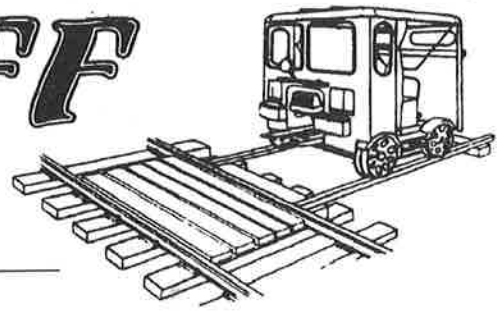


THE SETOFF

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

January/February 1997



We received over 40 photographs for the 1997 NARCOA calendar. The two shown here were sent in by Sam Powers of Portland, Maine, showing his M19. More photos are in this issue beginning on page 8.

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From the President

By Ron Zammit

As 1997 begins, I'd again like to thank all operators for making 1996 one of our safest operating years. We covered a lot of track miles and did it safely. Let's do it again this year.

The bylaws state that an annual report on the organization be prepared. The year of 1996 was the first year under these bylaws, so I intend to do this with primary contributions from Tom Norman (Treasurer) and Joel Williams (Secretary). The report will cover all aspects of NARCOA's operations, and will be presented to the Board. It will be available to those members who wish a copy at the cost of duplication. I'll give details on this when the report is done.

At the beginning of each new year, we must renew our insurance. This year, I'm hoping for a rate reduction. Additionally, because of IRS regulations, you may no longer be making the check out to NARCOA, but to the insurance company. The IRS has ruled that we cannot carry the insurance funds on our books and keep our non-profit status; therefore, the funds must go straight to the company. I do not have details at this time, but Tom Norman will fill us all in with an announcement as soon as the negotiations are concluded.

The affiliate issue has been addressed by our lawyer, Dennis Webb, of Wichita. I've mailed to the Board a proposal based on Dennis's findings for changing the bylaws to allow affiliates. At present, the bylaws allow chapters, but none have been authorized by the Board. The proposal allows groups who wish to affiliate to do so by request to and then approval by the Board. The group must sign an Indemnity Agreement which will stop a group's liabilities from becoming NARCOA's. After affiliation, the group will be able to gain certain tax filing privileges. Incorporation of the group is not required at this time. Additionally, there is a provision for operation with insurance, but without affiliation. Details are with your Director; please contact him should you have questions.

It was planned for the Board to vote on this soon. However, I'll wait until Tom Norman goes over NARCOA's books with a CPA to make sure we have all details correct. And speaking of books, the bylaws state that the books must be audited yearly by a CPA. Over the years, this will cost NARCOA many thousands of dollars, so I'll be asking the Board to also vote on changing the requirement from audit to review. Details will be available after Tom meets with the CPA and before the Board is asked to vote. If anyone has a problem with this, please contact your Board member

and me. With the insurance money going directly to the insurance company, NARCOA's books will be fairly simple and Tom and I do not see the need for a yearly audit.

I've been involved in several discussions with a few of the "old hands" in this hobby about the new folks who are now entering our ranks. There are many who do not know what a railroad is, for one reason or other. A lot of people are just not interested, and/or do not have a railroad background. While lack of interest is not "bad" per se, we all need to know about the tracks and systems we use in order to maximize our safety. It is easy to joke about those who know little. However, our new members need to be welcomed, and if their knowledge of the railroad is slight, help from the "old hands" would go a long way toward improving our hobby. We all want our new members to be safe and knowledgeable operators. Please make it a point to help a new member this year by showing them some of the features of railroads which make them so fascinating to those of us who have railroading hobbies and/or careers.

The NARCOA web site is proving to be quite popular and a number of people have volunteered to become "editor." At present, the site is on my server, where there is no cost to NARCOA. I'm asking that those interested in hosting the site find a reasonable cost server, and then it'll be moved there. At present the site is still at <http://www.calpoly.edu/~rzammit/narcoa>.

Finally, no one in the east has volunteered to help set up the fall meeting. Shall we have it in Chicago? Please let me know as a decision is needed soon so planning may begin.

Elections for half the Board (even-numbered areas) will be held soon, so please submit your nominations to the committee via Carl Anderson. March 31, 1997, is the deadline for this. This is a very important part of our democratic process, so please add your voice.

Until next time, happy and safe motorcarring!

"Boomer King" Contest Deadline Extended to May 1

The deadline for entries in the "Boomer King" contest has been extended to May 1st. Winners will be announced in the May/June issue of *The Setoff*.

Please consult the November/December 1996 *Setoff* to participate in the contest, and direct your questions and/or entries to Dick Ray, 5 Hemlock Place, Randolph, NJ 97869.

Editor's Notes

By Deanna Baird

Well, it's another new year already. I hope it will be a good and safe one for you.

We took our motorcar out on January 1st for our first run of the year, sort of a tradition we like to keep. It was ver-r-ry cold. But no snow. And I couldn't help but think of the many other motorcars that were probably running on tracks all across the country at the same time as us. Don Piercy in Washington state later sent me the following note:

"NW Railcar had a fun New Year's Day run on the Tacoma Eastern RR (former Milwaukee) from Frederickson to Chehalis, WA, and return, for a total of 88 miles. We got underway at 6:59 a.m. (!) that cold and wet morning in order to try to be the first NARCOA run in the country in the new year. It's become a NW Railcar tradition to do a different New Year's Day run each year. MOW had one that day and we assume the fellow members in the east with three other time zones had one too. Great way to beat the TV football game blues! We had 13 cars, crossed two active diamonds (BNSF and UP) within 30 feet of each other, braved severe flooding and cut downed trees from the right-of-way, crossed the old Northern Pacific right-of-way, and received accolades from the Railroad for a well organized and safe meet."

I liked Don's note. Imagine, people in Washington state were thinking of other people riding the rails just like I was while I was riding on the east coast!

One of the things I like about NARCOA and attending meets across different states is the people I meet and get to see often over the years. And in my capacity as newsletter editor I get to "converse" with many more NARCOA members via e-mail and letters and occasional phone calls. I appreciate the personal notes I often receive sent along with *Setoff* contributions. I'm sorry I can't personally answer each of them for lack of time, but it makes me appreciate even more the motorcar community and the role we all play in making NARCOA a stronger and more useful organization. Everyone has a contribution to make, whether it's a suggestion for engine maintenance, a report of a motorcar meet that you attended, or a letter to the editor. We all learn from each other.

Thank you for your contributions to *The Setoff* over the past year; I know it takes time and effort to put your information together and send it to me for publication.

Thank you also to Bob Schuknecht and Ernie Jeschke in Michigan for organizing and assembling the 1997 NARCOA calendar, and to Mike Paul in Wisconsin and Gene Tucker in Virginia for helping to proofread *The Setoff*.

Have a safe and successful motorcar operating season this year—and keep in touch.

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



Excursions

Members who have organized excursions are encouraged to advertise those events here. 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 an excursion 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. Events uninsured by NARCOA are not necessarily endorsed by NARCOA and are listed for informational purposes only.

HOOSIER RAILCARS:

June 1997: The planned June excursion on the Algoma Central Railroad has met its 35-car limit as of January 3, 1997. Thank you to everyone who wrote for information. A second excursion is being planned by Mark Arnold, 6345 335th St., Stacy, MN 55079. (See announcement under "North Central Railcars.") Hoosier Railcars is planning several other meets in Indiana and Kentucky for 1997. If you would like to be on our mailing list, send \$5.00 to Stan Conyer, 9333 St. Rd. 46, W. Columbus, IN 47201.

OHIO RAILCARS:

May 17: Flats Industrial Railroad, Cleveland, OH. Four-mile-long industrial line. Former Big Four, Cleveland Union Terminal operating over working drawbridge. We'll do the line twice. NARCOA rules and insurance required. Fee is \$27.00.

May 25 and 27: Ohio Central System with banquet on the 24th. Operating on the former NKP & PRR out of Sugarcreek, OH, 112 miles Sunday, 37 miles Monday in Ohio's Amish country with lots of additional attractions including Ohio Central's Steam excursion. NARCOA rules and insurance required. Fee is \$75.00.

For details on either of the above events, send LSASE to: Ohio Railcars, 10059 Aldridge Dr., Columbia Station, OH 44028, or e-mail WM340@aol.com.

MOTORCAR OPERATORS WEST:

May 23, 24 and 25: Northwestern Pacific Railroad, Willits, CA, to Eureka to Arcata and return. Please send two large SASEs (two stamps each) with \$175.00 made payable to Motorcar Operators West to Denny S. Anspach, Attn.: MOW, 920 29th Street, Sacramento, CA 95816, before April 25th. No phone calls, please. Limited registration. Join us on this most classic of great motorcar tours. NARCOA insurance and MOW license (or recognized equivalent) required.

NORTH CENTRAL RAILCARS, LTD.:

May 17: NCR proudly announces the first-ever public motorcar excursion on Wisconsin & Southern Railroad. The 94-mile round trip will cover the Oshkosh-Markesan-Waupun trackage. Cost is \$46.00 per motorcar, and there is a 25-car limit. NARCOA insurance is required, and motorcars must have automatic brake lights. NARCOA rules apply. Since this excursion is expected to sell out, it is advised that you register before you get your 1997 insurance. To register, send a check payable to North Central Railcars to: WSOR-1997, North Central Railcars, 1780 Maricopa Drive, Oshkosh, WI 54904-8234.

July 12 and 13: The first-ever combined Wisconsin Central/Lake Superior & Ishpeming motorcar trip in Michigan's beautiful Upper Peninsula will run over the WC's Negaunee-Munising line on Saturday, and LS&I's Negaunee-Marquette-Empire Mine trackage on Sunday. The Saturday trip may never see motorcar wheels after July 12, as this stretch of track is scheduled for abandonment with WC's purchase of the ex-UP (nee CNW) 'Ore Lines'. NARCOA insurance is required, and automatic brake lights are required. NARCOA rules apply. Cost of this two-railroad trip is \$146/motorcar. Make check payable to North Central Railcars and mail to: WC/LS&I '97, North Central Railcars, 1780 Maricopa Drive, Oshkosh, WI 54904-8234.

August 16 and 17: NCR is planning a two-day motorcar excursion on Algoma Central Railway between Sault Ste. Marie, Ontario, and Wawa, Ontario, plus a side trip to Michipicoten Harbor (pending train movements), covering over 350 rail miles. Cost will be approximately \$195.00 per motorcar, plus meals and lodging. Motorcars must have automatic brake lights and operators must have NARCOA insurance. NARCOA rules apply. For detailed information and to register, contact North Central Railcars, c/o Mark Arnold, 6345 335th St., Stacy, MN 55079.

September 27 and 28: Wisconsin Central Fall Colors Tour. On Saturday, we will run Ashland to White Pine Mine and return. This is the WC line that was featured in a recent issue of Pacific Rail News, and it is a line whose future is cloudy at best, as the White Pine Mine

has closed, and is the only customer on-line. On Sunday, we will run Ashland to Park Falls and return, the most scenic portion of the Prentice-Ashland subdivision. NARCOA insurance is required, and automatic brake lights are required. NARCOA rules apply. Cost is \$161 per motorcar for this spectacular Fall trip in northern Wisconsin. Make check payable to North Central Railcars and mail to: WC Fall Colors Tour, North Central Railcars, 1780 Maricopa Drive, Oshkosh, WI 54904-8234.

SOUTH EASTERN RAILCAR OPERATORS, INC.:

April 18, 19 and 20: South Eastern Railcar Operators will host a three-day excursion on the Florida Central Railroad starting at Wooten Park in Tavares at 5:00 p.m. on Friday and 8:00 a.m. on Saturday and Sunday, 120 miles total. We will be eating out Friday and Saturday using our motorcars for transportation. Sunday morning we will go to Mt. Dora where we will stop for coffee and donuts on the porch of the Lake Side Inn. NARCOA insurance and rules will be in effect. No confirmation from Florida Central on cost, probably \$50.00. Advanced registration requested. Contact Jack Whitt, 1018 West Dixie Avenue, Leesburg, FL 34748, phone (352) 324-3868 evenings.

WILDERNESS TOURS:

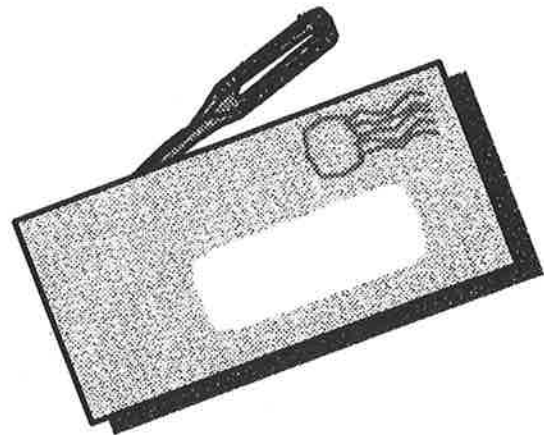
June 14, 15 and 16 or June 20, 21 and 22: Tour the southern portion of British Columbia on BC Rails Ltd. Experience British Columbia's spectacular Sea to Sky country as we explore the diverse beauty of this area including alpine meadows, arid canyons, white-capped mountains, winding rivers, glacial lakes, and majestic waterfalls. We'll also have the excitement of dodging numerous trains, Budd cars, and helper engines on this very busy section of the railroad. Relax at a picnic beside a lovely glacial lake, enjoy a barbecue high atop a mountain, and join us on several short hikes from our motorcars to see some spectacular attractions. Choose one of the two weekends for the trip of a lifetime! Cost is \$675.00 for two people in one motorcar, with an additional \$100.00 per person over two people. This includes the cost of the railroad, twonights' lodging in Lillooet, a picnic at Kelly Lake and transportation where necessary. No refunds will be made after May 15, 1997, except for cancellation of the trip by BC Rails. Age limit is 16, with a 15-car limit. NARCOA rules apply and insurance is required. No trailers will be permitted. For information or to register, write to Wilderness Tours, Box 25, Cottage Grove, WI 53527.

May 17: Lycoming Valley Railroad, Williamsport, PA. Eighty-mile round trip on former New York Central and Reading Railroads. Recently purchased from Conrail by SEDA COG Rail Authority. Trip may include tour of

Jersey Shore Steel where used rails are remanufactured into other products. Arrangements not complete at this time. Hard hats, eye protection and hard-soled shoes will be required for tour of steel mill. NARCOA rules apply; NARCOA insurance required. Send check for \$35.00 to Larry Maynard, RR1, Box 351, New Columbia, PA 17856, or phone (717) 538-9050. Details sent upon payment.

May 17 and 18: Annual Oil Creek and Titusville Spring Motorcar Excursion. Ride the valley that changed the world! Friday evening run for early arrivals. Safety meeting and set on, 7:30 a.m. each day, Perry Street Station, Titusville, PA. No insurance required, \$10.00 per car. This is a work weekend; no train will be running. Bring saws, etc., for tree and brush work. For more information, call (412) 285-9614.

June 28 and 29: Relax after Algoma at the Southern Michigan Railroad, Clinton, MI. Cost is one year's membership, \$15.00. Ten miles on one of Michigan's oldest railroads (1836). Run as many times as you want. Call Eric Schwandt, (517) 451-2175.



***March 15, 1997, is the
due date for materials
for the next issue
of The Setoff.***



Letters to the Editor

We welcome letters from readers for printing in THE SETOFF. Published letters may be lightly edited for space considerations, etc., and may also include a reply from a NARCOA committee member if the subject warrants it. Send your letter to the SETOFF editor by the next issue's deadline.

To The Editor:

The meetings that were held to discuss the formation of a new national motorcar organization (which ultimately became a 'New NARCOA') were held in Chicago. The 'Windy City' was a natural place to gather, given that the people who came together for those meetings were scattered across the country, and Chicago is blessed with convenient airline service which made it relatively easy for those people to make cost-effective travel arrangements. The first meeting of the Board of Directors of 'New NARCOA' also took place in Chicago, as did the subsequent membership meeting.

In the spirit of making the annual meeting more accessible to NARCOA's members, it was suggested that the September 1996 meeting be located in a more centralized location, and Wichita, KS, was chosen. While that made geographical sense, Wichita is not renowned for convenient, inexpensive airline service and, understandably, the meeting was not well attended. As its closing act of business at the Wichita meeting, the Board asked for suggestions for the 1997 meeting location. Several cities were mentioned: Dallas, Chicago, and Washington, D.C., to name a few. Chicago again seemed to make sense for the reasons mentioned above. However, I would like to see the annual meeting 'moved around' to enable NARCOA's members near the chosen meeting sites to see the great strides being made by NARCOA's governing members. Even if the meeting was in a member's 'neighborhood' only once every five years, a heightened sense of belonging and ownership would likely result if that member could attend an annual membership meeting at five year intervals.

I realize that the 'neighborhood' has to be defined in terms of airline miles (or hours) for most people but, given the geographical dispersion of NARCOA's members, I don't see a better way. As a start, and seeing that the Midwest has been 'favored' by the annual membership meetings so far, I would like to propose that next year's meeting take place in the 'neighborhood' of the original NARCOA, that is, some place out east, such

as Washington, D.C., or Philadelphia, or some other place defined as having 'good, reasonably inexpensive air service'. And maybe the year after that, have the meeting in a southern location, perhaps Dallas. And the year after that, have the meeting in a western location, perhaps San Francisco, etc., etc.

NARCOA belongs to all its members, and all its members should have a reasonable opportunity to attend an annual membership meeting at some interval. If you agree, please write your Area NARCOA director and tell that person your opinion on the location of the annual membership meeting.

Do you favor moving the annual meeting 'around the country'? Or wouldn't you care if it's held in Chicago year after year. You do have a voice in this. After all, NARCOA is YOUR organization!

Mike Paul
Oshkosh, WI

Overheard in Ohio:

This railroad General Manager was shopping at the local flea market one day, and noticed a large booth full of really weird items such as he had never seen before. One item that caught his eye was a statue of a rat. Inquiring about the price, he learned that it was only \$20. "For another \$20 I'll tell you the unique story that goes with it," said the shopkeeper. "No, thanks," said the GM as he left with the statue, buffing the tarnish off on his sleeve. Within a block he noticed a small animal following him, and then it was joined by another. They were rats!

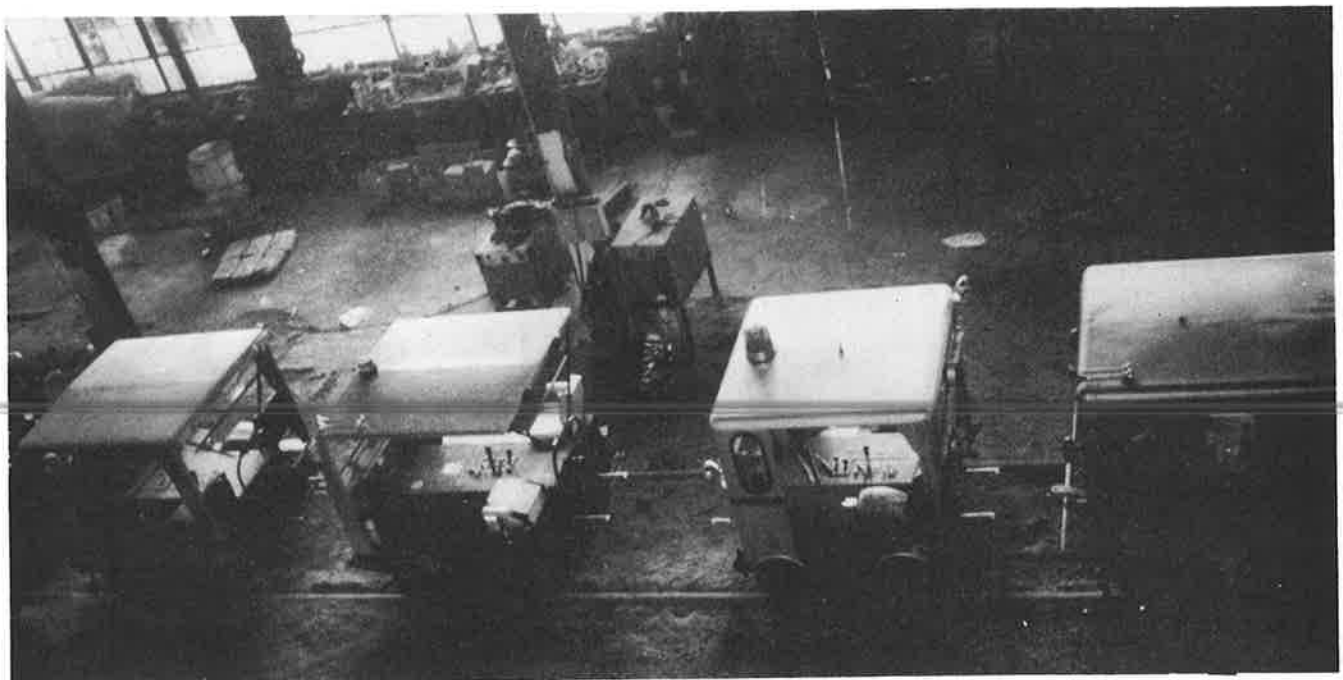
After another block, he was followed by a dozen rats, and others were climbing out of sewer grates. Being no dummy, he realized that they were following the statue and he set off at a trot toward the river, which was only a few blocks away. By the time he got there, thousands of rats were following him. Pausing at the edge in a panic, he threw the statue as far as he could out into the river and jumped out of the way. Sure enough, a horde of rats jumped into the river after the statue, and drowned as the current carried them away.

On the way back to the shop, the GM wiped his brow, waited for his pulse to abate, and reflected on the experience. "I see you're back for the \$20 story about the statue," said the storekeeper. "No," said the GM, "that's history. I came back to see if you have a statue of a motorcar."

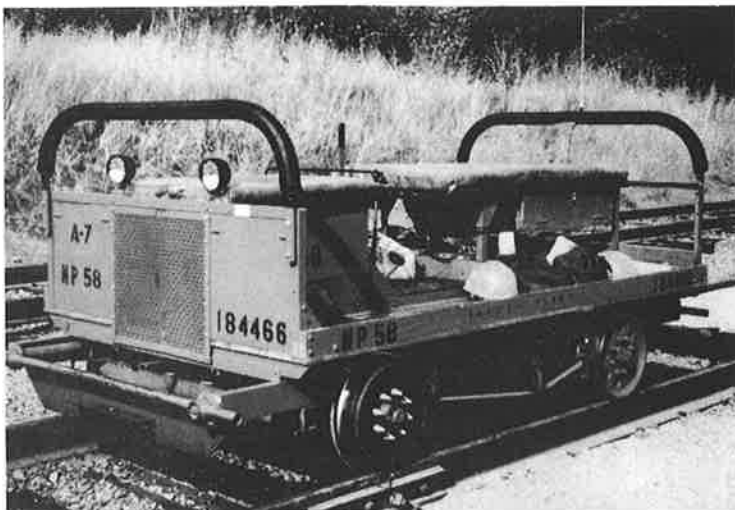


These photos were taken in the engine house at the Big South Fork Railroad in Stearns, Kentucky, one from the doorway, the other from the overhead crane. Another meet is being planned on the railroad for this year with a possible overnight stay in a restored coal mine town.

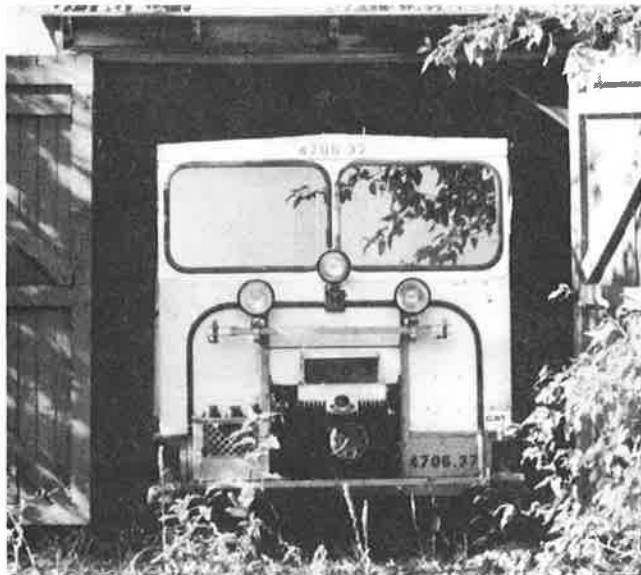
Photos by Jeremy Conyer



Bill Owen, of Los Altos Hills, CA, owns this 1947 Fairmont A7 gang car, NP 58. It was used to maintain the Bozeman Tunnel during the 1940s and 50s. Work crews called it the "Tunnel Rat". Previously owned and restored by George Baker of Belgrade, MT, the car is shown on a M.O.W. excursion on September 29, 1996, at the Niles Canyon Railroad in Sunol, CA.



Below, Paul Ratliff's ex-CN C-7 on October 26, 1996, at Willow Ranch on the NCO (Nevada California Oregon) branch of Great Western Railway. The line runs from Lakeview, OR, to Alturas, CA.



Above, Chris Thompson, of Mobile, AL, sent this photo of his ex-Clinchfield RR A6 gang car. It is pictured on the Georgia Central RR in February, 1996, in Pembroke, GA.

(Chris Thompson photo)



At left, motorcars after setting on using the Railtown 1897 turntable with a roundtable in the background. Motorcar Operators West organized the run from Jamestown to Oakdale, CA.

Below, Walt and Sue Matuch with their CNJ #189 Fairmont MT14-2-L at the state line marker between Delaware and Maryland on the April 20, 1996, NARCOA meet at Chesapeake Railway, Ridgely, MD.



Below, Dave Campbell's Woodings on the former PRR line at Mifflinburg, PA, on August 17, 1996, with John Gallagher talking to him at a rest stop in front of a Mennonite home with a windmill for water and power. The high tension power lines of Penn. Power and Light Co. are in the background.

Photo by George F. Remensnyder



Below, Rodney Tibbs strikes a pose by the motor-car of Dave Verzi at Congress Lake, OH, September 1, 1996, on the W&LE.

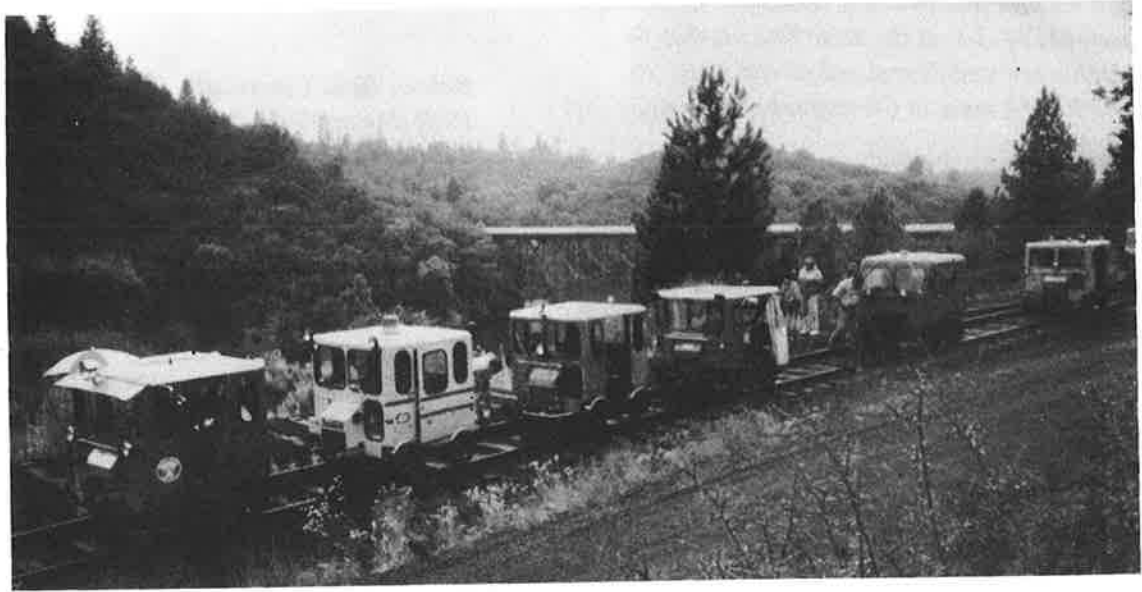
Photo by Dave Verzi



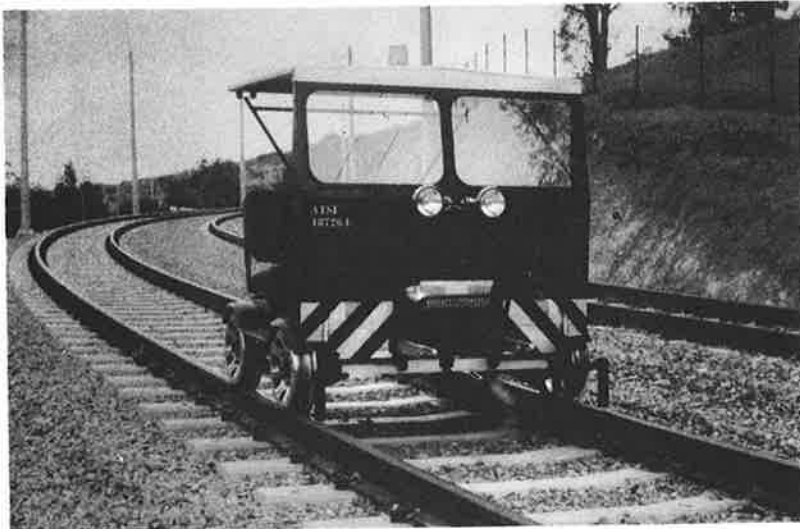
At right, Eric Schwandt's M19 on the Indiana Railroad in October 1996.

Eric Schwandt photo





Above, a rest stop at Lake Brittan on the McCloud Railroad in July 1996.



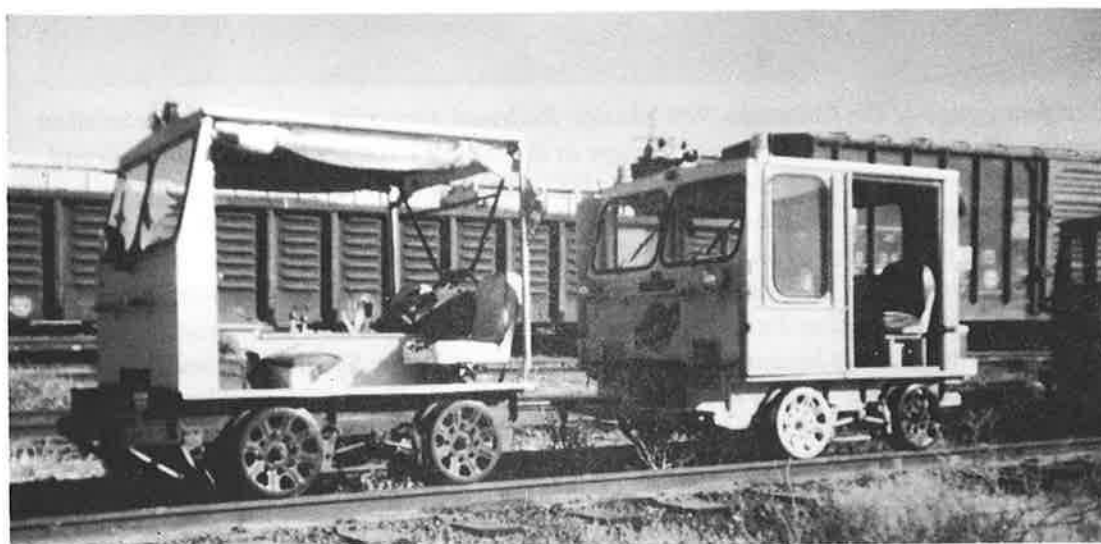
At left, motorcar under wire on San Diego Trolley East line at La Mesa, CA. Photo and owner, John Pattison, Garland, TX.

*At right, Bob Gold's restored N&W A5 at Raisin Centre, MI, at the Southern Michigan Railroad motorcar meet in September 1996.
Don Elliott photo*



Static motorcar display at the Macclesfield, NC, Fall Festival October 5, 1996. The rails may be gone, but the spirit remains. The velocipede belongs to the Winstead Railroad and Historical Museum, the M19 to Earl Barber and the S2 and A6 to Tom Stallings.

Tom Stallings photo

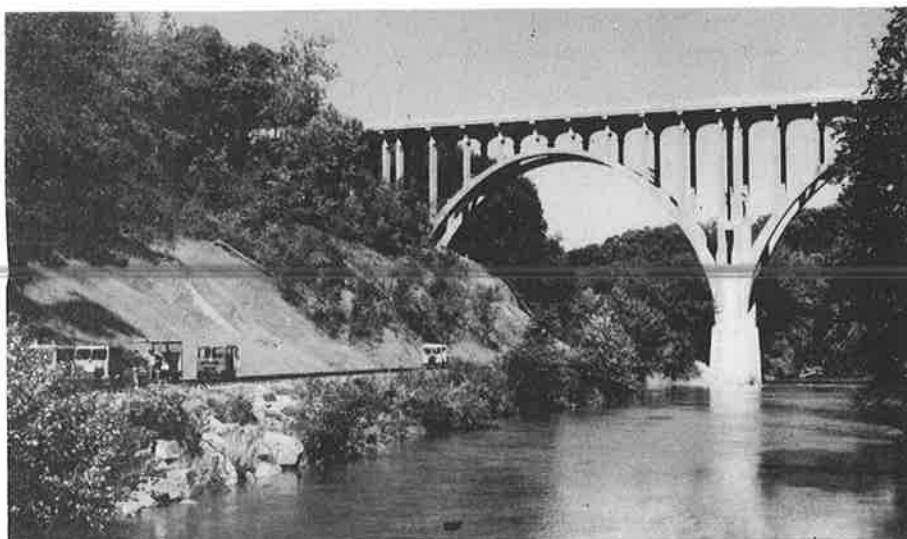


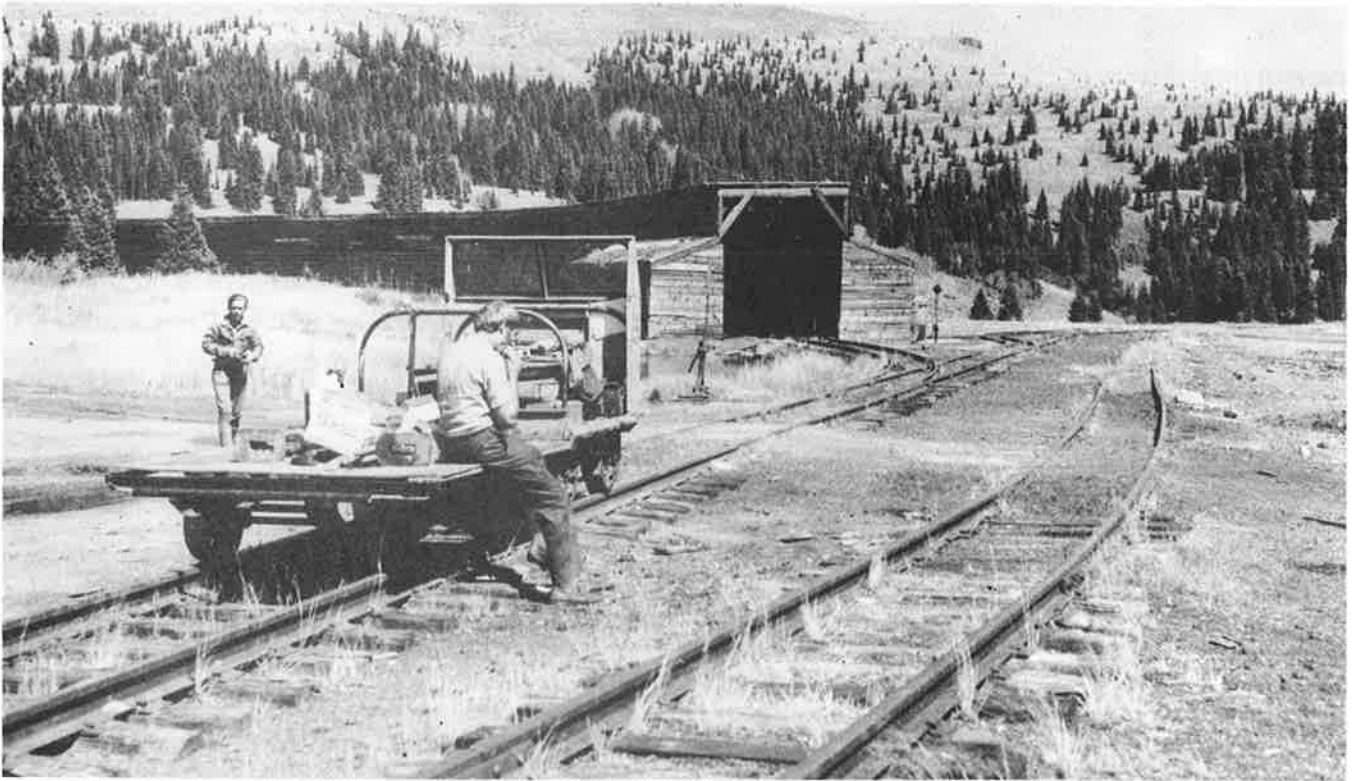
Above, motorcars of Dave Best (left) and Jerry Thompson at the end of the Chihuahua al Pacifico RR trip in October 1996.

Mark Eyestone photo

At right, the Rt. 82 bridge along the Cuyahoga River in Brecksville, OH. Taken on the September 1996 trip on the Cuyahoga Valley Scenic Railroad.

Thomas J. Kasper photo





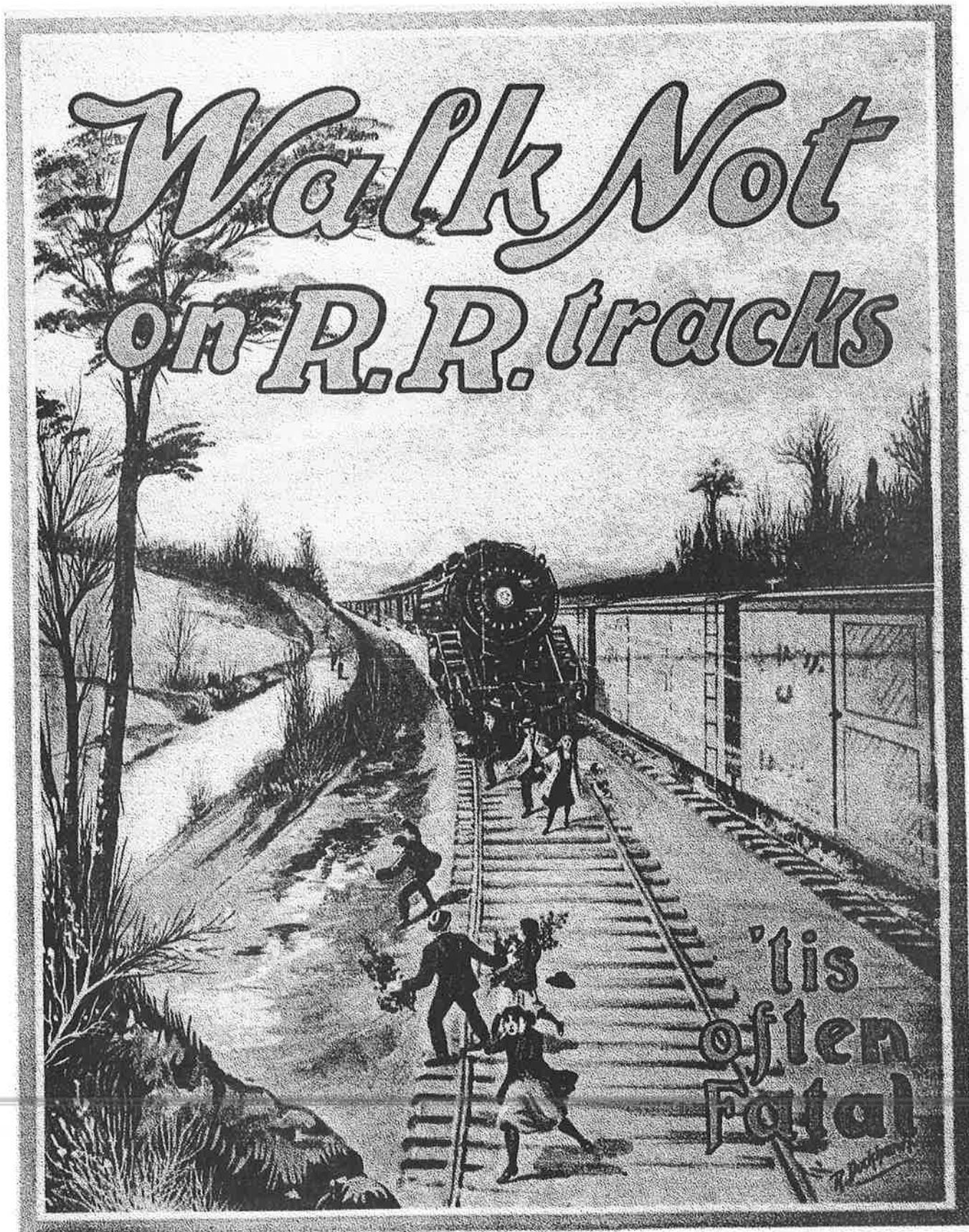
A lunch stop on the three-foot gauge of the Colorado-New Mexico Railroad Authority at 10,015-foot elevation at Cumbres Pass, Colorado. The snow shed still covered the wye at the time the states purchased the railroad from the D&RGW. Our volunteer work crew on September 23, 1970, was Berney Watts (walking), Rich Braden and myself, en route to help dig out Phantom Curve. I will never forget, while returning, how the car died on the flats east of Los Pinos and having to push it for miles at 9,300 feet elevation with the cold night approaching. If we only knew about fouled plugs and to drain the crank case. As the motor cooled, we got it started so we made it to the summit of Cumbres Pass and then only 14 miles of 4 percent downgrade remained in this great adventure. The railroad shortly became named the Cumbres & Toltec Scenic Railroad operated by a contractor called Scenic Railways, Inc. A new operator, George E. Bartholomew, who sold off Edaville, has just been picked to operate this 64-mile line.

Submitted by W. George Cook of Valatie, NY

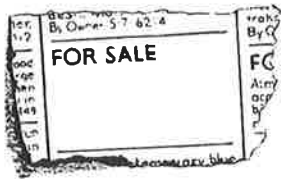


At left, John Waldvogel's MT14 #400 on the Texas State Railroad in Spring 1996.

John Waldvogel photo



17. Original about 1928 was 14 x 19 inches. Contributed by D. A. Gilbert of Roanoke, Virginia. Reprinted by Norfolk Southern Corporation, 1992.



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 MT19, 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: Complete set N.O.S. Fairmont flange brakes 69744K for M19 series, \$150.00. Contact Jeff Levengood, 2189 Oak Tree Dr., Dover, OH 44622; phone (330) 343-3407.

WANTED: The following parts for an M19: exhaust elbow, drive belt, rear pulley, idler pulley, rear center bearing and support, hood latches, six-volt generator, lever guide, fuel tank. Contact "Smitty" Patrick Smith, 45 Talia Ct., Sedona, AZ 86336; phone (520) 204-2337.

FOR SALE: Fairmont M9-F-1-35, ex-N&W 1008, steel cab with canvas roof, good wheels, ODB engine, runs good. Car is in good condition, unrestored as removed from service, \$1,500.00. Contact Jeff Fildes, 1132 Hickory St., Grafton, OH 44044; phone (216) 926-3838.

FOR SALE: Restored Fairmont A3 gang car, four-cylinder, water-cooled Waukesha engine, four-speed transmission, forward and reverse shuttle, lights, horn, etc., \$3,500.00. Contact Mike McElroy, 290 Van Arsdale, Haysville, KS 67060; phone (316) 524-7743.

FOR SALE: MT14, Canadian National body, boat seats, lights, new double chain, runs good, \$1,800.00 motorcar only, or \$2,000.00 includes two-year-old, custom-made tilt trailer. Contact Bob Johnston, 3810 Primrose Pl., Paducah, KY 42001; phone (502) 442-4032.

FOR SALE: Kalamazoo model 56 motorcar, cab, curtains, safety glass windows on front, rear and sides, spare wheels, with two-speed transmission and new B&S 18 hp electric start, Vanguard engine, runs great, \$2,200.00. Contact Arthur Brodrick, P.O. Box 2869, Setauket, NY 11733; phone (516) 941-4268.

FOR SALE: Fairmont M19 F series ex-CNW car, excursion ready, \$2,800.00 firm. Contact Bill Wilson, 22 Ramapo Valley Rd., Mahwah, NJ 07430; phone (201) 529-8279.

FOR SALE: MOTORCAR COLLECTION! M19-F-2 Central Vermont, extended cab, excellent condition, restored, \$2,800.00; M9-D-5 Seaboard Air Line open car, old-style steel and wood, unrestored, \$1,500.00; M9-G with cab, Illinois Central, partial restoration, \$2,200.00; MT14, Milwaukee Road, Tomah cab with heater, unrestored, running condition, \$2,500.00; A3-D-1 Washington & Old Dominion, mechanically sound, unrestored, \$950.00; Kalamazoo 27, B&O, mechanically sound, unrestored with extra rebuilt Hercules engine, \$950.00; heavy duty steel push car with wood box, \$400.00; roof for S2 or M14, \$100.00. Contact Chelsea Valley Short Line Company, 118 East Caroline Dr., Wappingers Falls, NY 12590; phone (914) 831-1170.

WANTED: Fairmont MT14 parts car, Looking for axles, brakes and other parts. What have you got? Contact Mert Williams, 1860 Nelson Lane SE, Rochester, MN 55904; phone (507) 289-1594.

FOR SALE: M19, ex-Erie car, restored, includes extra parts, \$2,000.00. Contact Clarence Brink, RD1, Box 101, Great Bend, PA 18821; phone (717) 879-2518.

FOR SALE: Fairmont M19, ex-CMSP&P, restored and ready to run, \$875.00; CMSP&P gang trailer completely restored, \$650.00; small push car, \$100.00; dwarf signal, two styles, \$100.00 each; Fairmont 16" wheels, used, \$55.00 each. Contact Joe Moth, 2645 N. Jackson Rd., Pecatonica, IL 61063; phone (815) 239-1383.

FOR SALE: N.O.S. parts: F3000 belts, \$50.00; 69441 RK exhaust elbow, \$20.00, two for \$35.00; 74022 RK carb body, \$35.00; 68256 RK-A rod, \$60.00. Used parts: F3157 L64 belt, \$20.00; F6574 L61 belt, \$20.00; F3645 L46 belt, \$20.00; T-9 trailer with eight 14" wheels, needs work, \$150.00; #58587 cab, \$250.00. Contact Dave Verzi, 10059 Aldridge Dr., Columbia Station, OH 44028; phone (216) 236-3374; e-mail WM340@aol.com.

FOR SALE: Milwaukee Road Tomah cab MT19-A-1. This CCKB-powered car ran perfectly on the 800-mile Copper Canyon tour in Mexico last year. Lift bars were moved up so you won't wrench your back moving this car around, \$2,500.00. Contact Mike Paul, (414) 233-9590 days, (414) 235-2607 evenings and weekends.

WANTED: Small crane that can be pulled by a MT14 with Onan engine. Also, two or three small maintenance flat cars. I need some small equipment to help me lay and maintain a short track loop I am constructing. Also, need scrap rail. Must be located in Florida, Georgia,

North Carolina area. Contact Tom Falicon (Rail Dawg), 1115 Old Coachman Road, Clearwater, FL 34625; phone (813) 447-7900, FAX (813) 796-3132.

FOR SALE: Four CPRR Woodings cars and parts, two- and four-man, gas engine and drive shaft power trains, distinctive fiberglass cabs. Take one or take them all. Transcontinental transportation available in June, \$1,700.00 and up. Contact NW Railcar, Washington state, phone (800) 869-7114, ext. 247.

FOR SALE: Two M9s, one open, one full cab. Both need restoration, \$900.00 each. Contact Eric Schwandt, 5472 Far Rd., Dundee, MI 48131; phone (517) 451-2175.

WANTED: Any information, parts, manuals or a parts source for Sylvester motorcars, especially model K-54. Contact Eric Schwandt, see ad above.

FOR SALE: M9-G, ex-Southern Rwy., restored and dry stored at present, \$2,000.00; ST2, ex-CSX car, needs paint to complete restoration, in dry storage, \$1,500.00; M19 parts car, OD-B engine, belt, rear pulley, etc., only missing cab, lift levers and tank, \$1,000.00. Parts: M19-AA coils, \$75.00; M9 belt, \$75.00; M9 or M19 hand cranks, \$75.00; A3 drive shaft (v-joint), \$50.00; Waukesha ICK starter, \$100.00; generator, \$100.00; L-P gas carb, \$50.00; carburetor, \$50.00. Contact Hugh Cain, 510 Austin St., Norfolk, VA 23503; phone (757) 588-6579.

FOR SALE: Reading Company Kalamazoo model 23-B with Hercules NXB two-cylinder engine. Frame and axles have been restored, needs engine overhaul and new wood, \$750.00. Contact John Hall, 2711 Pecksniff Road, Wilmington, DE 19808; phone (302) 995-0649.

FOR SALE: 1988 Chevy crew cab pickup hyrail, 350 v8, auto, ps, pb, 0307 rail gear, beacon, spotlight, two-way radio, nice shape, 88,000 miles. Contact Jeff Ciccone, 1216 Pleasure Ave., Ocean City, NJ 08226; phone (609) 399-0047.

FOR SALE: Brass train whistle with mounting hardware and 1/2" compression fitting. Also, polished brass control valve with custom brass handle, cable control kit with 10' push/pull control cable, 6.9 gallon air tank rated to 150 psi, 1/3 HP air compressor, 1/5 HP air compressor, air pressure gauge, valve stands. For brochures, send LSASE to Robert Young, R.W. Young Enterprises, 2831 Junipero Ave. #607, Signal Hill, CA 90806. Or phone (310) 426-5196, (800) 252-5196; FAX (310) 490-0316.

Farewell to Hand Cars!

Their Epitaph, "Account Closed," Is Written in Corporate Ledgers Without Lamentations.

THE time-honored maintenance of way hand car became "just another memory" the other day when our valuation engineers officially erased from their corporate ledgers the final entries pertaining to its existence on our railroad.

It may be that there are a few of the old time hand cars still around today; however, so far as is known to A. A. Miller, chief engineer, maintenance of way, and G. R. Westcott, assistant engineer in charge of road way machinery, none is now used to transport men and materials from tool houses to work.

At Jefferson City, one of the old timers remains. Shorn of half its "walking beam," it is used to trundle light supplies between station and roundhouse. A few years ago, at a Booster celebration at North Little Rock. It was highlighted by a race between two hand car crews. These cars have been scrapped.

Few if any section men will shed a tear on hearing the news of the hand car's official demise. It was at best a locomotive device characterized by waste of energy, lack of speed and non-productive work.

"The modern motor car," says Mr. Westcott, "is an outgrowth of a push car, which, as its name indicates, was first propelled along the track by men walking beside the car or by shoving poles against the ends of the track ties by the men who stood or sat upon the car.

"The next development was to equip the car with crank and gears—the crank being turned by two men," he continues. It might be possible, but hardly probable that some of our veterans can recall cars of this type for they were in use considerably longer than half a century

ago. This method was further improved by the installation of two pulleys—one on the crank shaft and the other on the axle of the car—the power being transmitted to the axle by a belt. This was in turn replaced by the walking beam and gear driven hand car, which enabled the entire crew to work at one time."

But, Mr. Westcott explains, the hand car was not without its drawbacks, chief of them being the fact that section crews

were all too frequently sapped of their best energies in getting to their work. It was, as he recalls, drudgery personified. The necessity of pumping a hand car with its load of men and tools home in the evening, often into the teeth of a blizzard or under the stinging rays of the evening sun, didn't help the men any.

In a good many instances, section foremen themselves started the mechanized ball rolling by purchasing engines out of their own pockets and installing

them on the hand cars. Very soon, however, motor cars became "standard issue" to all section crews.

Here, a motor car would be made from a hand car. There, a hand car would be scrapped. Somewhere else, a hand car would be stripped down for replacement parts for push cars. Finally, none were left in maintenance of way service.

However, the transition stretched over so many years and was effected in so many widely scattered locations that no precise record of the "passing out" was kept, with the result that there lingered on our ledgers time-yellowed notations concerning 759 hand cars. Their epitaph, designed to satisfy bookkeeping requirements, was written in a heavy blue pencil: "Account closed."



Gone-But Not Forgotten

The article reproduced above, which was sent in by Jim Dobbins, appeared in the December 1942 "Missouri Pacific Lines Magazine".

1996 Darwin Award Goes To Operator of "Flying Speeder"

Subject: Genetic Displacement, Darwin Award

Date: December 12, 1996

This guy was the 1996 winner of the Posthumous Darwin Award. It's an annual honor given to the person who did the gene pool the biggest favor by exterminating himself in the most extraordinarily stupid way. Last year's winner died when a coke machine crushed him while he was trying to get out a free soda by tipping the machine. And now for this year's winner . . .

A Santa Fe railroad engineer came upon a pile of smoldering metal embedded into the side of a cliff rising above the right-of-way at the apex of a curve. The wreckage resembled the site of a small airplane crash, but it was a speeder. The type of speeder was unidentifiable at the scene, but the lab finally figured out what it was and what had happened.

It seems this guy had somehow gotten hold of a JATO (Jet Assisted Take Off) unit, which is a solid fuel rocket that is used to give heavy military transport planes an extra "push" for taking off from a short airfield.

This genius, who liked to run fast, had driven his Fairmont M14 out into the desert and found a long straight stretch of track and set his motorcar on. Then he attached the JATO unit to his speeder, jumped in, got up some speed . . . and fired off the JATO!

The facts, as best could be determined, are that the operator of the Fairmont M14 hit the JATO ignition approximately 3.9 miles from the crash site. This was established by the prominently scorched ties and ballast at that location. The JATO, if operating properly, would have reached maximum thrust within five seconds, causing the M14 to reach speeds well in excess of 350 m.p.h. and continuing at full power for an additional 20 to 25 seconds.

The operator or, rather, pilot, most likely would have experienced G-forces usually reserved for dog-fighting F-14 jocks under full afterburners, basically causing him to become insignificant for the remainder of the event.

However, the speeder remained on the tangent track for about 2.5 miles (or about 15 to 20 seconds) before the operator applied and completely melted the brakes, then became airborne for an additional 1.4 miles and impacted the cliff face at a height of 125 feet above the road bed, leaving a blackened crater three feet in the rock.

Most of the operator's remains were not recoverable; however, small fragments of bone, teeth and hair were extracted from the crater, fingernail and bone shreds were removed from a piece of debris believed to be a portion of the brake lever.

The gene pool is at least a little better off . . .

(Editor's Note: Lest you might be tempted to believe everything you read, we must affirm that the above was just a little motorcar humor supplied by Robert Hixenbaugh of Cuyahoga Falls, Ohio.)

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