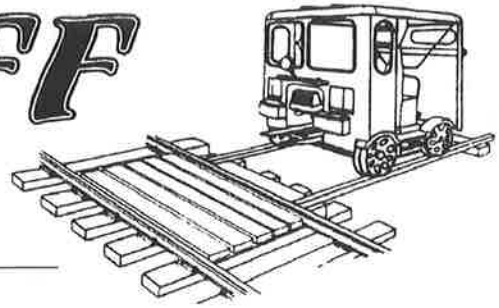
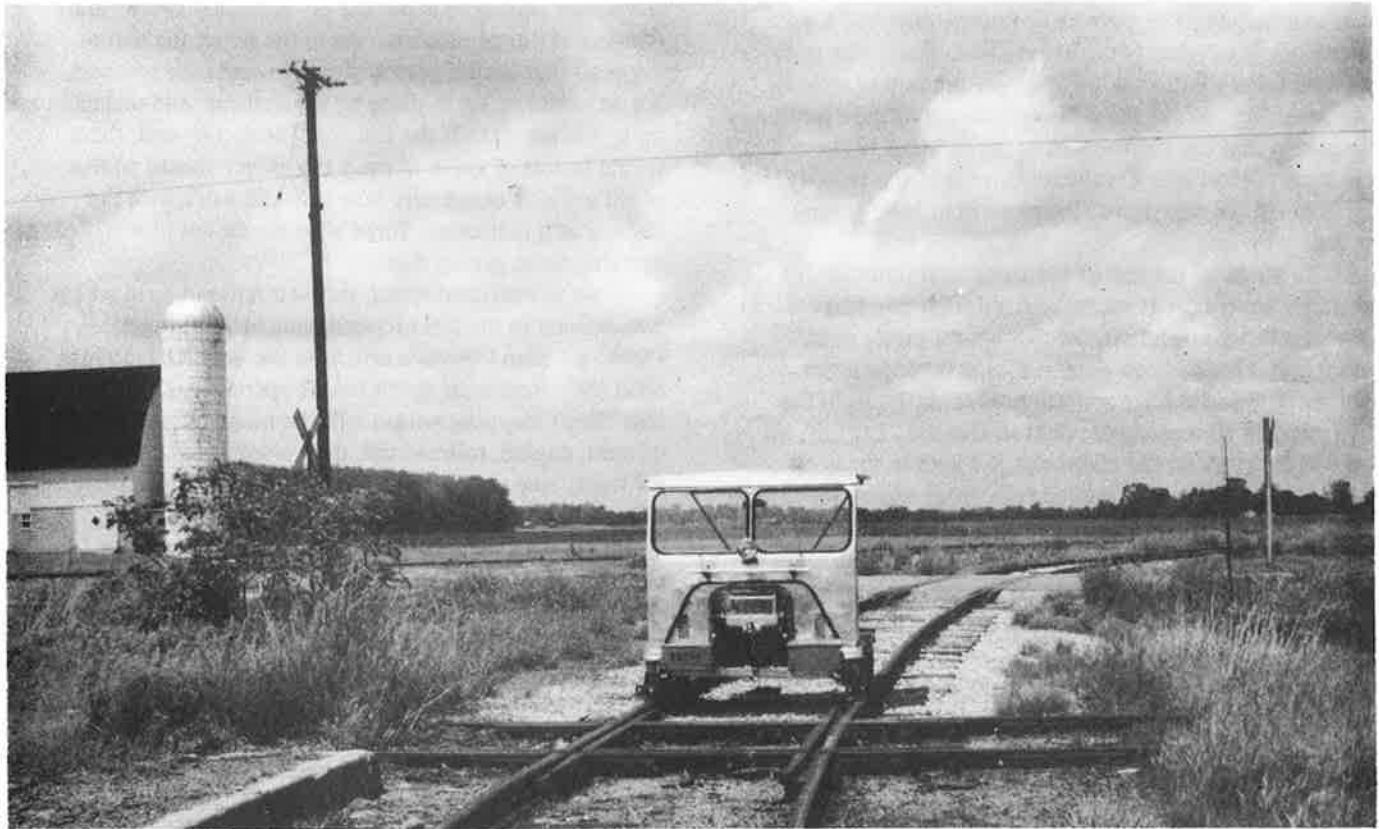


THE SETOFF

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

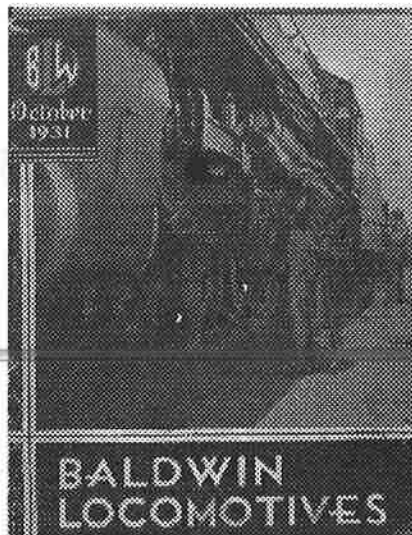


March/April 1997



Chuck Pearson's IC M9 sits on the diamond of the Palmyra & Jacksonburgh RR (1836) and the Erie & Kalamazoo (1833), one of the oldest railroad junctions in the midwest. Photo by Eric Schwandt

An interesting feature entitled "Testing Railway Motor Cars" begins on page 8. It is reprinted from the October 1931 issue of "Baldwin Locomotives" magazine.



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From the President

By Ron Zammit

As spring arrives, so does our operating season. At this date (3/15/97) Tom Norman still does not have the insurance bid, so I have no news there. In this issue, you hopefully find an announcement or flyer on insurance. Tom will include it as soon as he knows, plus will send a letter to each member presently insured. Sorry this is so late again, but we did ask for changes in the way we deal with payments, as per the IRS instructions for non profit status, and that has contributed to the hold up. I guess it is just not a good idea to schedule an excursion in early April, given the delays we always seem to have getting the policy on line.

This will be the last of our three trial years of insurance coverage. If we make it through this year without a serious accident, we will have a pretty good record and be rated accordingly, giving perhaps lower premiums. We did have a claim paid recently, from the 1995 year, on a crossing accident in Canada. Luckily, all that was involved in the claim was the auto in the accident, no injuries. It was totaled (yes, those motorcars are tough) and a little over \$10,000 was paid to the owner. So the insurance does work. And we all need to be extra careful in crossings. Motorcars do not have the right of way, so please be wary of the motorists; they usually do not expect to see a motorcar.

With this operating season, I again ask that we all be as safe as possible. Some of us have not been on the rails for a while, and we need to take it easy. Just recently, two BNSF hy-rails collided head on near Stampede

Pass, hospitalizing two. If professional railroaders can get into trouble out there, then we can also. The railroad, any track, is quite dangerous, so please be alert and let's have another great season.

Deanna and I each received an unsigned letter on operating safety, and while it makes some good points, unsigned letters for which the author is not known by at least the Editor will not be published. Some of the points the author considers is the use of "restricted speed" and dangers of flange greasers. As to the latter, the author suggests that we use plastic sheets to cover the greasers. These would be set in place by the first car, and picked up by the last car. If the last "car" were a hy-rail, there would be lots of space to carry the greasy sheets, so this could work. I'm not sure how it would work with the last car as a motorcar. Some of us would not like carrying those greasy sheets!

As to restricted speed, this is a railroad term which was defined in the last proposed rule book changes. Please see Stan Conyer's article in the Sept./Oct. 1996 *SETOFF*. Restricted speed means operating 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." When the railroad has track with a "restricted speed" order, we must operate as above. When operating in convoy as we do, we need to operate such that we can stop in half the distance between us and the next motorcar should that motorcar derail and stop at once. If you are operating around a curve and cannot see the motorcar ahead, then pretend they are just beyond where you can see and have stopped. Adjust your speed accordingly.

So far, with our flagging and/or brake lights, we have been doing well avoiding rear end collisions considering the conditions. One reads about the rear-enders on freeways, where a bunch of autos pile into each other, and these folks can steer! We cannot steer, and if you are going too fast when the car in front slows or stops, then a hit is certain. All the rules in the world do not make a safe operator, it takes someone who is alert and using common sense.

Again, please make this a safe operating season. Happy motorcarring!



At left, an A series car, modified with an M series cab, on Ohi-Rail, September 3, 1995.

Photo by Bob Schuknecht

Editor's Notes

By Deanna Baird

This the tenth anniversary issue of *THE SETOFF*, which was first published in the Spring of 1987 under Editor Doug Leffler. An editorial entitled "Introducing *THE SETOFF*" in that first issue outlined the purpose of the newsletter:

"With this first issue of *THE SETOFF*, the North American Railcar Operators Association (NARCOA) begins a new venture . . . a newsletter dedicated to the safe operation of railroad motor cars, plus fellowship and interaction between motor car owners.

"Through the years, the railroad motor car and their owners have not had the respect of the railfan community, due primarily to some unsafe, and downright illegal, practices by a few people. In short, the railroad motor car has been given a 'bad name'. Perhaps through an organization like NARCOA, and with a newsletter like *THE SETOFF*, we can all strive together to promote motor car safety, establish friendly relations with operating railroads, help reestablish the rightful high status of motor car ownership, and encourage interaction among motor car owners.

"I'm sure that many of you are wondering why we decided to call the name of our newsletter *THE SETOFF*. If you think about it awhile, it becomes quite obvious. For the railroad track inspector or signal maintainer, the lineup from the dispatcher is the most critical aspect of operating his motor car. In addition, the experienced motor car operator knows his 'territory' like the back of his hand, including all of the motor car setoffs along the line. When operating on a 'live' railroad, the setoffs become the 'escape' if you will, from a potential 'meet' with trains and other railroad equipment. For the motor car enthusiast, *THE SETOFF* newsletter is kind of an 'armchair escape' between motor car runs.

"We hope that *THE SETOFF* will become a newsletter that will be informative, and interesting, and that through its pages, motor car owners will learn more about motor car restoration, operational improvements, maintenance, and SAFE operation. One thing *THE SETOFF* will NOT promote is blatant trespassing and operation of motor cars on abandoned rail lines."

Looking back on its first ten years of publication, we believe that *THE SETOFF* has fulfilled its originally stated goals and has, over the years, helped to educate and inform members of the motor car community and provide an avenue of communication amongst ourselves. Our goal for the next ten years is to continue the tradition established early on by Doug and others to continue to focus on safety, fellowship and promotion of good operating practices.

Here's to another ten years!

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

Volume 11 Number 1

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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.

HOOSIER RAILCARS:

June 1997: The planned June excursion on the Algoma Central Roadroad has met its 35-car limit. Thank you to everyone who wrote for information. 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.

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.

April 26: Bryson City, NC, to Andrews and back, approximately 100 miles. We will wait at Nantahala for the arrival of the Dogwood Steam Special. Come see the Smoky Mountains in all their spring glory. Tunnels, white-water river, 5% grade. GSM has it all!

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:

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.:

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.

May 17: The NCR first-ever public motorcar excursion on Wisconsin & Southern Railroad is sold out! Thank you for registering. Please see our other planned excursions listed below.

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's planned two-day motorcar excursion on Algoma Central Railway between Sault Ste. Marie, Ontario, and Wawa, Ontario, has been sold out! Names are being taken for a wait list only. For information, contact North Central Railcars, c/o Mark Arnold, 6345 335th St., Stacy, MN 55079.

September 6: NCR proudly announces the first-ever public motorcar excursion on Wisconsin & Calumet Railroad. The 184-mile round trip will cover the Middleton to Prairie du Chien trackage, which follows the Wisconsin River valley from Mazomanie to Prairie, ending at the Mississippi River. Register early, as this trip promises to be very popular, and is limited by the railroad to 25 cars. No trailer cars are permitted, and motorcars must be capable of running at 30 m.p.h. for extended periods, since 184 miles is an aggressive schedule for a one-day excursion. NARCOA insurance is required and NARCOA rules apply. Motorcars must be equipped with automatic brake lights. Cost is \$76.00 per motorcar. Make check payable to North Central Railcars and mail to: WICT '97, North Central Railcars, 1780 Maricopa Drive, Oshkosh, WI 54904-8234.

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.

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.

June 11: Idaho Northern & Pacific from Emmett, ID, to Cascade, ID, with an evening ride from Emmett to Payette, a total of 202 miles. Cost is \$115.00 per car with a limit of 30 cars.

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, two nights' 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.

June 18: Ride the CANFOR Railroad on Vancouver Island, from Woss to Beaver Cove. The cost of the trip is \$25.00 per car with a limit of 30 cars.

August 30, 31 and September 1: Ride from North Bay, Ontario, to Kirkland Lake. We will overnight in Englehart and return to North Bay. This is the first time NARCOA members will be able to ride this ex-CP mainline across Canada. The cost of the trip is \$190.00 per motorcar and operator, and \$10.00 for each additional person. The price includes motel accommodations for up to four people in each room and the cost of the railroad. No refunds will be given after August 4, 1997. There is a 30-car limit.

May 17: Lycoming Valley Railroad, Williamsport, PA. Eighty-mile round trip, including the former lines of the Philadelphia and Reading and New York Central Railroads, from Newberry Yard, Williamsport, PA, to Muncy, PA, returning through the Newberry Yard to Avis, PA, and returning to the Newberry Yards. As a special bonus, this trip will include a tour of the Jersey Shore Steel Mill, where used rails are remanufactured into other products. Hard hats, eye protection and hard-soled shoes are required for tour. NARCOA rules apply; NARCOA insurance required. Send LSASE and 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

(Continued on next page)

Excursions

(Continued from previous page)

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. Non-NARCOA insured meet. Call Eric Schwandt, (517) 451-2175.



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 picture on page 11 of the January/February *THE SETOFF* by Mark Eyestone shows my car and Jerry Thompson's and lists me as Dave Best. That's half right. I can't make a big fuss over that, however, as Jerry was kind enough to push me when my carburetor froze and I lost all power. The temperature had fallen to -5 degrees C that morning and it was COLD in our open car. Being from the West coast, I had never experienced anything like this and it was a mystery for me until I lifted the motor box cover and discovered a big gob of ice encasing the carburetor. Of course, it was nothing new to the members from the East. Hank Brown, Les King, Jerry Thompson and others came to my rescue and we were soon traveling on the tracks again.

The Copper Canyon trip into Mexico was a tremendous experience and Hank and Carol Brown did a wonderful job of pulling it off. Have you ever wanted to race through crossings with your horn blowing and the chickens scattering. We did on the Chihuahua Al Pacifico Railroad trip to the Copper Canyon in October 1996, as all rail traffic has the right of way in Mexico.

I used twice as much gas as I normally do on our trips around here and had to borrow some from more

forward thinking members, namely John Bailey and Les King. Running at 35 and 40 m.p.h. on that long first run from 3,000 to 8,000 feet took far more gas than I had planned.

The track is excellent though we thought a little out of gauge. The scenery. Well, all the videos and photographs in the world could not do justice to this most fascinating of countrysides. Rolling grass lands, tree-covered hills, pine forests and, yes, apple orchards, wheat and corn fields and small individual farms tucked away amongst the rocks and trees. All this at elevations of 3,000 to 8,000 feet. The canyons have their own distinctive rock formations and stream or river at the bottom.

If you ever get the chance to go by Chihuahua Al Pacifico Railroad on a tour or motorcar, do it. Go first class if you can, in a dome car, and you will be much happier. The rail stations were a sorry sight, however, and it would be best to avoid them if at all possible. There are frequent schedules through the Copper Canyon. I would recommend that if you love traveling on a train, world class hotels, geology, native peoples, or any other excuse that you may think up, take this trip.

Dave Hope
Willits, CA
dhope@thegrid.net

To the Editor:

One gloomy day I was curious and sat down with my newly received NARCOA Roster and tallied up all the various cars and here are the results:

Fairmont cars, there were 96 M9s, 211 M19s, 29 M19-AAs, 188 MT19s, 24 M14s, 108 MT14s, 59 S2s, 19 ST2s, 1 S2-AA, 2 ST2-AAs, 26 A3s, 7 A4s, 17 A5s, 8 A6s, 0 A7s, 3 A8s, 7 MR19s, 1 C7 and 3 CR7s.

Northwestern is represented by 10 cars, 5 are the 532 model.

Buda is represented by 1 car. There are 5 Otte Scoots.

Woodings: 15 CBIs, 7 CBLs; 6 Beaver cars.

Fairbanks Morse: 18, 15 of which are 40-Bs. Kalamazoo had 30 entries, 14 of those are the model 27. There are 5 Sheffield cars, 5 Adams cars, 2 RMC-Portecs, 9 home built.

In the Handcar Roster there are 21 Pump cars: 3 Budas, 10 Sheffields, 1 Kalamazoo and 4 home built. There are 15 Velocipedes: 11 Sheffields, 3 Budas and 2 Fairbanks Morses. There are 4 Railbikes, 3 are Teetors.

For other equipment there are 6 Hy-rail Vehicles and the oddities of a Model T, 2 Rail Rods, a Battery/Electric car, 2 Steam-powered cars, a Sylvester, a Fairmont A-32 Hy-Rail truck, and Fairmont Models MM19, M2, MM9, MC2, M14-AA, MT14-AA, CK-7-AA.

Altogether there are listed 944 motorized cars and 44 non-motorized cars.

The final thought on this subject is that while there is a good show of cars listed in the Roster, I can list many more that are owned by individuals that do not belong to any organization. I would venture to say that for every five cars listed, there is one that is not.

The highest serial number I have seen on a Fairmont is in the 250,000 range.

Steve LaBonte
Nashua, NH
103631.416@compuserve.com

To the Editor:

An issue has been around for a while concerning those strobe lights that many motorcars have mounted on the roof. I acknowledge that strobes are valuable at grade crossings, especially at night. For some reason, however, the owners feel that they need to run the strobe continuously, day and night, as they motor down the track. This can be very annoying to the car behind, especially at night.

To anyone who disagrees I suggest they mount that strobe light in front of their own windshield or inside

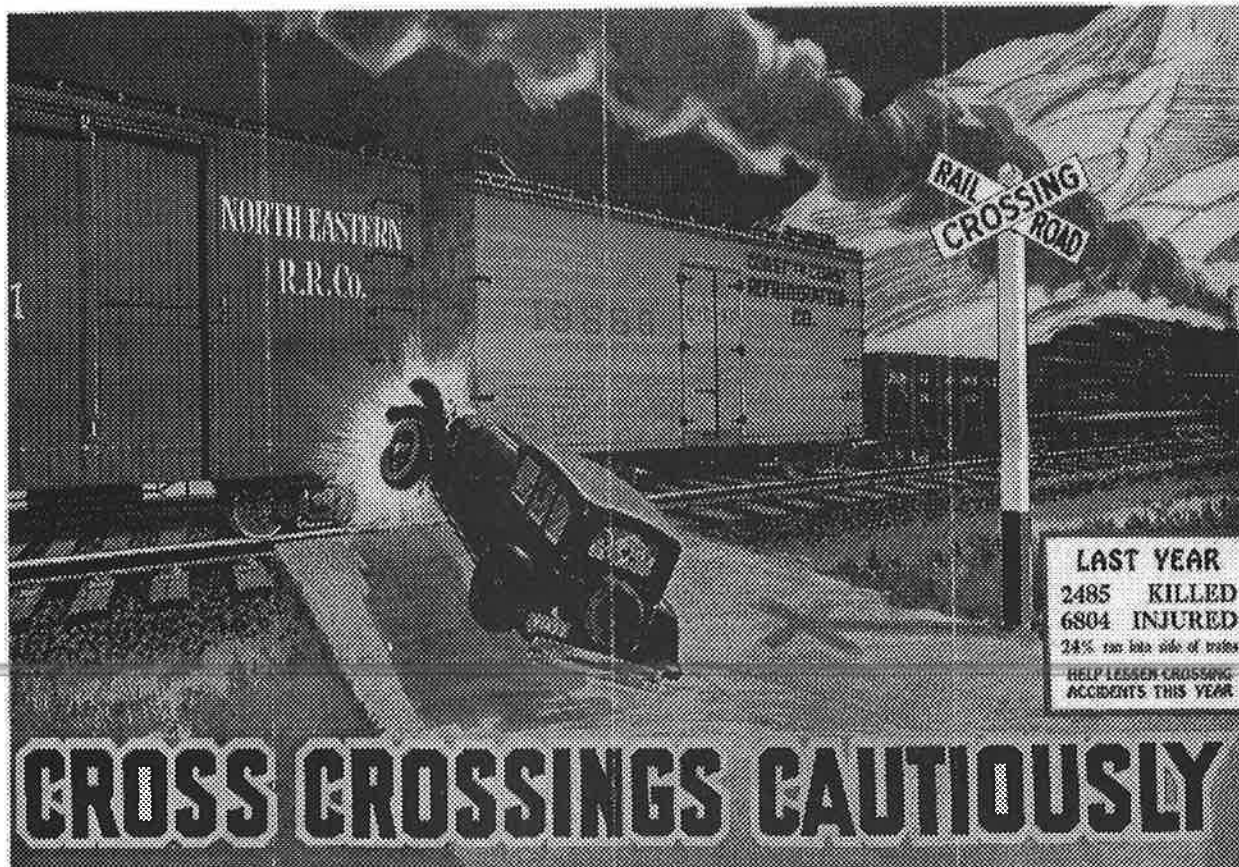
their car. Even the police do not run their lights continuously.

A potential liability problem may exist if a driver on an adjacent highway suddenly becomes distracted and runs into the vehicle ahead of him, who saw the lights down over the embankment and suddenly slowed. For this reason one of the first principles of motorcar journeys was: Don't attract attention.

I believe that those lights are invaluable to signal the car(s) behind that they are stopping. This light is much more effective than any automatic brake light because it is so attention grabbing. In addition it can actually be seen around a corner since it can reflect off the rails at night. When the light runs continuously it loses the attention-grabbing feature that it is designed for. Our rulebook recognizes flashing brake lights and should recognize that those strobes are a valuable supplement, if not a replacement.

The request here is to discourage the routine continuous operation of strobe lights and to request that owners switch the lights on when stopping, passing groups of people, or at grade crossings only. The goal is improved safety.

Richard C. Ray
Randolph, NJ



4. Original in 1930 was 13 x 21 inches. Contributed by D.A. Gilbert of Roanoke, Virginia. Reprinted by Norfolk Southern Corporation, 1991.

Testing Railway Motor Cars

(Editor's Note: The following article and accompanying photos were originally printed in the October 1931 issue of "Baldwin Locomotives" magazine.)

By W. F. Kasper

Vice President, Fairmont Railway Motors, Inc.

Exemplifying best industrial practice, Fairmont Railway Motors, Inc., has an active research department and uses extensive testing facilities. For the past ten years, and to an ever-increasing extent, Fairmont has been busy developing new ideas which have improved the performance of railway motor cars, and many of which have now become general practice.

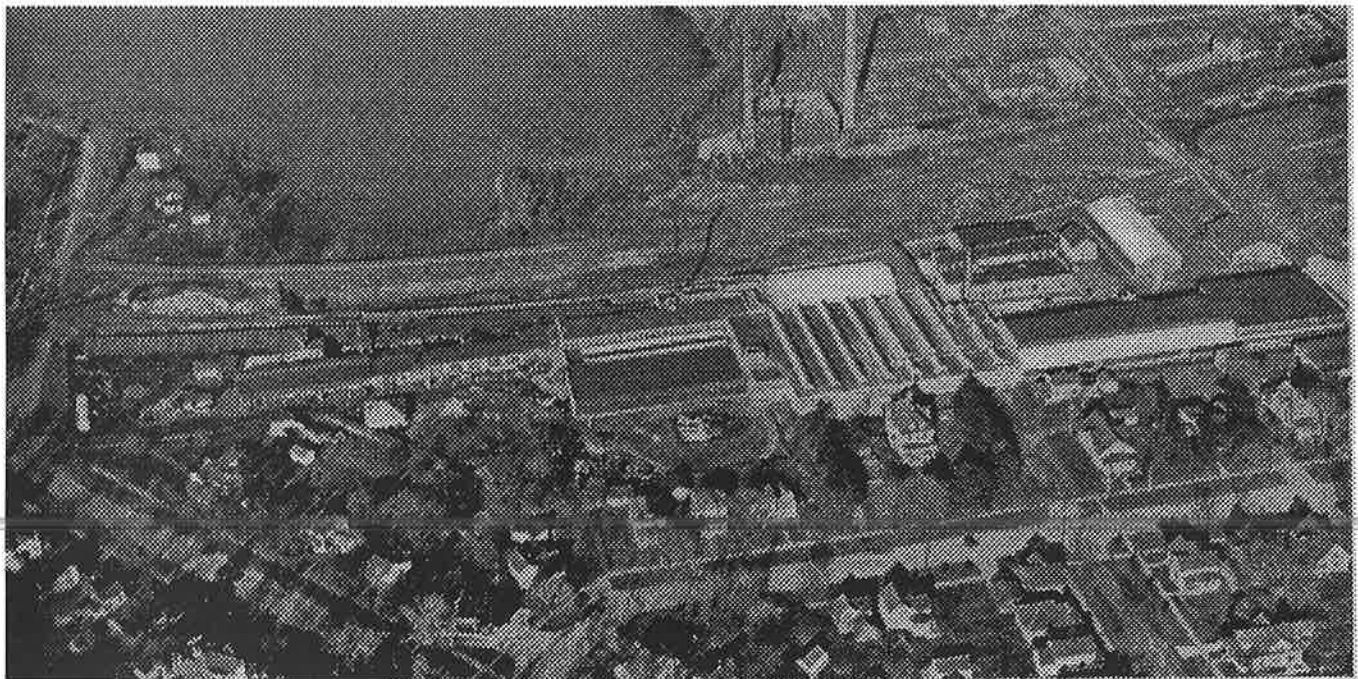
Old devices and methods of construction, as well as new ideas, have been subjected to exact appraisal in which each feature was tested by specially designed machinery.

The knowledge thus gained has enabled Fairmont to recommend only such equipment as gives the purchaser the desired service at the lowest cost per year over the whole life of his

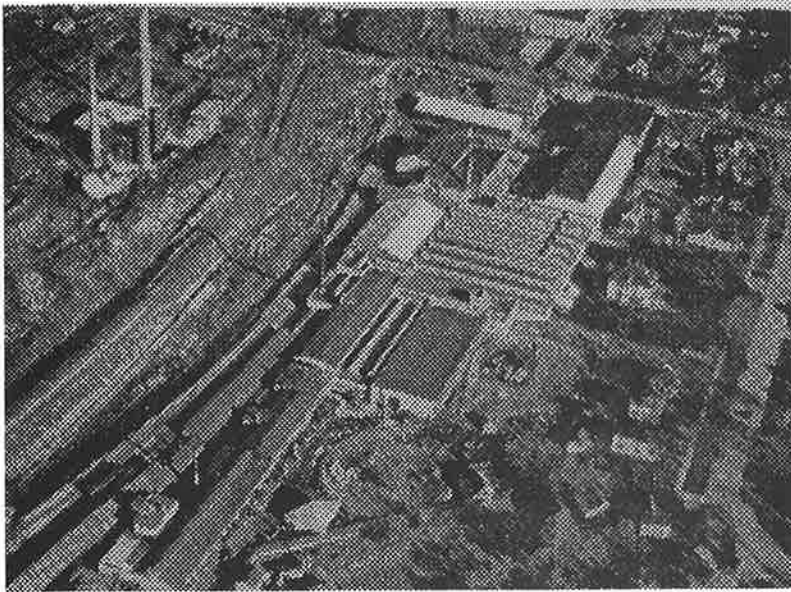
car. True cost per year, of course, includes first cost, plus all running expense, plus all repairs, the total being divided by the number of years representing the service life of the car. Lowest over-all cost on section and inspection cars is secured by combining high standards of engine construction with the use of a special endless-cord belt drive.

Relative merits of the laced belt, and the value of various methods of endless belt manufacture, are ascertained by running ordinary stock samples over small pulleys at a measured tension and speed, with revolutions mechanically recorded.

When the bolted-hub, demountable wheel was being developed, both riveted wheels and bolted wheels were run on opposite ends of a test axle in a "wheel-wrecking" machine, until the weaker hub failed. Actual service conditions of load, rail-joint shock, vibration, etc., were so closely simulated that three years of completely



Airplane view of the plant of Fairmont Railway Motors, Inc., at Fairmont, Minnesota, looking toward the north.



Airplane view of the Fairmont plant looking toward the east, showing the figure-eight test track.

satisfactory field use of bolted hubs have fully confirmed the machine tests.

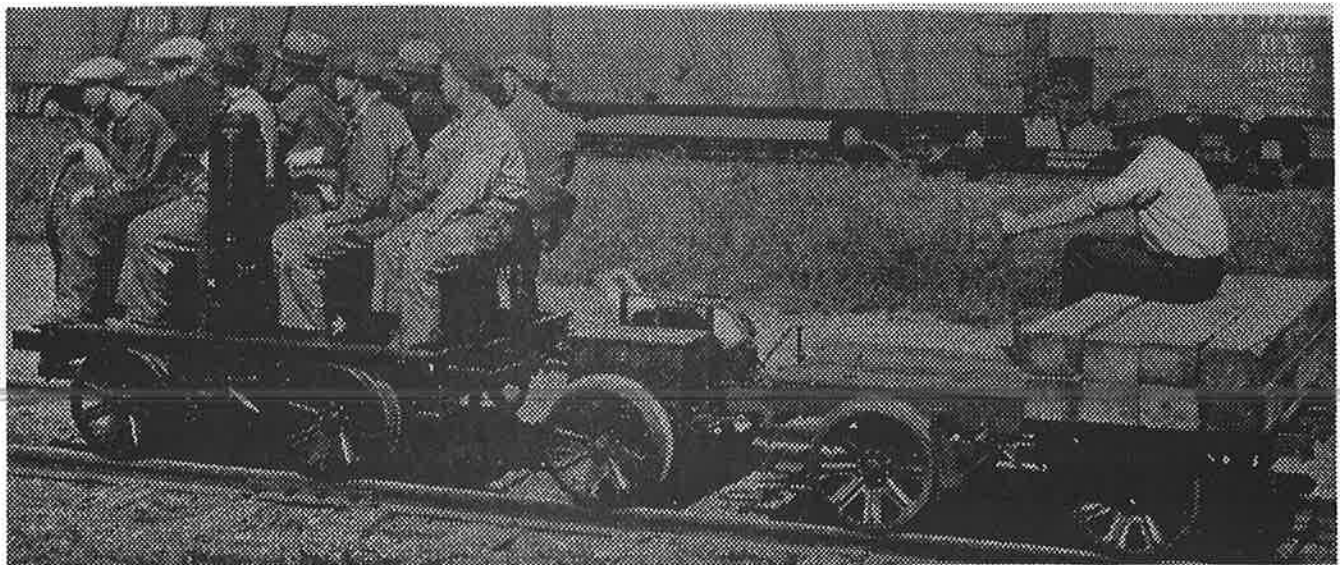
Many unique and valuable motor car tests are conducted on the Fairmont figure-eight track shown in the airplane view of the factory [shown above]. Each of the two loops is four hundred feet long and so sharply curved that guard rails

are required. As the loaded car “zig-zags” around the sharp curves, it hits a crossing frog every four hundred feet, truly a severe test for any rail motor car.

The normal test travel over this track is about four thousand miles per month, ten hours per day at fifteen to twenty miles per hour. Due to the rough track and frame-twisting curves, this equals six or eight years of ordinary service. New types of frames, wheels, axles and bearings have to “make good” on the figure-eight track before going on sale and being backed by the Fairmont guarantee.

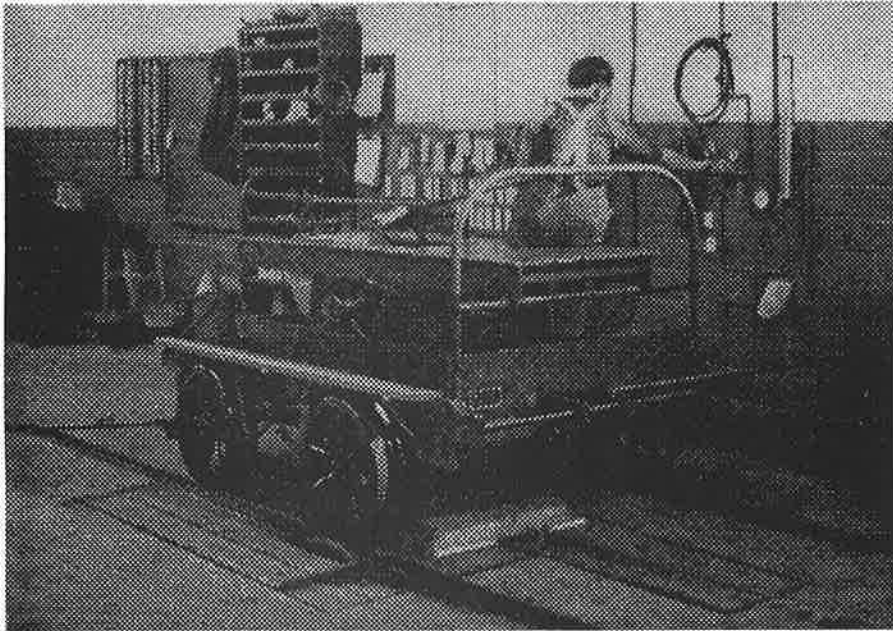
One of the illustrations herewith shows the test rack on which cars are checked before shipment to determine the horsepower actually delivered. The car is quickly secured in place by rods and braces. The operator opens the throttle and spins his drive wheels which rest upon and turn automobile wheels mounted below the floor. Gauges on the wall register the speed and torque of the automobile wheels, and

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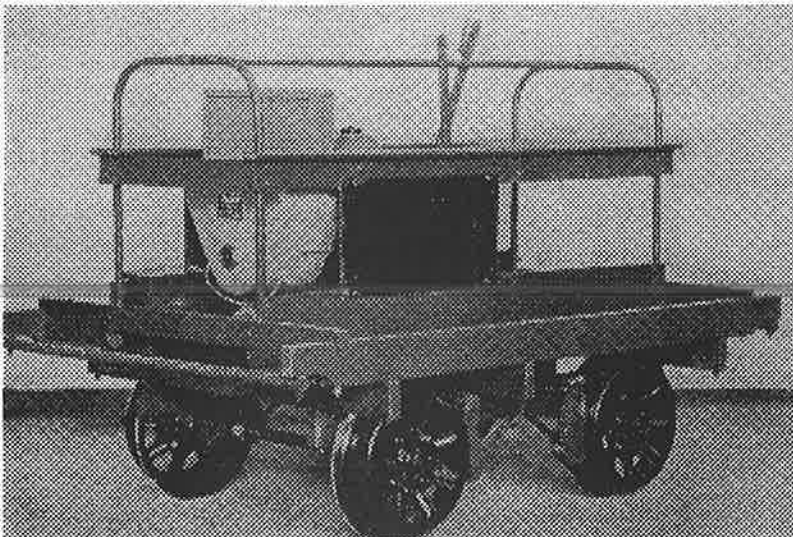
Testing a car for drawbar pull, drawbar horsepower and fuel consumption.

Testing Railway Motor Cars



Motor car test rack on which cars are tested for horsepower before leaving the Fairmont factory.

A Fairmont SM2 section car used by San Rafael Paper Mills, Mexico City. The vapor condenser above the water jacket keeps the engine cool in hot climates or high altitudes, on a minimum quantity of water.



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readings above a certain point pass the test.

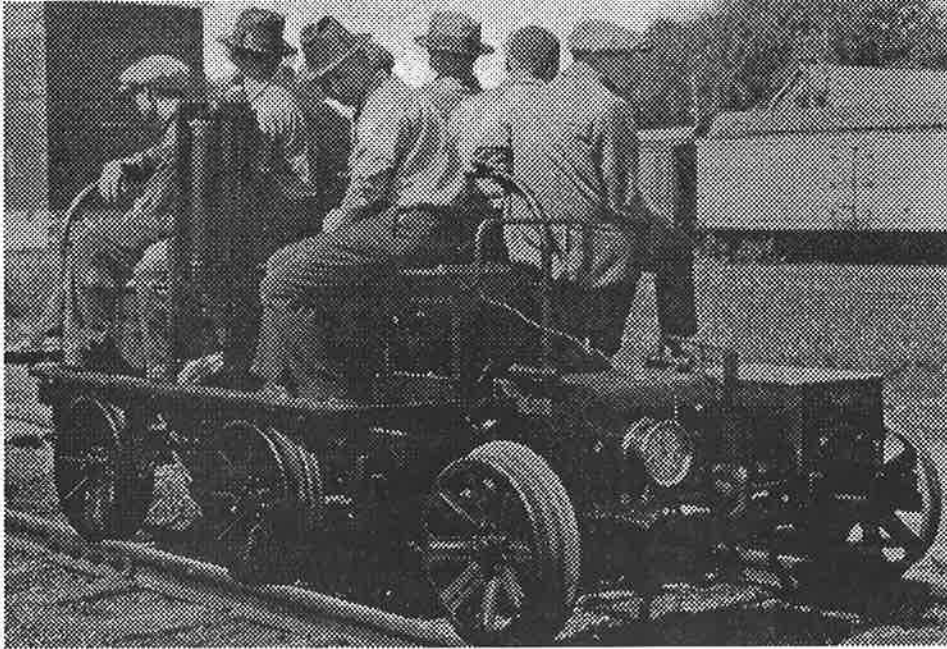
The Recording Track Car Dynamometer is Fairmont's most outstanding piece of test equipment. Built in 1924, it still remains, in so far as we know, the only one in existence. In measurements made, and data recorded, it corresponds to the big dynamometer car which determines the starting effort and sustained draw-bar pull of locomotives. In exactly the same way, the efficiency and pulling power of motor cars are revealed.

The dynamometer measures: (1) Maximum drawbar effort available to start trailers. (2) Maximum drawbar pull at any speed. (3) Maximum drawbar horsepower at any speed. (4) Economy, or in other words, fuel consumption, with any load at any speed.

Let us examine these tests in detail and see what each one accomplishes.

(1) There is a great difference in the weights of loaded trailers which different makes of motor cars will start quickly. The dynamometer has enabled Fairmont to design cars with maximum starting ability for their service class and cost.

(2) The higher the speed, the less the drawbar pull. Dynamometer tests, at both high and low speeds, show just what loads the different cars can handle at the various speeds required by the customer. Likewise, the dynamometer measures the additional pull required to move a



Making a dynamometer test to record miles per gallon of fuel.

given load up grades of specified percentage.

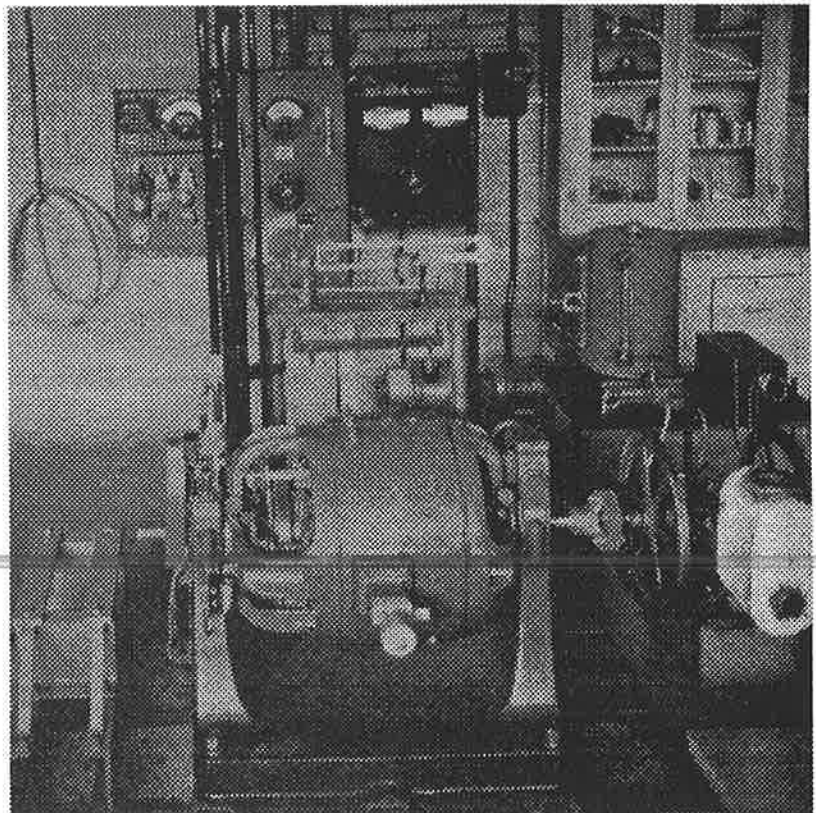
(3) The car with the highest drawbar horsepower at any given speed will haul the largest tonnage on trailers. This test also measures the friction in the transmission, that is, it shows how much power is lost between engine and drawbar. Ball and roller bearings throughout, enclosed gears, and other refinements save power and reduce fuel expense. Fairmont has designed its cars for high drawbar pull and best engine efficiency at car speeds most used in actual service.

(4) Lowest fuel consumption for any given load and speed is vitally important, for the value of the gasoline that can be saved during the life of a good car, equals a large part of the car's purchase price.

To sum up the results, complete dynamometer tests permit the rec-

ommendation of a car of exactly the right power, provided customers specify the load to be carried, the maximum grade, and the minimum satisfactory speed on the steepest grades. Alt-

(Continued on next page)



The electric dynamometer for testing railway motor car engines, one of which is shown in position for testing.

Testing Railway Motor Cars

(Continued from previous page)

tude or temperature, if high, should also be mentioned to insure the selection of the most efficient equipment. An accurate knowledge of what each model will do often saves customers from buying the next larger and more expensive size.

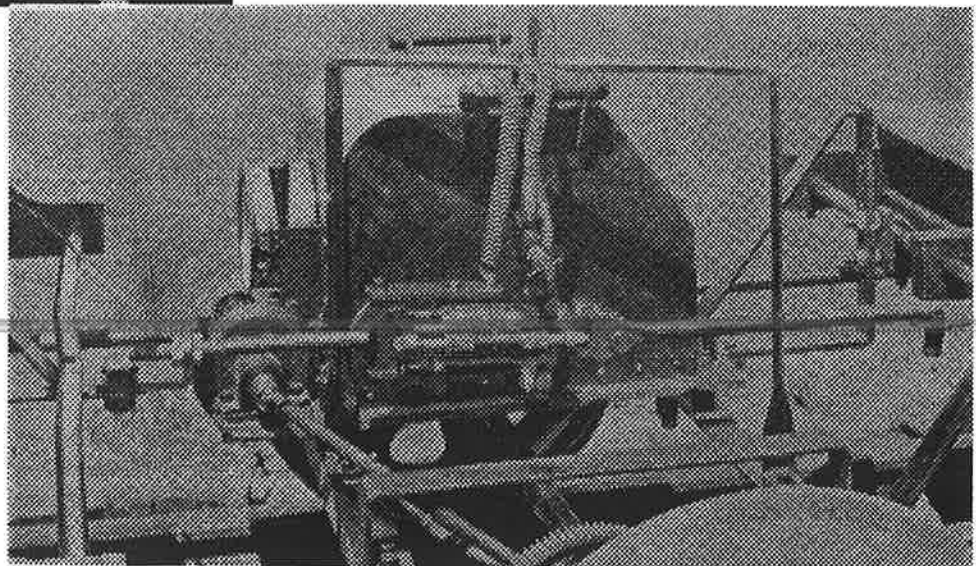
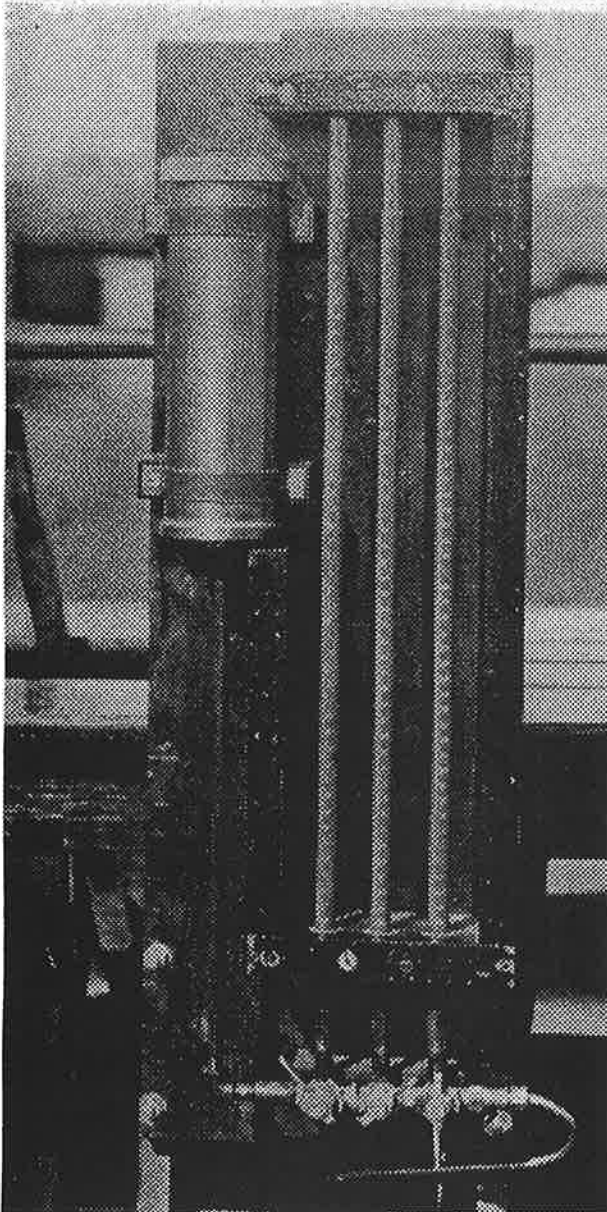
It will be seen from the foregoing that the Track Car Dynamometer has rendered a valuable service to the buyers of motor cars, as it makes possible the selection of the right car for the service to be performed.

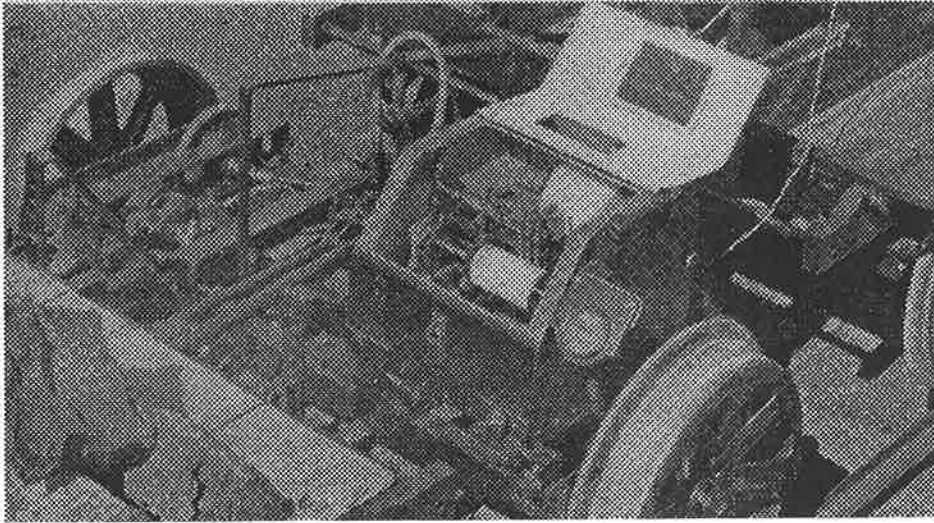
Another valuable service rendered to railroads ordering a large number of cars, is the free loan of this dynamometer to test every car under consideration, or to verify claims made by manufacturers.

It is almost axiomatic that a motor car can be no better than the engine which propels it. An engine-testing laboratory is, therefore, maintained by Fairmont as the

Below, a view of the dynamometer carriage showing the drawbar connection, the clock and the gearing to the recording mechanism.

Fuel metering device used while making track car dynamometer tests.





The recording mechanism of the track car dynamometer.

assembled insure their being up to standard, and also furnish a constant check on the test results previously recorded. The final test, however, and the one which most vitally concerns the purchaser, is the actual performance of the car in road service. Hundreds of cars are now demonstrating the soundness and value of the many careful tests conducted at the factory.

foundation of good engine design.

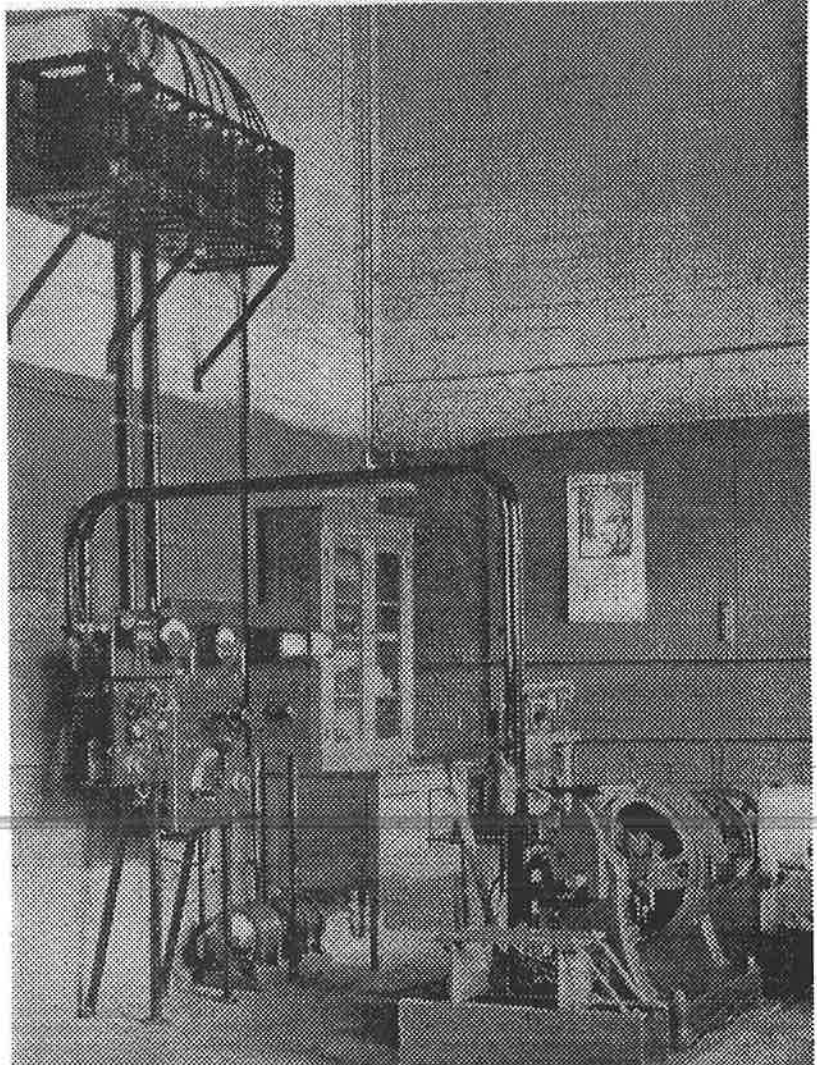
Two illustrations show the arrangement of the electric-absorption, cradle type dynamometer which automatically records fuel consumption, torque, and revolutions per minute. From that data, curves are prepared, all readings being corrected for temperature and atmospheric changes, so that records made at different times are directly comparable.

The accuracy and sensitivity of such equipment can hardly be overstated. The slightest changes in the construction of engine parts, or quality of fuel, show clearly their effect on power or economy. Careful study of hundreds of tests establishes the best correlation of the numerous details of engine construction.

The results achieved are sometimes startling. For instance, investigation on this dynamometer, of a 3 3/4" x 3 1/4" Fairmont engine, led to changes which increased power nearly fifty per cent, reduced weight, raised fuel economy and radically improved the balance and flexibility of the unit.

Simple brake tests of all engines

A corner of the Fairmont engine testing laboratory.



Proposed Rule Book Changes Finalized After a Vote by the Board of Directors

By Stan Conyer

Several changes and additions to the NARCOA Book of Rules, Number 3, dated February 1, 1996, were discussed at the September 1996 meeting of the Board of Directors. After the membership was notified and invited to comment to their area representative, a vote was taken and all except three of the proposed rules were accepted. Changes to the existing rule book or a new rule book will be distributed to the membership as soon as possible. Until then, members and meet coordinators are asked to help each other implement the new rules as the season goes along. Meet coordinators should educate members who are not aware of the new requirements. The following is a simplified explanation of the rule changes and new rules. The next page shows how local area representatives voted on the proposed rulebook changes.

Page 4, Brakes. This change reflects a FRA rule and simply means that your car must have a parking brake that will prevent the car from rolling when the car is not attended. Most motorcars already comply with this rule.

Page 5, Insulation. This change was not accepted and the existing rule will remain unchanged.

Page 5, Tow Hitches. This change was not accepted and the existing rule will remain unchanged. Tow hitches must have a hole which measures between 3/4" and 1".

Page 6, Tow Bars and Pins. This change was not accepted and the existing rule will remain unchanged. Tow bars must have a pin which measures between 3/4" and 1".

Page 7, Handholds. This new rule reflects a FRA rule requiring handholds. Most Fairmont motorcars have safety rails which would comply with this requirement. Some other cars were not built with handholds and some type of handhold will need to be applied. Meet coordinators should be lenient in their enforcement of this new requirement until the best way to attach handholds to cars needing them is developed. I invite suggestions and examples of handhold applications to be sent to me and these will be reviewed in upcoming issues of *THE SETOFF*.

Page 7, rules 18, 19, 20, 21 and 22, Steam Car Requirements. These rules apply only to steam-operated cars and remain unchanged. They are moved to the

Operations manual which each meet coordinator should be receiving.

Page 8, Alcohol and Drugs. The wording of this rule was changed to more closely resemble what is commonly referred to as "Rule G" in many railroad rule books.

Page 8, Grade Crossings. This rule was reworded for clarification and to reflect our common practice. Emphasis was also placed on the fact that rail cars never have the right-of-way at crossings.

Page 9, Towing/Pushing. This rule was moved to the Operations manual because it discusses a subject which is more an operating procedure than a safety rule.

Page 10, Weapons. This is a new rule and is worded to resemble a common rule found in railroad rule books.

Page 12, Restricted Speed. This is an explanation of the practice of Movement at Restricted Speed. Motorcars are generally operated within the restrictions of this definition with reference to distance needed to safely stop a motorcar. This definition is taken from one found in most railroad rule books.

Page 12, New Rules. These rules are explained in the article in the September/October 1996 issue of *THE SETOFF* and are also listed on the next page in this issue.

Inspections. This rule requires that the operator, not an inspector, is responsible for the safe condition of and safety devices on his/her rail car.

Operator's Certificate. NARCOA will be developing a certification program which will be in place by January 1, 1998. There will be more information on this as the program develops.

Hi-Rails. This rule requires that automobiles and trucks with hi-rail equipment must not be mixed with smaller motorcars to prevent dangerous collisions between vehicles of vastly different size and weight.

Exemptions. This rule allows antique vehicles to be operated in original configuration at the discretion of the meet coordinator.

Steam Cars. This rule allows the meet coordinator to permit steam-operated cars at meets if they comply with the rules outlined in the Operations manual.

How area representatives voted on proposed rule book changes:

A = Accept, R = Reject

	----- Region -----											Total Accept	Total Reject
	1	2	3	4	5	6	7	8	9	10	11		
BRAKES. Addition of sentence to 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."	A	R	A	A	A	A	A	A	A	A	A	9	1
INSULATION. Delete the last sentence which reads, "Exceptions must be approved by the meet coordinator and the railroad."	R	R	R	R	R	A	A	R	R	A	A	4	7
TOW HITCHES. Change the first sentence to read: "It is required that all operators equip their cars with horizontal tow hitches with a 1" hole mounted on the front and ear of the car 8" to 16" above the rail head."	A	R	R	R	A	R	A	R	R	A	A	5	6
TOW BARS & PINS. Change the fifth sentence to read: "Tow pins shall be 1" and have a mechanism (retainer clip) to secure them from falling out."	A	R	R	R	A	R	R	R	R	A	A	4	7
HANDHOLDS. Add the following paragraph: "HANDHOLDS. One or more safe and suitable handholds conveniently located shall be provided. Each handhold shall be securely fastened to the track car."	A	R	A	R	A	R	A	A	R	A	A	7	4
STEAM CARS. Move rules 18 through 22 to the Operations Manual.	A	A	A	A	A	A	A	A	A	A	A	11	0
ALCOHOL AND DRUGS. Reword the paragraph to read: "ALCOHOL AND DRUGS. 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."	A	A	A	A	A	A	A	A	A	A	A	11	0
GRADE CROSSINGS. Reword the paragraph to read: "GRADE CROSSINGS. 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 flangeways for obstructions before proceeding."	A	A	A	A	A	A	A	A	A	A	A	11	0
TOWING/PUSHING. Move this rule to the Operations Manual.	A	R	A	A	A	A	A	A	R	A	A	9	2
WEAPONS. Add the following paragraph: "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."	A	R	A	R	A	A	A	A	A	A	A	9	2
RESTRICTED SPEED. Add the following paragraph: "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."	A	A	A	A	A	A	A	A	A	A	A	11	0
INSPECTIONS. Add the following paragraph: "INSPECTIONS. Meet coordinators or their designees shall insure that all operators verify that their equipment meets NARCOA equipment standards."	A	A	A	A	A	A	A	A	A	A	A	11	0
OPERATOR CERTIFICATE. Add the following paragraph: "OPERATOR CERTIFICATE. Effective January 1, 1998, meet coordinators or their designees must verify that all operators have in their possession a valid NARCOA or NARCOA-approved operator's certificate."	A	A	A	A	A	A	R	A	A	A	A	10	1
HY-RAILS. Add the following paragraph: "HY-RAILS. 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."	A	A	A	R	A	A	A	A	R	A	A	9	2
EXEMPTIONS. Add the following paragraph: "EXEMPTIONS. 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."	A	A	A	A	A	A	A	A	A	A	A	11	0
STEAM-POWERED CARS. Add the following paragraph: "STEAM-POWERED CARS are allowed on NARCOA excursions when approved by the meet coordinator and the host railroad. Refer to the Operations Manual for steam car requirements."	A	A	A	A	A	A	A	A	A	A	A	11	0
RECOMMENDATIONS TO MEET COORDINATORS. Reword the second sentence to read: "2. Flagging of grade crossings under poor visibility or nighttime conditions must be done with fuses, flashlight or lantern."	A	A	A	A	A	A	R	A	A	A	A	10	1



How To: ***Your Engine Oil***

(Editor's Note: The following article, submitted by Mike Paul of Oshkosh, WI, originally appeared in the Spring 1997 issue of the Enthusiast, a Harley-Davidson, Inc., publication. It is reprinted with permission of Harley-Davidson, Inc. The proper use of engine oils in four-stroke, air-cooled engines is important for long engine life and we believe the article reprinted below is important reading.)

The Service Side

It's spring. It's time to ride. Getting ready to ride means fresh oil in the crankcase. While Harley-Davidson has always recommended the use of Genuine Harley-Davidson Oil in our engines, recent changes to a new service designation (rating) of automotive engine oils make the distinction between automotive engine oil and Genuine H-D Motor Oil more important than ever before.

We hope the answers gleaned from our pool of service consultants help to make the alphabet soup of oil ratings a little clearer.

Changing Engine Oil Designations

Q. Are there any differences between motor oils designed for water-cooled automotive engines and air-cooled Harley-Davidson motorcycle engines?

A. Yes! Now more than ever it's important for Harley-Davidson owners to make sure they are using the proper engine oil. Riding a Harley-Davidson could never be confused with riding in a car. So it should come as no surprise that the differences between cars and trucks and motorcycles are as basic as the way they cool their engines.

Most automotive engines are **water-cooled**, while Harley-Davidson engines are **air-cooled**. This creates different operating temperatures and different engine oil needs.

Q. I thought I knew my oils pretty well. Why should I be concerned about automotive formulations now?

A. In October 1996, oil companies began using a new service designation (rating) identified by the American Petroleum Institute (API) as service letter designation "SJ" (the previous service designation was "SH"). This rating can usually be found on the back of the oil container.

The new SJ automotive oils have been re-designed to meet the latest requirements of water-cooled automotive engines, which normally operate with oil temperatures of less

than 200 degrees Fahrenheit. Among other things, SJ oil was designed to improve fuel economy in automotive engines.

This is an important point to Harley-Davidson owners because Harley-Davidson air-cooled engines typically operate with temperatures exceeding 200 degrees Fahrenheit.

Q. What makes Genuine Harley-Davidson Oil different?

A. Genuine H-D Motorcycle Oil is uniquely formulated to combine attributes of both automotive and diesel engine oils to create a lubricant that has been blended specifically for Harley-Davidson air-cooled V-Twin motors. H-D's unique formulation (which is not used in any other motor oil in the world) combines an "exclusive additive chemistry" with premium quality base oil. H-D's unique additive package chemistry allows for the proper level of lubrication, internal motor wear protection and temperature management, and has been rigorously performance-tested in our air-cooled, V-Twin motors. By the way, H-D's exclusive additive formulation will not be affected by the recent automotive API SJ Service designation.

Q. What if I'm traveling and Harley-Davidson oil isn't available?

A. If it is necessary to add oil and H-D oil is not available, owners should use an oil certified for diesel engines.

Acceptable diesel engine oil designations include CE, CF, CF-4 and CG-4.

The preferred viscosities for the diesel engine oils, in descending order, are: 20W-50, 15W-40, and 10W-40. When you get home or to a H-D dealer be sure to change back to 100 percent H-D oil.

Thanks for using Harley-Davidson Genuine Motor Oils. If you're not currently using H-D oil, there's no better time to start. See your dealer for Genuine Harley-Davidson Motorcycle Oil when you are getting ready to ride.

Note. The above recommendation is a change from what is recommended in current Harley-Davidson Owner's Manuals. Previously, Harley-Davidson recommended using the highest classification motor oil available. This change was identified in a service bulletin dated Dec. 6, 1996.

(Editor's Note: In Mike Paul's conversation with the editor of the Enthusiast Magazine, it was further recommended by Harley-Davidson that H-D owners use "heavy duty service" rated oils for diesel engines, if H-D branded oils are not available. In other words, standard automotive oils for gasoline engines rated SJ/CD, for example, suggest that those oils can be used in modern automobile gasoline engines [the SJ rating], and for "moderate" diesel engine service [the CD rating]. H-D does NOT recommend such oils for their engines, in spite of the dual-rating for both gasoline and diesel engines. Oils rated specifically for heavy duty diesel engine service, e.g., CF rated oil, such as Shell Rotella are the oils recommended for H-D engines when H-D branded oil is not available. Motorcar owners running air-cooled Onan engines, Briggs and Stratton engines, etc., are advised that the above article is printed for information only, and is not an endorsement by H-D nor by NARCOA that the recommendation by H-D for its engines pertains to any other air-cooled engines.



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: M9 open car. Runs, needs restoration, \$900.00. Also, M19, excellent cab, complete and running, \$1,250.00. Contact Eric Schwandt, 5472 Far Rd., Dundee, MI 48131; phone (517) 451-2175.

WANTED: Any info, manuals, papers, parts for Sylvester K-54 motorcar. Contact Eric Schwandt, see ad above.

FOR SALE: Fairmont M19, standard cab front, \$75.00; M19 roof, thin, \$100.00; M9 roof, deep dish, \$100.00; other cab parts, call. Can deliver to Ohio Central meet. Contact Jeff Mast, 43779 Oakbrook, Canton, MI 48187; phone (313) 459-5181.

FOR SALE: Caboose stove. Union Pacific RR "Caboose No. 10" from Wallace, Idaho, 22" x 22" x 34" high. No rust, great shape, perfect for your den, your station, your caboose! \$400.00. Contact Don Piercy, (360) 678-4488 evenings.

FOR SALE: Kalamazoo motorcar 23B, built in the late 1920s. Two-cylinder Hercules engine. Engine and radiator have been rebuilt and the car restored to original (no body, like Grand Trunk). Used in Grand Haven, Spring Lake, and Ferrysburg, Michigan. Asking \$3,800.00 for motorcar and trailer or best offer! Contact Dave Strobe, (616) 798-2331.

WANTED: Parts and/or sales bulletins for an A3 with ICK Waukesha engine. Also, good copy of Waukesha script logo. Contact Steve LaBonte, P.O. Box 575, Nashua, NH 03061-0575; phone (603) 672-3559; e-mail 103631.416@compuserve.com.

WANTED: In the past three years, Mel's Truck Sales of North Hampton, NH, has sold close to 300 motorcars. I would be interested to hear from anyone who purchased a car from Mel. (Note: Mel has sold the last of his motorcar inventory.) Contact Steve LaBonte, see ad above.

WANTED: Information on the numbering scheme that Canadian National and Canadian Pacific used in numbering their speeders. I have acquired a CN A3, RR# 187-56, and would like to know where it was assigned on that road. If anyone else owns a CN A3, please drop me a

line as the car I purchased is missing the Fairmont and Waukesha manufacturer's ID tags. Contact Steve LaBonte, see ad above.

FOR SALE: Fairmont license plates for your automobile, your truck, your motorcar, or your trailer. Fairmont Motorcar 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: New Fairmont parts: starting cranks, #M-16420, \$60.00; #76531, \$65.00; #69510, \$75.00. Lift handles, #465561, \$75.00. Ends, \$24.00. Exhaust, #M33789A, \$50.00. Throttle lever, #98405, #46560, \$22.50. Timer Lever, #46561, \$27.50; #48870K, \$22.50. Seat cushions, #F-13212, #F9085, \$32.50 each. Seat frame, folding, \$35.00; non-folding, \$25.00. New Tamper wheels, 16", \$75.00. Brake shoe and liner, \$12.50. New aluminum cab front and top for #98399, #69691. Fairmont cars: MT19 CN and CP cars (10), \$1,000.00 up; MT14 CN and CP cars (15), \$1,000.00 up; M19 and M14 CP cars (25), \$750.00 up; one ST2-AA with RKB twin engine, \$1,500.00; one MT19, Northwestern, alum. cab, \$1,500.00; two M9s, \$900.00 each; three Silverters, \$950.00 each; one Sheffield 40, make offer; Woodings CBI and CBL cars (8), \$1,000.00 up. Contact Les King, P.O. Box 164, N. Lawrence, OH-44666; phone (330) 833-2868; FAX (330) 830-5213.

AVAILABLE: The Rail Motor Car Resource Library is available to any and all interested parties. The library now contains over 240 files ranging from advertising to engine and car manuals, etc. For a copy of the latest list, please send a LSASE to RMCRL, c/o Doug Cummins, 1146 W. 27th, Independence, MO 64052. All inquiries and orders will be answered promptly.

WANTED: Information about the different makes and models of railcars listed by year and features. Contact Jack Raymond, 155 Castle Hill Rd., Windham, NH 03087; e-mail jkraymond@lucent.com.

FOR SALE: New single motorcar trailer, all steel frame, 13" tires and wheels, cable winch, tongue jack stand. All required lighting, including marker lights. Loading ramps, fenders, paint primed. Choice of finish color to match your car or truck. All work done by a professional welder and metal fabricator, \$950.00. Photo supplied to a serious buyer. Possible delivery. I am also taking orders for other trailers. Contact Gus VonHolten, 182 Hawley's Corners Road, Highland, NY 12528; phone (914) 691-7768.

FOR SALE: M9-G, ex-Southern Rwy. car, 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,

(Continued on next page)

Want Ads

(Continued from previous page)

\$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: Three-chime Leslie locomotive air horn. New diaphragms, painted black, \$400.00. Contact Tom Wiprud, 257 Gauger St., Hutchinson, MN 55350-1706; phone (320) 587-4283.

FOR SALE: Fairmont A4, four-cylinder, \$2,500.00. Contact Wes Belcher, (304) 258-3905.

FOR SALE: Fairmont M19, open car, \$500.00. Contact Jim Belcher, (540) 674-6675.

FOR SALE: TRACKCAR VIDEOS: the long wait is over!

- Peace River, Alberta, to Copper Mine, Arctic Circle. Almost as good as being there again! Two hours with music and narration, \$24.00.
- Central Montana and Alberta Prairie Railroads. See and feel God's green acres at ground level, 96 minutes with music and narration, \$17.00.
- Canadian National locomotive cab ride, Peace River to Roma Jct., Alberta. Eight-unit lashup with unit tank car train, switching and mixed freight return, 86 minutes, \$15.00.
- Coppermine, Central Montana to Alberta Prairie and cab ride, three-tape set, \$49.00.
- Copper Canyon, Mexico. A motorcar adventure in railfan heaven; see and feel Mexico. Two hours with music and narration, \$24.00. Six hours, complete trip with hotels and locomotive runbys, \$39.00. Satisfaction guaranteed or I'll roll in cinders till you're happy! Credit card or check to "Picture This", William Kozel, 23 Lee Ave., Rexford, NY 12148-1209; phone (518) 399-5836.

FOR SALE: Fairmont S2-H motorcar, built 1949 for the B&O with a Kalamazoo cab, 12 hp RQD engine with alternator six-volt system, \$1,800.00. Custom-built single-axle trailer with winch, ramps, and electric brakes, \$1,000.00. New, never used Fairmont endless belt F7978, \$125.00. Contact John Mowrer, 112 Fulton St., Hanover, PA 17331; phone (717) 632-0982.

FOR SALE: Fairmont MT14, ex-BN. Excellent unrestored condition, with side curtains and seats. Contact Brian Freeman, 5251 S.W. 75th St., Des Moines, IA 50321; phone (515) 287-3599 evenings.

FOR SALE: Fairmont 0307 hyrail gear, fits GMC or Chevy 2500 series. Contact Randy Dyer, Box 489, Jefferson City, TN 37760; phone (423) 475-9539.

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.

WANTED: Flange brake kit #69744, excellent condition or N.O.S. Also, need 16" wheel and rubber tires, excellent to N.O.S. condition. Also want Fairmont MT19-B series open or closed cars with Onan B48G engine. Also want Beaver cars, two-man and eight-man. Also need Beaver parts car with body. Also want Portec RMC series "F" or "C" with turtable, if possible. Contact Mike Craner, 668 Ridgeway Dr., Taylor Mill, KY 41015; phone (606) 491-6372 or (513) 841-8642.

FOR SALE: Fairmont MT19-A-3, ex-UP #2498 car in very good condition, built 5-29-84. Full enclosed cab (round front with inspection window at driver's feet. Three windows in front of car.) Has CCKB engine, Hunter heater. Have original build sheet from Fairmont and service manual. \$5,500.00. Contact Mike Craner, see ad above.

FOR SALE: MT19, ex-MoPac, completely rebuilt in 1992. Headlight, taillights, brake-activated stop lights, horn, new curtains at rebuild. Excellent condition, runs good, \$2,500.00. Contact Dave Gentry, 3506 Doniphan, St. Joseph, MO 64507; phone (816) 233-0741.

FOR SALE: MT14, ex-UP, enclosed cab, heater, fan, two seats, turntable, new battery, headlights, taillights, brake-activated stop lights, horn. Excellent condition, real nice car, \$3,500.00. Contact Dave Gentry, see ad above.

FOR SALE: Single-axle trailer for single motorcar. Excellent condition, \$600.00. Contact Dave Gentry, see ad above.

WANTED: The following parts for restoration of a Fairmont ST-2: axle bearings and races for drive axle, Fairmont part #F5529; Timken bearing #358-D, races #354; differential axle, Fairmont part #F5493; Timken bearing #19145-D, races #19283; endless cord belt, Fairmont part #F3104 (4" x 98 1/2"); fuel tank #46565; brake shoe liner #M-16397. Have a four-cylinder gas engine, 12-volt electric start with fuel tank, will sell or trade. Mounted in an electric welding unit, less the welding generator. Contact Jeff or Dave Biles, 936 Evergreen Street, Emmaus, PA 18049; phone (610) 797-6687.

WANTED: Complete Fairmont OD engine, 6-bolt head, side-mounted water filler neck. Prefer phone calls, but if you write, include your phone number. Contact Wendell Stahler, 5120 McClain Rd., Lima, OH 45806; phone (419) 221-2286 or (419) 221-3276 collect.

FOR SALE: MT14-L-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 (916) 272-3533.

FOR SALE: Trailer. New tires, good condition, \$200.00. Also, many locks and lanterns. Contact Dick Cumberland, North Carolina, (919) 247-7137 or Evan Roderick (919) 726-2895.

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.

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: 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.

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.

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: 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.

"Boomer King" Contest Deadline Extended to May 1

The deadline for entries in the "Boomer King" contest has been extended to May 1, 1997. 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.

NARCOA Membership Renewal

When you receive your *SETOFF*, your mailing label has a date printed on the corner of it. This is the date your membership expires, and if it is the same date as the date of the issue you receive, it's time to send in your membership dues.

Please remember that dues are to be sent to Joel Williams at Box 82, Greendell, NJ 07839. Also, membership and subscription inquiries are to be directed to Joel. Thank you.

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

NARCOA Insurance Details Available

By Tom Norman

NARCOA Treasurer and Insurance Administrator

NARCOA's insurance underwriter had not submitted a proposal for this year's program in time for inclusion of the details in this issue of *THE SETOFF*. By the time you receive *THE SETOFF*, applications for the 1997 Railroad Motorcar Insurance program will have been mailed to all members that were previously insured. The new policy is effective April 1, 1997, and runs through March 31, 1998. If you have not received an application and desire insurance, contact a local area representative from the list below:

Hank Brown, 622 Oak Street, Cottage Grove, WI 53527; phone (608) 839-4939

Jim McKeel, 9742 Yosemite Court, Wichita, KS 67215; phone (316) 721-4378

Dick Wilhelm, P.O. Box 209, Bearsville, NY 12409; phone (914) 679-2870

Tom Norman, 1047 Terrace View Drive, Alberton, MT 59820; phone (406) 722-3012

Jack Whitt, 1018 West Dixie Avenue, Leesburg, FL 34748; phone (904) 324-3868

Doug Stivers, 1548 Fuchsia Drive, San Jose, CA 95125; phone (408) 264-1048

The Track Inspector Sez:

The most important tool to have in your toolbox is a Visa card.



North American Railcar Operators Association (NARCOA)

Officers:

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

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Bearsville, NY 12409

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1302 6th Ave. SE
Altoona, IA 50009

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Joel Williams
Box 82
Greendell, NJ 07839

Area 8
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Canada

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Wichita, KS 67215

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Lincolnton, NC 28092

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1047 Terrace View Drive
Alberton, MT 59820

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Leesburg, FL 34748

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469 Campana
Arroyo Grande, CA 93420

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Mike Mitzel
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and Recording Secretary:
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Oshkosh, WI 54904

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THE SETOFF:
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4403 Dyes Lane
Bealeton, VA 22712

Nominations (Elections):
Carl Anderson
1330 Rosedale Ln.
Hoffman Estates, IL 60195

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

Legal Forms:
Mark Springer
143 N. Arcadia
Wichita, KS 67212