ, built this motorcar from the ground up using 16" Fairmont wheels and axles and an aluminum frame. Named the "Western Delaware TCM-1200" (after a model railroad at home), the building project started in early 1995 while Stephen was working with the volunteer group Susquehanna Volunteer Association in Paramus cleaning debris along the New York Susquehanna and Western right of way in Hawthorne, NJ. The group discovered two Fairmont motorcar axles and three wheels along with some former Long Island RR coach seats which were used in the project. The car is powered by an eight-horse, four-cycle Tecumseh engine taken from a snowblower and is connected to the motorcar's rear axle with a chain and sprocket. The car has traveled over 700 trouble-free miles, participated in five NARCOA meets thus far, and has powered work crews on the Middletown and New Jersey Railway. The car is pictured here on the North Shore RR, in Danville, PA, in July 1996.



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 license plates for your automobile, your truck, your motorcar, or your trailer. Fairmont Motor Car logo in brilliant yellow on a black aluminum license plate, \$6.00 plus \$1.00 shipping per plate. Contact Stan Conyer, 9333 St. Rd. 46 W., Columbus, IN 47201; phone (812) 342-0565.

FOR SALE: 1952 DM&IR RR Fairmont A-3. Recent frame-up restoration and has been used on numerous west coast excursions. MOW legal (lights, spark arrestor, etc.) pictured in the May/June SETOFF. \$4,000.00. I will not sell this car to someone who won't take care of it. Contact Tom Lucier, (707) 459-5509.

FOR SALE: Fairmont model CD-7 motorcar (Canadian). This ex-Algoma Central Railway car was renewed by ACR and presented to one of its 40-year retirees in 1992. All wood on the car has been replaced (floorboards, running boards, engine cover), and the car has been totally repainted. Any structural deficiencies were corrected, and the RO-C engine runs so good that it will self-start! The running gear is in good shape, and the drive belt looks like brand new! The car's front panel, roof, and rear panel are metal, not fiberglass. All this for \$1,500.00. Contact Mike Paul, 1780 Maricopa Drive, Oshkosh, WI 54904-8234, or phone (414) 235-2607 after 4 p.m. Central time M-F or any time on weekends.

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: Fairmont MT14 (Canadian car). Full cab, new paint, runs good. \$2,100.00. Also, several 14" Fairmont wheels, full 5/16", including one pair with ice rings (very good wheels), \$50.00 each or best offer. Contact Ron Hoopman, 637 Jonadel Ln. N.W., Cedar Rapids, IA 52405-2818; phone (319) 396-9187.

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.

FOR SALE: Fairmont MT14-L, Onan engine. In very good condition. With all-aluminum, tandem-axle trailer, \$3,000.00 (\$2,000.00 without trailer). Contact Donald Doherty, 103 Larry St., Snow Shoe, PA 16874; phone (814) 387-6723.

FOR SALE: Trailer, 6 x 10 tilt-bed with rails for motorcar in floor; 3,500-lb. axle, excellent tires, hubcaps, ready to go. \$600.00 firm. Contact Dean Guinn, 10430 SE State Rt. A, St. Joseph, MO 64507-8016; phone (816) 238-6540.

FOR SALE: Three Fairmont S-2 motorcars, \$1,000.00 each; one MT19, \$1,500.00; one Fairmont W64 crane, \$3,000.00; one Fairmont heavy push cart, \$800.00. Many parts for MT19s and MT14s. Send long SASE for list. Contact Willie Kirby, c/o Texas Locomotive & Car Co., Inc., 215 Tracy Lee Ct., Burleson, TX 76028; phone (817) 478-0773.

FOR SALE: Fairmont canopy roof, excellent condition, part no. F69707, \$130.00. Also, one pair of aluminum lift handles, excellent condition, \$140.00 (Fairmont retail is more than \$225.00 a pair). One aluminum motorcar front windshield section with gusset windshield side frames; skin is poor, framework aluminum members good, no glass, complete windshield rubber gaskets, \$50.00. These parts will fit all M19s and MT19s. Will not fit M9s. Contact Gus Von Holten, 182 Hawleys Corners Road, Highland, NY 12528; phone (914) 691-7768 evenings only.

FOR SALE: Fairmont M9-G, ex-N&W 1626 with full cab. Good running condition. Contact Jeff Levensgood, 2189 Oak Tree Dr., Dover, OH 44622; phone (330) 343-3407.

FOR SALE: Kalamazoo model 23-B six-man car with Hercules NXB two-cylinder engine, \$750.00. Contact John Hall, 2711 Pecksniff Road, Wilmington, DE 19808; phone (302) 995-0649.

FOR SALE: Fairmont M14 motorcar, ex-CP. Partially restored, in good running condition, \$1,200.00 or best offer. Contact Jack Gosselin, 160 Quassett Rd., Pomfret Ctr., CT 06259; phone (860) 928-9785.

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 Eyestone, 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 Eyestone, see ad above.

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

FOR SALE OR TRADE: Motorola MCX-100 programmable railroad radio with keypad mike, \$400.00. Teletype set with modem and manuals, \$500.00. One lot of assorted motorcar parts: carbs, steel coils, new belts,

hand cranks, etc., \$1,000.00. Would trade for MT19s or MT14s of rebuildable shape. Contact Hugh Cain, 510 Austin Street, Norfolk, VA 23503; phone (804) 588-6579.

FOR SALE: Woodings motorcar, new brakes, body in good shape, very good engine, \$1,250.00. Contact Joe Stanley, Plainfield, IN; phone (317) 839-6609.

FOR SALE: 1953 Fairmont A5 gang car. Seats eight people, weighs 1,840 lbs. Frame-off restoration completed 1995. Car was completely disassembled, frame sandblasted and painted, wheels sandblasted and painted. Reassembled using grade 8 bolts SAE fine thread. All new wood and sheet metal. New wiring and set up with headlights/taillights/brake lights both front and rear. Ex-ATSF and painted in original colors with original markings. Car looks and runs better than new. \$3,950.00. Contact Jerry Pell, 909 Calle Nuevo, San Clemente, CA 92673; phone (714) 498-6208.

WANTED: All the information and pictures I can locate on today's operating motorcars. Specific information wanted on makes, models, power, availability of parts, comments on the ups and downs of specific makes and models relating to both operation and mechanics. If you can help, contact Stan Wallis, 38660 Lexington St., Apt. 642, Fremont, CA 94536; phone (510) 794-0655 or email at stanw@inow.com.

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.

FOR SALE: Fairmont MT19-A, former Chehalis Western Railroad (Weyerhaeuser) motorcar. CCKB, car number 247294, restored to near perfect condition. Here's your chance to assemble a spotless car that captures classic lines. This car will sell quickly. Two new seats and all new paint, \$2,500.00. Available on Whidbey Island in Washington state at Northwest Railcar, 750 Snowberry Lane, Coupeville, Washington 98239. Home phone (evenings) (360) 678-4488, work phone (days) 1-800-679-7114, x247.

FOR SALE: Fairmont M19, former Canadian Pacific motorcar, black fiberglass cab, well-tuned two-cycle. Great wheels and brakes, solid pulley, NARCOA ready, \$1,500.00. Available at Northwest Railcar, see ad above.

FOR SALE: Northwestern 566-W, former Northern Pacific gangcar with three-speed transmission and BIG chain drive/drive shaft power train. Waukesha four-cylinder engine model no. FC-202-B needs to be replaced with your favorite power plant. An historic car last used years ago in Laurel, Montana, that needs some TLC and appreciation. Extended radiator hood/curved dashboard, \$500. Available at Northwest Railcar, see ad above.

FOR SALE: Semaphore - Northern Pacific, fully operational, 26+ feet but you can make any smaller size, includes base, tower, ladder, specticale, lens, light, all electrical "innards", approx. 1,200 lbs., \$1,200.00. Also, Signal - Milwaukee Road, includes base, tower, ladder pieces, "nun" head with both clear and colored lenses, approx. 1,000 lbs., \$500.00. Available at Northwest Railcar, see ad above.



21. Original American Railway Association poster in 1922 was 21 x 12 3/4 inches. Contributed by Robert E. Kirk of Roanoke, Virginia. Reprinted by Norfolk Southern Corporation, 1992.

Bridges and Trestles

By Dick Ray

We all recognize the attraction of bridges and trestles. In the dark ages of motorcar trips, we were always thrilled to cross a long, high bridge and especially to take a photo of our cars on that bridge. Trestles were even better because there was no additional structure to obscure the view of that freshly-restored Fairbanks-Morse.

Of course, in those days a meet was three cars, no children, and experienced operators who realized that no one was guaranteeing that the weedy track was safe. Eventually, we came to realize the full extent of the dangers, especially with larger groups of people, and now the NARCOA rulebook forbids getting out of a car on a bridge in Section 3, Paragraph 3. Although getting out is allowed if there is a railing and walkway, additional dangers exist. Those dangers should be obvious, but I will go through them anyway.

Walking on the ties on a bridge or trestle is more difficult than usual because the ties are set closer and there is normally no ballast. Walking requires staring at one's feet. This creates the opportunity to trip over a guard rail or bump into someone going the other way. Trying to edge past a line of cars stopped on a bridge while carrying two slide cameras and a video camera can be awkward, even if no one opens a car door or bumps into you while getting out of their car. You will also have to edge past everyone who got out of their car to enjoy the view.

Not all bridges have the ties extending all the way to the side structure and that side structure may not be such that it constitutes a railing. The opportunity for falling should be obvious even though you are inside a large steel structure. Trestles often have no railing at all. Even if they do are you sure you want to trust the maintenance of that railing? The wooden posts could be completely rotted and the braces could be missing.

One of the least obvious dangers concerns the walkway. These are commonly built of boards supported on extended ties four to six feet apart. Who knows the condition of those boards? I have seen missing boards and surmised that maybe they broke and fell off under someone's weight. You can believe that I will never, ever walk on wooden walkways.

There are some bridges and trestles that may be reasonably safe. In New Hampshire, the bridges are completely flocked so that the inevitable snowmobiles will have a safer passage. The Montreal Falls trestle on the Algoma Central Railroad has a steel walkway and railing, and is as substantial as any I've ever seen. Still, there are dangers such as the camera I saw dropped over the side.

Although not prohibited in the NARCOA rulebook or Operations Manual, stopping on a bridge or trestle is discouraged. If you do have to stop there, getting out of your car is not recommended.

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