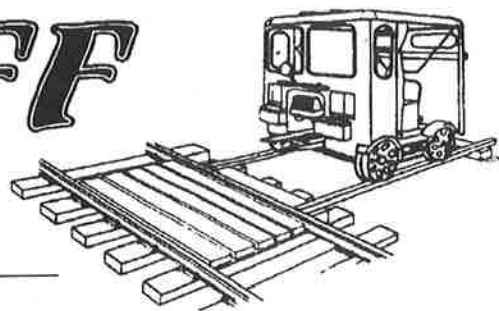


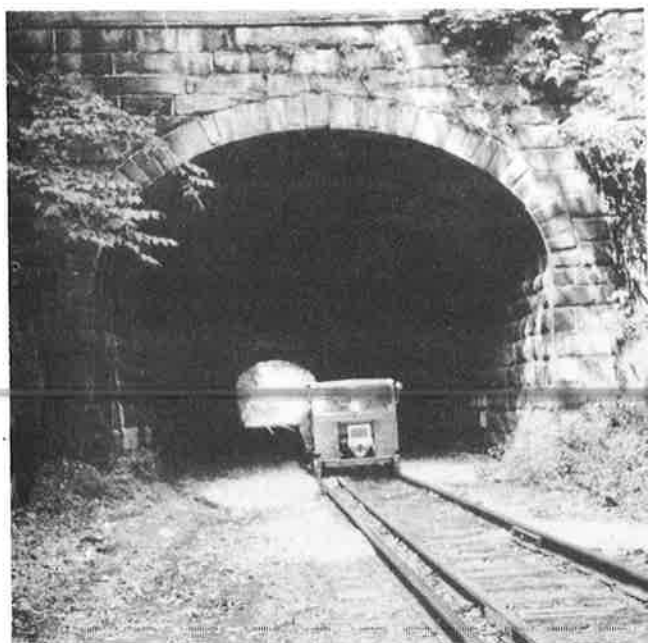
THE SETOFF

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

July/August 1997



Above, speeder drivers take a break in Woodstown, NJ, on the Salem-Swedeseboro excursion in June.



At left, Dean Grote's ST-2 emerges from the Howard Tunnel on the Northern Central Railroad during a recent excursion.

Photos by Gary Shrey

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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. Letters to the editor of THE SETOFF will not be published unless they are signed and a phone number is indicated. This is necessary to permit the SETOFF editor to authenticate that a letter is written by the person signing it. However, the letter writer can request that his/her name not appear in THE SETOFF, and "Name withheld upon request" would appear in such instances. Send your letter to the SETOFF editor by the next issue's deadline.

To the Editor:

I am writing concerning a few things. First of all, a recent writer wrote about the negative effects of strobe lights. I have clear 2,000,000 candle power strobes on both of my M19s, and a three-reflector rotary beacon on my MT14. I put them there because not only do I want people at grade crossings to see me, but I also want those operators behind me to see me at a distance to where the visual image of my motorcar fades into the haze of a summer day or in foggy conditions. If a person is blinded by such devices, they should do what they would do driving their truck at night on a two-lane highway, don't look at the light!

On the railroad, locomotives have strobes and rotary beacons and they are left on at all times. State and county highway vehicles have their strobes on constantly. Anything that can draw attention to the fact that you are there on the railroad is an asset to safety and not a detriment!

And now I would like to voice my concern about the many newcomers to this hobby not having adequate knowledge about railroads. This hobby was originally designed for active railroaders (those employed by the railroad), retired or former railroaders, and die hard railfans like myself who would drive down "Old 30" at Paxton, Nebraska, trying to chase the last EMD DDA40X halfway to the Wyoming border with a 4x4 diesel Scout II! One wouldn't drive a car without learning what the highway is about, neither should one run on the railroad without learning what a railroad is and how it operates.

What I am really writing about is politeness con-

cerning one's attitude toward railroad officials. The railroad is first a business. They are in the business of selling transportation. They are not in the entertainment business. They are not an amusement park. Contrary to popular belief, the vast majority of them (over 350 companies) are not Conrail and Amtrak and are not insolvent companies on the verge of bankruptcy. They are instead private companies owned by stockholders. And it is by their generosity and good will that they let us on their property, let alone run our track cars. They don't have to do either one. When one is on their property, one must abide by their rules whether or not one likes it.

If we are not to end up with a \$2,000 yard ornament, we must treat the railroads with respect. I was told by a friend that recently a run was cancelled because someone called up a railroad official and mouthed off about something he didn't like. The official cancelled the run and said, "That's it. No more runs." This is no way to make friends in the railroad industry! If you don't like the railroad's rules, or the way it is run, don't go on the trip. Remember, it is their railroad and they don't even have to let you set foot on their property. I hope that the officials in this unfortunate incident will look at this as one bad apple out of a boxcar load and resume our excursions.

Dave Stroebe
Muskegon, MI

Directors' Meeting Set for Chicago

The next NARCOA Board of Directors' meeting will be held September 5, 6 and 7 at the Ramada Hotel O'Hare, located at 6600 North Mannheim Road in Rosemont, IL. This is about a half mile north of O'Hare airport. To get there, take I90/94 to the O'Hare exit, then take the North Mannheim Road exit. The hotel is right after the toll booth. The hotel also has 15-minute shuttle service to and from the airport if you will be flying in.

The NARCOA room rate is \$89.00 with a 12 percent room and sales tax. To make reservations, call (847) 827-5131, extension 3731. Scott is our representative.

**Please submit materials
for the next issue of
THE SETOFF
by September 15, 1997.**

From the President

By Ron Zammit

First, I'd like to thank those of you who took time to write or e-mail me on the Annual Report. Your comments were appreciated. As to the letter I included in the last mailing, I'd like to add the following comments. In regards to the brake light issue, some people have suggested I mention the following: regardless of the stop indicator (lights and/or flag), it is the responsibility of the following operator to safely stop without touching the car in front. On the gas can issue: excursion operators should try to place gas stops in the run, and operators should be discouraged from bringing extra gas. Empty cans should be encouraged for on-the-run gas stops. Actually, when you think about it, there're very few excursions which need the extra gas. Those excursions could use a trailer, or Hy-rail at the end for full gas cans. Let's work at this a bit and avoid a tragic accident.

In other news, the state of TN had been inadvertently left off the masthead recently and some from that state requested a move in Areas. I ran a poll in TN and the vote was in favor of keeping the state where it is, Area 4. The most recent election, for Directors of even numbered areas, was run with TN in Area 4. (Results of the Board election, from Carl Anderson, are included in this issue of *THE SETOFF*.)

The next Board meeting will be in Chicago, September 5, 6, and 7. The Board will meet on the night of the 5th, and all day the 6th. The evening of the 6th, we will have a special event hosted by Mike Mitzel. Additionally, Mike will host an excursion just south of Chicago on the 7th (please see the listing of excursions for details). For details of the Chicago accommodations, please see the announcement by Hank Brown in this issue.

The agenda for this meeting is light compared to previous years. The major task is affiliation; how do we formally associate the locals with the national. The only clear way is to have the locals each incorporate, and NARCOA make such a local an affiliate. The Board realizes some locals are too small to incorporate, so some provision must be made for those. The most likely solution is a corporation NARCOA sets up to take in the locals which cannot incorporate on their own. No one on the Board wishes to "hurt" a local, so I am sure some equitable solution will be worked out. If you wish to add something to the agenda, please contact your Director or me. If you wish a copy of the agenda, please send me a LSASE before Aug. 15th. I'll be mailing them out at that time.

I hope to see you in Chicago. Until then, keep your wheels shined and plugs unfouled.

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 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. Please address all subscription inquiries to Joel Williams at the above address.

Visit NARCOA's site on the World Wide Web. The address is:
<http://www.calpoly.edu/~rzammit/narcoa>



Excursions

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

PLEASE NOTE: Advertisement of 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.

FIRST IOWA DIVISION:

For further information on the rides listed, contact Carl Schneider at (515) 967-5181.

August 29: Dakota Southern Railroad. Friday night, we will ride this line from Chamberlain west to Reliance or further, depending on time. Set on at 4:00 p.m., 30 miles round trip. Cost is \$10.00 per car. NARCOA insurance required.

August 30: Black Hills Central Railroad. Ride this scenic line from Hill City to Keystone, SD, near Mt. Rushmore. Set on at 5:00 p.m. We will run the nine-mile-long run twice, hopefully. Come early and ride the steam train. Steep grades of 5 to 6 percent. Cost is \$20.00 per car. Proceeds from this ride will go towards the restoration of the railroad's depot. NARCOA insurance required.

August 31: Nebkota Railroad. Gordon, Nebraska, is the set on for a ride on this former piece of the CNW Cowboy Line. We will ride from Gordon to Chadron in the morning with set on at 10:00 a.m. In the afternoon, we will make the run from Gordon to Merriman and return. Total travel for the day is 160 miles. Cost is \$30.00 per car. NARCOA insurance required.

September 14: Appanoose County Railroad. This popular ride from Centerville to Albia, IA, will be held

again in conjunction with a barbecue at the Moravia depot. The ride is 30 miles each way, with set on at 7:00 a.m. near the water tower and departure at 8:30 a.m. Cost is the ride is \$30.00 per car and the cost of the barbecue is \$5.00 per person of which the First Iowa Division will pay \$3.00. Come for a great ride and a gut-busting meal! NARCOA insurance required.

September 27: Chillicothe Brunswick Rail Authority. Join us in Chillicothe, MO, for a beautiful ride through two game preserves. The line is 40 miles long, for a grand total of 80 miles. There will be a sandwich stop in Sumner for some of the best sandwiches in Missouri. Set on at 6:30 a.m. with an 8:00 a.m. departure. Cost is \$30.00 per car. Proceeds go towards restoration of the Chillicothe depot. NARCOA insurance required.

October 11: Ft. Leonard Wood Army Base. This is a great ride with lots of beautiful scenery that connects the army base with the Burlington Northern Santa Fe. The line is 20 miles long and we will ride the line two or three times. Set on for the first ride will be at noon with a 1:00 p.m. departure. Cost is \$30.00 per car. NARCOA insurance required.

October 25: Boone & Scenic Valley Railroad. Join us for our annual Halloween ride and cook out after our night run. We will ride the line three times, working around the tourist train. Set on at 9:00 a.m. with a 10:30 a.m. departure ahead of the train. NARCOA insurance is not required, but Boone membership is required. Cost is \$10.00 per car.

HEART OF THE HEARTLANDS:

September 21: South Kansas & Oklahoma Railroad, Independence, KS, to Ochelata, OK. No insurance required. Must be a Heart of the Heartlands member. Contact John Spahn, Rt. #1, Box 73, Weir, KS 66781; phone (316) 396-8594.

October 12: Kansas Eastern and Southeast Kansas Railroads, Carona to Oswego, KS. No insurance required. Must be a Heart of the Heartlands member. Contact John Spahn at the address above.

November 2: South Kansas & Oklahoma Railroad, Fredonia, KS, west (no specific destination at this time). No insurance required. Must be a Heart of the Heartlands member. Contact John Spahn at the address above.

ILLINOIS DIVISION:

For details on any of the runs listed below, contact the Illinois Division, P.O. Box 79, Waterman, IL 60556, or call Mike Mitzel at (815) 264-7979 or Carl Anderson at (847) 882-5329. Please register early with a call-back number so you can be contacted in case of plan changes.

September 7: Kankakee, Beaverville & Southern. The run last year was so successful, they invited us back. Meet will start in Sheldon, IL, and run to Otterbein, IN, then return, approximately 37 miles one way. NARCOA insurance required; 20-car limit.

September 14: Tuscola and Saginaw Bay Railroad, Cadillac to Kalaska, 80 miles round trip. This excursion has been moved back one week from the data given in the last *SETOFF*. There are still a couple of places left. Cost is \$45.00 and NARCOA insurance is required. Call Jeremy Winkworth at (616) 388-5058.

October 25: Silver Creek & Stephenson Railroad. Located just south of Freeport, IL, this is the second annual meet on all that remains of Milwaukee Road's southwestern line. The run is four miles round trip, and we will be making several runs, including ones with their steam train. We will also ride the steam train. Set on at SC&S engine house at the intersection of Lamm and Walnut Roads at 9:00 a.m. with the first run at 10:00 a.m. Cost is Stephenson County Antique Engine Club membership (\$15.00). Come and stay for Sunday's Byron Branch meet. NARCOA insurance not required for this event. For more information, please contact Roger Miller, 5942 Rt. 26 N., Freeport, IL 61032; phone (815) 563-4787.

October 26: Sixth annual Commonwealth Edison, Byron Branch Fall run. Fourteen miles round trip with large bridge over the Rock River. We will make several trips. NARCOA insurance required.

MISSISSIPPI VALLEY DIVISION:

September 13: Badger Army Ammunition Plant. The plant is located along U.S. Highway 12 midway between Sauk City and Baraboo, WI, covering some 7,400 acres of the scenic Wisconsin River Valley adjacent to Devils Lake State Park. We will cover approximately 40 miles of track round trip. Set on in the morning and depart at 11:00 a.m. with a return to the starting point before 5:00 p.m. Cost is \$20.00 per car with a 25-car limit. Registrations must be received by August 30th. NARCOA insurance required and NARCOA rules will be in effect. No smoking materials are allowed within plant limits and each car must carry a fire extinguisher. Send \$20.00 for registration to Craig Bluschke, 10916 Spring Creek Road, Blue Mounds, WI 53517; phone (608) 437-4419.

GREAT SMOKY MOUNTAINS RAILWAY:

Scheduled runs for 1997. All cars MUST be in good working order; 30-car limit each run. NARCOA rules and insurance will be in effect. For details, call Charlie Davidson, (423) 745-2331, or Randall Dyer, (423) 475-9539.

September 6: Full line run beginning in Bryson City.

January 1, 1998: End of year run, double-ended, beginning in Bryson City and Andrews, with a meet at Nantahala.

MOTORCAR OPERATORS WEST:

For each of these runs, NARCOA insurance, spark arrestors and MOW license procedures are required.

August 30 and 31: Willamette and Pacific Railroad. We will run the Toledo branch, 124 miles round trip, and the West Side lines to Willamina, 60 miles round trip, both from Corvallis, Oregon. Gorgeous Oregon mountain and farmlands scenery. Cost is \$130.00. Send two LSASEs to Denny S. Anspach, 920 29th St., Sacramento, CA 95816, Attn.: MOW. No phone calls, please.

September 22 to 27: MOW Pacific Northwest Motorcar Tour 1997. Monday, Tuesday, and Wednesday, Cascade & Columbia River RR, Wenatchee, WA. Run from Oroville, WA, and return, 260 miles. Overnight in Omak, WA, two nights. Thursday, drive from Wenatchee, WA, to Banks, OR. Friday and Saturday, Port of Tillamook Bay RR, Banks to Tillamook, OR, and return, 170 miles. Overnight in Tillamook. Ten-year-old age limit. Contact Chris Baldo, P.O. Box 874, Willits, CA 95490; phone (707) 459-2600.

October 26: Niles Canyon Rwy., Niles, CA. Details later.

NORTH CENTRAL RAILCARS, LTD.:

Associate Membership in NCR is automatic if you have registered for and attended any NCR excursion. You will receive a copy of NCR's newsletter, Milepost 212, which is published irregularly. Those who are not Associate Members of NCR can receive the newsletter for \$5.00 per year. To subscribe, mail a check to: North Central Railcars, Newsletter Subscriptions, 1780 Maricopa Drive, Oshkosh, WI 54904-8234.

September 27: Lake Superior & Ishpeming Railroad. Enjoy the spectacular fall colors of Michigan's Upper Peninsula from the vantage point of this iron ore hauling railroad. We will ride 80 miles round trip, covering the line from Marquette to Republic Mine, with the possible added bonus of motoring onto the ore dock at Lake Superior. Due to record tonnage being handled by LS&I this summer, this excursion is limited to 25 motorcars to minimize stretchout. NARCOA rule book number four is in effect, and NARCOA insurance is required. All cars must have automatic brake lights. To apply for registration, send a check in the amount of \$46.00 to: LS&I Fall Colors, North Central Railcars, 884 Golf Vu Drive, Fond du Lac, WI 54935.

(Continued on next page)



Excursions

(Continued from previous page)

OHIO VALLEY RAILCARS:

For information on a particular excursion, send LSASE to Ohio Valley Railcars, 10059 Aldridge Dr., Columbia Station, OH 44028-9639 or e-mail WM340@aol.com. Membership in OVR is available for \$5.00 annually, which will provide you with all OVR mailings and privileges. NARCOA insurance and OVR operation policy in effect on all excursions.

August 31: Wheeling & Lake Erie Rwy., Brewster, OH, to Hartland, OH, 128 miles round trip. This is the Wheeling mainline running west out of their home terminal and locomotive shop, featuring welded rail, CTC signaling and interlockings with the former AC&Y (now WL&E) at Spencer and Conrail (former Big Four) at Wellington. Schedule may be altered due to train movements, and cars and operators must be capable of safe and reliable operation at speeds of 30 m.p.h. Hard hats, safety shoes and eye protection required. Cost is \$65.00 with a 35-car limit.

September 27: Southwest Pennsylvania Railroad. Former PRR and B&O coal lines running from Greensburgh to Connellsville. Set on at Sony Yard near New Stanton. Stop at Youngwood, site of the first hump yard installation where there is also now a museum in the former PRR depot. A barbecue lunch will be available. Cost is \$48.00 with a 35-car limit.

October 18: Great Miami & Scioto RR. Former B&O St. Louis mainline beginning at Richmond Dale, OH, running to Jackson, then Oak Hill. Lunch stop at Jackson. Line features much welded rail, two tunnels and good fall colors. Run total is 106 miles. Cost is \$50.00.

WILDERNESS TOURS:

For information or to register for the following events, write to Wilderness Tours, Box 25, Cottage Grove, WI 53527, or call (608) 839-4939, or FAX (608) 839-5595. NARCOA rules apply and insurance is required for all runs.

August 30 and 31: Ontario Northland Railway. Ride the

Ontario Northland Railway main line from North Bay to Swastika and back to Engelhart, Ontario. We will stay overnight in Engelhart. Sunday morning we will return to North Bay. The cost of the trip is \$190.00 per motorcar and operator and \$10.00 for each additional person. The price includes the motel in Engelhart and transportation to and from the station and motel. NARCOA insurance and rules are required. Make checks payable to Wilderness Tours and mail to the address above.

September 1: Ottawa Valley Railroad. This will be the first time that NARCOA members will be able to ride the ex-Canadian Pacific line from North Bay to Stonecliff, Ontario. The Ottawa Valley Railroad just purchased this 300-plus mile railroad and has given us permission to ride on Labor Day. The price of this tour is \$100.00 per motorcar. Make checks payable to Wilderness Tours and mail to the address above.

EXCURSIONS SPONSORED BY OTHERS:

September 20 and 21: Cuyahoga Valley Motorcar Work/Run Meet. Work on Saturday at light track maintenance, brush clearing, or boxcar scraping and painting. Set on at 7:30 a.m. with departure at 8:30 a.m. Saturday, 8:00 a.m. Sunday. We will coordinate our run schedule with the train. Participants must join the C.V.S.R. (free). Cost is \$10.00 per car. For information, send LSASE to R.R. Hixenbaugh, P.O. Box 141, Cuyahoga Falls, OH 44221; phone (330) 923-0298.

October 11: Autumn Leaf Ride. Wellsboro & Corning Railroad in North Central Pennsylvania. Part welded rail on former New York Central, 70 miles round trip. NARCOA rules and insurance. Cost is \$35.00. Send check and LSASE to Larry Maynard, RR1 Box 351, New Columbia, PA 17856, or call (717) 538-9050 before 10:00 p.m.

October 17, 18 and 19: Georgia Northeastern Railroad. Fourth annual event on this very fine railroad. Meet at 5:30 p.m. for a safety meeting just south of Ball Ground, GA, then on to "Two Brothers Bar B Que" for supper, then a night run to Talking Rock and back to Ball Ground. Saturday, safety meeting at 7:30 a.m., then south to the Woodstock/Elizabeth area, back to Ball Ground, then north to Ellijay and back to Ball Ground. Sunday, Blue Ridge, GA, to McCaysville and back. NARCOA insurance required. NARCOA rules in effect, plus all operators must have a tow bar, hitch on both ends, fire extinguisher, and first aid kit. Zero breakdown rule in effect to keep clear of operating trains. Cost is \$45.00 for all three days. No refunds after October 1, 1997. Send LSASE to Bobby Moreman, 3520 Cold Spring Lane, Chamblee, GA 30341; phone (770) 457-6212.



Safety: Broken Axles

(Editor's Note: This article was originally submitted by Denny Anspach to the June 1997 Motorcar Operators West newsletter, the Lineup. It is being reprinted here with permission from the author.)

Submitted by Denny Anspach, MD

Rear axle breakage on Fairmont MT19 motorcars is an increasingly serious and well-known problem, both in MOW, and in the rest of the country. Some very serious research is being undertaken by MOW member Mike Paul and Bill Holdren in South Carolina to better understand the problem (and potential solutions).

The following Fairmont memo on this problem has been uncovered by Jim McKeel in Kansas indicating that it was a known problem as early as 1988. Note that since then, Fairmont has also produced a new high-alloy rear axle as a proposed "fix". There are reports that Fairmont will no longer respond to questions re: the axle breakage problems (liability issues?)

From: James D. McKeel

Gentlemen, I think I've stumbled on to the answer to our questions, courtesy of Fairmont! I came into possession of copies of a letter and a Service Data Sheet today that you will find of interest. The letter is from Fairmont Railway Motors, dated January 13, 1988. Text follows:

"Dear Sir:

"The enclosed Service Data Sheet #411 is to inform you of a severe wear condition that has come to light on the MT19 Motor Cars. As is stated in the service data sheet, there is a service group available which Fairmont recommends be applied to all MT19 Motor Cars in service.

"Under normal operating conditions and with proper maintenance, the center bearing and bearing support as well as the axle should remain intact for an adequate service life on the machine. It has come to light that during some severe operating conditions and under conditions of low maintenance the center bearing and bearing support bearing become worn thus allowing the drive axle to deflect to a point at which it fatigues and breaks. Because of this, Fairmont recommends that the center bearing, and bearing supports be checked periodically

and replaced as necessary as well as serviced adequately.

"This information is being supplied in a continuing effort by Fairmont to provide the best service possible for the units we manufacture. Thank you for your attention to this matter. Please let us know if we can be of any further service.

"Sincerely,

"FAIRMONT RAILWAY MOTORS DIVISION OF HARSCO CORPORATION. George A. Michaels
Technical Services Manager"

The Service Data Sheet that accompanied the letter reads as follows:

"DRIVE AXLE, CENTER BEARING AND BEARING SUPPORT MAINTENANCE CHECK FOR MT-19 SERIES A and B MOTOR CAR.

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

**"MAINTENANCE CHECK PROCEDURE
CAUTION: APPLY PARKING/SERVICE BRAKE TO PERFORM MAINTENANCE CHECK. FAILURE TO COMPLY COULD RESULT IN PERSONAL INJURY AND/OR PROPERTY DAMAGE.**

"1. Apply the parking/service brake.
"2. Remove the housing seat assembly (133463) to expose the drive axle, center bearing and bearing support.

"3. START the engine. Set the engine speed at approximately half throttle. WARNING: MAKE SURE ALL PERSONS ARE CLEAR OF THE MOTOR CAR BEFORE PERFORMING ANY OPERATING FUNCTIONS. FAILURE TO COMPLY COULD RESULT IN SEVERE PERSONAL INJURY.

"4. DEPRESS the clutch pedal.
"5. Place the forward/reverse shift lever in the FORWARD position.

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

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

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

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

"If the drive axle deflects more than 1/8 inch (3.2 mm) at the center bearing, the center bearing assembly (M34727A), bearing support assembly (46502) and/or

(Continued on Page 12)

Fourth Annual LS&I Excursion Held in July

By Jeremy Winkworth

Why do we keep coming back to the Lake Superior and Ishpeming Railroad (LS&I) every year? Because it's always a great experience, that's why. This was the fourth annual ride, with 29 motorcars and one hy-rail, all ably led by Al Freeman of the LS&I. We happened to hit a busy weekend, July 12th, and the shuttling of taconite pellets between the open-pit Tilden and Empire mines to the 1912-built concrete ore dock north of Marquette on Lake Superior was a non-stop activity.

After waiting for the departure of a train of 100 empty ore cars from West Yard, Marquette, we enjoyed a smooth 11-mile run up the hill to Eagle Mills, clear evidence of how well maintained the track is. After a stop at the locomotive and car maintenance facility at Eagle Mills, we motored through Diamond Junction onto a section of track shared with the Wisconsin Central (WC).

This line, built in the 50's, was once partly owned by the CN&W also, but the WC took over all ex-CN&W lines in Michigan during February of this year. It took us past the old mining town of Negaunee to Euclid Yard in Ishpeming, which is now the base for WC operations around Marquette. As such, the yard contained a wide variety of cars, quite an improvement on the late 1980's and early 90's, when it was usually quite empty. The previous WC base, ex-DSS&A's East Yard and a roundhouse a mile further west, are now rusty and abandoned awaiting development by the City of Marquette.

West of Ishpeming, we dove into the backwoods of the upper peninsula of Michigan. Quite remarkably, the only bugs around that I saw were large dragonflies (according to the locals, we were right between the no-see-'em season and the black-fly season, neither one of which is a pleasant experience).

At Humboldt Junction, 12 miles west of Ishpeming, we took the branch to Republic Mine. Track improvements on the branch were continuing. Ties were being replaced and new ballast laid. We passed a line of maintenance equipment assembled for these purposes. Surprisingly, the wye tracks to long disused Humboldt Mine were still connected.

Forty-two miles from Marquette, we stopped just outside of Republic Mine, turned the cars, then motored back to Humboldt for lunch at the Cross Cut Cafe, which serves excellent food at very reasonable prices!

During the return trip, we paused briefly in the yard at Eagle Mills, then cruised down the hill to Marquette. Most of the motorcars rode 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. Those who were on the ore dock on previous excursions may have noticed that the venerable water tank, used by steam locomotives many, many years ago, has finally been taken down and the sections of it were loaded on flat cars in West Yard.

We had quite a few members running on the LS&I for the first time and all the ones I spoke with were most impressed with the experience. Congratulations to Mike Paul for masterminding this well organized and increasingly popular excursion and a big thanks to Al Freeman of the LS&I for leading us yet again. Another excursion on the LS&I this year has been scheduled for September 27th and I highly recommend it!

1997 Election Results

By Carl Anderson, Elections Committee

The results of the 1997 election for directors of even-numbered areas have been completed. Only 94 votes were cast, about 25 percent of the ballots sent out. Here are the results:

Area 2	Joel Williams	82%
	Ronald Klinger*	18%
Area 4	Ed Taylor	49%
	Bill Holdren	49%
	Tom Johnson*	2%
Area 6	Mike Paul	79%
	Warren Chiesa	21%
Area 8	Jeff Robertson	83%
	Kerry Lauzon	17%
Area 10	Tom Norman	100%

*Write-in candidate.

There were a couple of firsts:

A tie on the last day in Area 4. The tie was broken by a conference call to the two candidates and the use of a coin to determine the winner, Ed Taylor. A few more votes could have prevented the tie.

Mike Paul sent out letters to everyone in Area 6 stating his qualifications and history, which seems to have paid off for him.

It was good to have so many people willing to run for the Board. It is a very important job, too, looking out for the future of our organization.

Odd-numbered Area nominations will be open in less than six months, on January 1, 1998.



At left, the Ohi-Rail Corp. wye at Hopedale, OH, where the tracks meet with those of the Wheeling and Lake Erie RR. Wyeing 31 cars for the return trip to Minerva, OH, on the April 26th Ohi-Rail meet.

Eric Schwandt photo



Above, Bob Schuknecht's GMC hy-rail pickup and the Southern Michigan Railroad's GE 44-ton center cab #75 (ex-Western Maryland 75), seen here in the Clinton yard, fall of 1996.

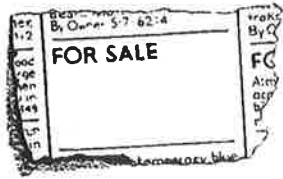
Photo by Bob Schuknecht



Below, the line-up at Republic Mine on the Lake Superior and Ishpeming Railroad in Michigan's Upper Peninsula, June 22, 1996.

Photo by Bob Schuknecht





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: Authentic lanterns. NARCOA has commissioned Star Headlight and Lantern to produce a limited run of Trainman's hand lanterns, model 292. They have a very bright halogen bulb and a conventional bulb. A standard six-volt lantern battery is required (not included). The body is yellow plastic with the NARCOA name, motorcar logo and "Safety First" imprinted. The lamps are an attractive, effective tool for night signalling and make great presentation items for our railroad hosts. Cost is \$29.00 each plus \$4.00 shipping for the first lantern, \$1.00 for each additional lantern per order. Make your check payable to NARCOA, and mail to NARCOA Lantern, 10059 Aldridge Dr., Columbia Station, OH 44028.

FOR SALE: Reading Company Kalamazoo 23-B with Hercules NXB engine. Partially restored, needs engine work and wood. New friction wheel and engine parts included, \$750.00. Contact John Hall, 2711 Pecksniff Road, Wilmington, DE 19808; phone (302) 995-0649.

FOR SALE: Union Pacific #2529 MT19-A-3, car number 253356 purchased on 6/18/84 by UP for \$9,085.00. Turntable, heater, great wheels, track inspection window, \$600.00 in new tinted glass, strong CCKB engine. NARCOA run ready, \$3,700.00. Contact Don Piercy, (360) 678-4488 evenings, (800) 869-7114, x247 days.

FOR SALE: Hy-rail truck, 1981 Chevrolet club cab, very good condition. Hy-rail gear rebuilt less than 2,000 miles ago. Bed liner, AM/FM radio, tow hitch, good tires, three-speed manual transmission. Former BN unit, presently in C&NW colors with door decals. Asking \$6,000.00. Contact Ralph at (414) 437-7623 days or (414) 692-9006 evenings, or e-mail bartj1@execpc.com.

FOR SALE: Sylvester 21-E motorcar. Runs good, very rare and fast. Also, M19s and M14s from the CPR, \$900.00 - \$1,200.00. Running ROCs complete, \$350.00 each. Contact Eric Schwandt, 5472 Far Rd., Dundee, MI 48131; phone (517) 451-2175 evenings.

WANTED: Fairmont A-5 or A-6 in good condition with strong four-cycle engine. Also, I'm always looking for small rail maintenance equipment, etc. Call Tom Falcon

(Rail Dawg) at (813) 447-7900, FAX (813) 796-3132 or (704) 488-8063.

FOR SALE: Small marker lights as used on the WP and other lines, made from original Pyle National molds. Wired for 12-volt operation. Ideal for motorcars, \$250.00 a pair with brackets for each. Include \$10.00 for shipping. Contact Glenn Beier, 6697 Long Ave., Placerville, CA 95667; phone (916) 622-9644.

FOR SALE: Ex-CN MT14 motorcar. Runs good. Two boat seats, new double link chain, lights, manifold heater, approved hitches on front and rear. Includes tow bar and Fairmont manual. Contact Bob Johnston, 3810 Primrose Place, Paducah, KY 42001; phone (502) 442-4032.

FOR SALE: MT19 parts car. No cab. Want \$450.00 or will trade for M19 same condition. Contact Jeff Leven-good, 2189 Oak Tree Drive, Dover, OH 44622.

WANTED: Two new Fairmont six-volt American Bosch wiper motors. Contact Dave Dumont, 757 Lick St., Groton, NY 13073; phone (607) 898-3300 days, (607) 898-3388 evenings.

FOR SALE OR TRADE: Fairmont-built truck, 1956 A32-A-1 Hy-rail pickup built by Fairmont for the U.S. Navy. Four-cylinder Hercules or Continental gas engine, four-wheel drive, no hy-rail gear. Last used as a monorail service vehicle. Motor, transmission and steering operational. Body is in fair shape, with some rust. Seats, front and rear glass complete; instruments complete but disconnected. Pickup bed has two side doors, with some dents. This is the only A32 known to exist. See article and photos in Fall 1993 issue of *THE SETOFF*. Located in eastern VA. Interested in hy-rails and Beaver cars. Contact Michael Patrick, 740 Brookside Drive #302, Newport News, VA 23602, or e-mail mrpatric@sprynet.com.

FOR SALE: NOS MT19 clutch rod replacement kit #120395. Fairmont's price \$82.00, will sell for \$25.00 each. I have several. Contact "Smitty" Patrick Smith, (520) 204-2337.

WANTED: C5 carburetor #A1318 and air cleaner assembly (part numbers F7923, 44954, and M36331A) with mounting bracket and elbow, timer assembly #A1224, and rear axle pulley 9 1/4" for 1 3/16" axle #M18515. Contact "Smitty" Patrick Smith, (520) 204-2337.

FOR SALE: MT14-L Fairmont motorcar with Onan four-cycle electric start engine. Four boat seats with grab bars for safety. Air horn with on-board compressor. New custom side curtains with windows. Full repaint two years ago with safety stripes. Includes custom trailer, \$2,600.00. Contact William Kamm at (908) 369-3158, Neshanic Station, NJ.

WANTED: Copy of the movie "Emperor of the North" with actor Lee Marvin. Came out in 1966? Contact Ferguson, 1287 Long Dr., Freeland, WA 98249; phone (360) 331-4490.

FOR SALE: Ex-CN MT19 motorcar, running condition, needs some work, \$1,700.00 Canadian. Also, some Fairmont parts and some Woodings parts. Call or write for list. Contact Bob Layfield, 568 Greendale Dr., Windsor, Ontario, Canada N8S 4A8; phone (519) 948-6467.

FOR SALE: Flashing LED Buttons featuring a Fairmont motorcar in bright safety yellow with a LED light in the car's headlight. LED flashes when you pin on the button. Replaceable watch batteries last over 100 hours. Button measures 1 1/4" in diameter and has a white background with black outline. These very popular and attractive LED Buttons make excellent fund-raisers for Motorcar Clubs. Retail orders, send \$4.95 per button plus 75 cents per button postage. We stock over 50 various LED Button designs; send for your free list. Dealer inquiries also to: Raiffan Specialties, P.O. Box 10245, Wilmington, NC 28405; phone (910) 686-2820.

FOR SALE: Fairmont ST-2, ex-BCR, single-cylinder motorcar. Needs restoration and T.L.C., \$700.00 U.S. Contact Rick Bennett, 634 McGowan Ave., Kamloops, B.C., Canada V2B 2P8; phone (250) 376-5867 after 5 p.m. P.S.T.

FOR SALE: Van captain's chairs for your motorcar. Arm rests, recline. Excellent condition. Have four, only \$30.00 each. Contact Gary Gadziala, days, at (800) 622-0073.

FOR SALE: You want to know more about the lines you ride, but can't find any good research material? Send \$2.00 for a catalog of Track Charts & Profiles, map books of graphic and technical information highlighting track arrangements, gradients, curve degrees, bridges, signals, facilities, stations, crossings, abandoned lines, etc. Shortlines to major roads, past and present. Contact Dave Cramer, 2114 Sheridan Drive, Madison, WI 53704; phone (608) 244-2916.

FOR SALE: Open M9 from the Ontario Northland RR. Has not run for six years, engine stuck. Included is an extra engine with condenser, rebuilt, but mounting pad was broken and pieces are missing. Car mostly complete. Missing front bar and brakes. No coil. Some brake parts. Alternator 12 volt. Wheels and fuel tank good. Fenders and floor solid, good deck. All levers included. Lift handles made of oak. Asking \$550.00. If not sold by Fall, I will part it out, but I hate to break up a decent car. Contact Bruce Saylor, 2836 Leon Ave., Audubon, PA 19403; phone (610) 666-6572 after 7 p.m.

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

FOR SALE: Limited number of brand new Fairmont OEM seats, walnut vinyl, black hinged tube frame. Back rest, \$48.00; seat, \$47.00; tube frame, \$39.00; complete seat assembly, \$129.95, plus shipping and handling. Contact Clinton Andrews, 892 Beaconsfield, Grosse Pointe Park, MI 48230; phone (313) 822-2000.

FOR SALE: MT14-I-2, ex-CN. Full cab, four boat seats, new paint, new windows. Automatic greasers on axles. Runs great. Plus single-axle trailer. Entire package, \$2,400.00. Contact Douglas Exline, 404 SW Westchester, Topeka, KS 66606; phone (913) 272-3533.



How To: ***Quieting Noisy Wheels***

(Editor's Note: This article first appeared in the Summer 1987 issue of THE SETOFF.)

By Dick Ray

I'm sure that most of you have noticed the ringing noise that the wheels of your motorcar make as you are rolling down the rails. This noise is significantly greater than the engine noise (the sound of an approaching motorcar is usually heard first by the wheel noise).

The reason the wheels make this noise is that they ring when struck, just like a gong, because of the numerous rough spots and joints in the rails. This can be eliminated by cementing a noise-dampening material inside the wheels.

I first saw this technique applied in 1980 on John Eppler's home-built car. Joel Williams's and Paul Lafever's cars also employed a technique using flat pieces of spring steel inside the wheels, which were apparently installed at the factory, or perhaps some maintenance of way shop. My favorite method, however, is to use rubber stair tread runner. A 2' by 8' runner provides enough material for the wheels and two handy floor mats for the tool trays.

I cut the runner for the wheels in 3" wide strips, cut to the proper length for each wheel's inside diameter. I use Z-Brick cement to glue the rubber in place but other motorcar owners have used tile cement. Whatever your choice of adhesive is, make sure that it remains slightly flexible. I coat both the wheel surface and the rubber with a heavy coating of Z-Brick cement; the rubber is then installed and left to dry for a day.

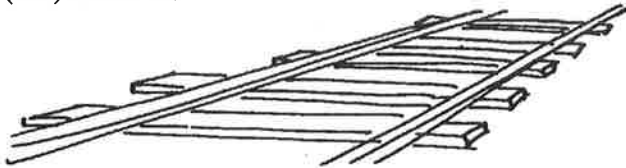
The end result is much less noise and a more pleasant ride. The technique should work on any type of small motorcar.

Southern Michigan Railroad Excursion Was Well Attended

On the weekend of June 27, 28 and 29, the Southern Michigan Railroad in Clinton, MI, held their member's motorcar meet. A total of 28 operators ran the rails from Clinton to Raisin Center and back. Members from six states and Canada participated in the meet. A late Friday evening run lasted until 11:00 p.m.; Saturday morning had 26 cars starting with two joining later. A nice picnic was enjoyed by all trackside in Tecumseh.

Sunday runs were made around the passenger train schedule.

Thanks to all who participated in the run. Activities such as this support the Southern Michigan Railroad Museum. Anyone interested in having a motorcar meet, work meet, or in running the Museum's line, contact Ernie Jeschke at (517) 263-1322 or Eric Schwandt at (517) 451-2175.



Safety: Broken Axles

(Continued from Page 7)

the drive axle (Series A 98356N or Series B 127962N) must be replaced. REPLACE ALL WORN COMPONENTS BEFORE USING THE MOTOR CAR. See your Operator's and Parts Manual supplied with the Motor Car, or contact Fairmont Railway Motors for the parts needed.

"A Service Group (138583) is available for field application, providing less maintenance and longer life of the center bearing, bearing support and axle. Contact Fairmont Railway Motors for details of the Service Group. FAIRMONT RECOMMENDS THAT THIS SERVICE GROUP BE APPLIED TO ALL MT-19 SERIES A AND B MOTOR CARS IN SERVICE.

"FAIRMONT RAILWAY MOTORS
"FAIRMONT, MN 56031"

(Remember, this bulletin was issued in 1988!)

Hope this helps answer some of the questions!!! The question remaining is the availability of parts necessary to make repairs. Jim.

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