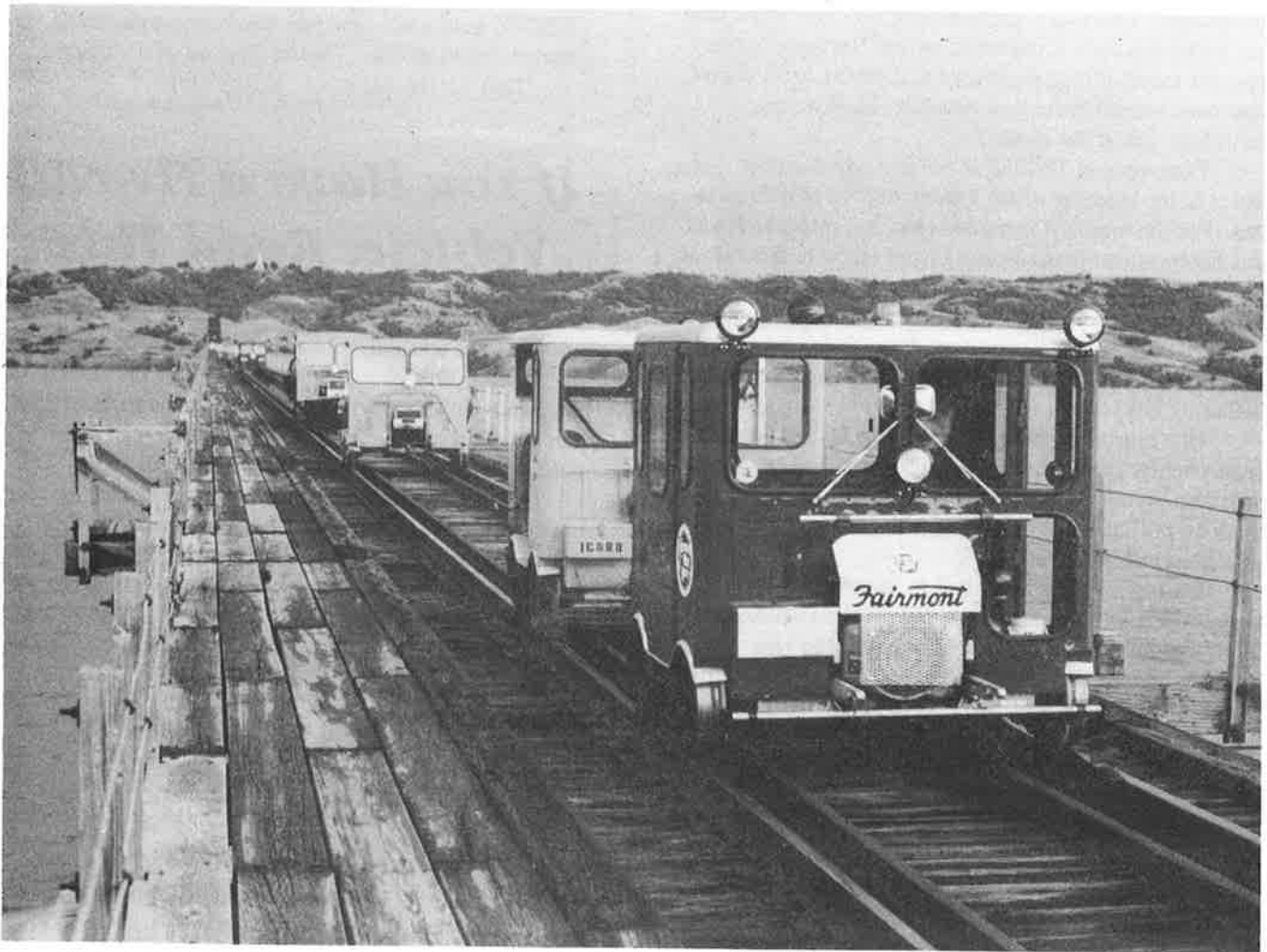
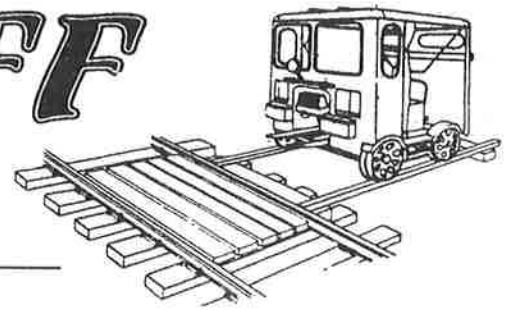


# THE SETOFF

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

January/February 1998



*Above, August 1997 on the old Milwaukee Bridge over the Missouri River at Chamberlain, SD. The railroad is now under the operation of the Dakota Northern. David Calwell's Fairmont MT19 is in the foreground on the west end of the bridge, reported to be over a mile long. A total of 20 cars made this trip, sponsored by the First Iowa Division of NARCOA.*

Photo by David W. Calwell

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## From the President

By Ron Zammit

In December, I was invited to the Regional Short Line Conference in Phoenix given by the FRA to over 40 short lines from the southwest. There was very good news from this meeting. From start to finish, I felt that I was being treated the same as the railroad employees in attendance. This was a great feeling, as I now think that our hobby has been accepted as part of the contemporary railroad scene. Congratulations and thanks to all of you who have helped make this possible. I feel we are definitely "out of the closet."

Elsewhere in *THE SETOFF* is a report on the topics at the meeting which I think may be of interest to you. For the future, it is a good idea that someone from this hobby attend these meetings and report back to all of us. In case you wonder, I did not go to the meeting to make plans for new excursions, nor did I talk about what we do, unless asked. Regardless, folks there were curious, and I did make a lot of new friends and contacts, including folks in the FRA.

One railroader even invited me to his line, and on a cross-country trip a few weeks later, I stopped in. We ended up hy-railing his line (my first time in the cab of a truck on rail) and I'm excited by what I saw. This would be a great railroad to tour.

During my visit he stated, to the effect, "you guys keep coming to those meetings and stay concerned about safety and all sorts of doors will be opened to you. I'll help." These words, plus what happened at the meeting, were big payoffs for me. Striving to place NARCOA in its current position has been lots of work for many of us, and it was wonderful to see it as part of the "establishment."

In internal news, Stan Conyer has reported that the Rule Book Certification has been moving along with few problems. From what I've heard, most operators have had no problems with the exam. One issue the NARCOA Board has yet to decide upon concerns the duplication of efforts. Some local groups have their own operator certification programs and the NARCOA program causes some duplication. No one wants this to happen, but the Board did not have time to set up a complete program at the last meeting. The NARCOA card is good for three years and, during that time, better implementation will be done.

Yet to be decided is how to give the locals "credit" for their certification programs. I ask for patience from all as this process is developed. No one in the Board wants to hassle any one group, and it is regretful if it appears that way. I personally feel that NARCOA will allow locals to do local certification in lieu of NARCOA's. In the long run, NARCOA will probably

set minimum standards and the locals will operate the programs. Those locals which already have programs in place probably already exceed NARCOA's minimum standards and will only need to continue what they are doing. Again, please be patient as this gets worked out.

With this issue of *THE SETOFF* we bid farewell to Deanna Baird as Editor. Bill Hurtig will take over in the next issue. I'd like to publicly thank Deanna for all the work she has done on this publication and for NARCOA. It is frequently difficult to do something like edit *THE SETOFF*, hold a full time job, and have a private life. Deanna did all of this. Thanks from all of us, Deanna.

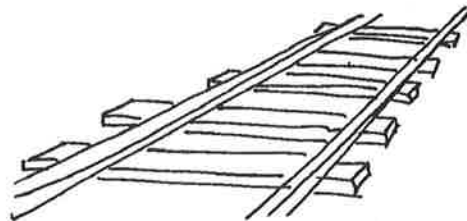
That's it for this issue. Happy rails.

## *If You Have a Hy-rail Vehicle, Read This!*

Tom Norman, NARCOA's insurance coordinator, has just been notified (mid-February) by United Shortline that hy-rail vehicles are not covered under the NARCOA insurance package. Hy-rail vehicles are considered autos and are covered separately under a commercial auto policy which, of course, NARCOA does not have.

Please be advised that hy-rail vehicles *cannot* operate at NARCOA-insured excursions until further notice. Tom is attempting to secure coverage.

If you have questions, call Tom at (406) 722-3012.



**Please submit materials  
for the next issue of  
*THE SETOFF*  
by March 15, 1998.**

**Send them to:**

**Bill Hurtig  
*SETOFF* Editor  
410 N. Custer Box 81  
Delphos, KS 67436**

# Editor's Notes

By Deanna Baird

Memorial Day weekend 1988 changed my life. It was then that I took my first railcar ride and that I also met for the first time the man I was to marry two years later.

I had accompanied my brother, Gene Tucker, to the Southern Michigan Railroad where he had planned to test run his newly-built—from the ground up—motorcar. It was an adventure I relished since I had grown up watching Gene build and rebuild all sorts of “riding machines.”

I don't suppose I have enjoyed any railcar run as much as I did that very first weekend. It was wonderful—exciting and so different.

In the 10 years since that magical weekend a lot has changed. My initial delight has been somewhat tempered by an awareness of the inherent dangers of running the rails.

NARCOA, too, has changed with the times. Membership has doubled, tripled probably, since I joined. There are many more regulations and procedures and an ever-greater effort to “legitimize” the hobby in the eyes of the world.

I have been privileged to be a part of the motorcar experience through my many years of working on *THE SETOFF* and being associated with NARCOA. I have made new friends in many parts of the country and had some wonderful adventures beginning with that Memorial Day weekend ten years ago.

It is high time for me to pass the flame on to another editor, the fourth since the newsletter began publishing in 1987. It's a vital job and, sometimes, a frustrating job. But also a rewarding and instructive one.

I am grateful to the many NARCOA members and others who have contributed to *THE SETOFF*—pictures and articles, thoughts, words of encouragement, etc.

Particular thanks go to Gene Tucker and Mike Paul for providing editorial advice and proofreading assistance. And to Ernie Jeschke for faithfully printing *THE SETOFF* so well all these years. And to Joel Williams for providing mailing labels, and to Hank Brown for stuffing and mailing envelopes. This is the collective effort that gets *THE SETOFF* into your hands every other month.

Lastly, I thank Bill Hurtig in Kansas, who has graciously volunteered to take over the editor task. He will do a fine job.

Meanwhile, I'm ready for the next great adventure. And I hope to see you on the rails some time soon.

## 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. Excursion 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 6

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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.narcoa.org>



## 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-approved insurance is required. Send excursion notices to: Bill Hurtig, SETOFF Editor, 410 N. Custer Box 81, Delphos, KS 67436.*

**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 not covered by NARCOA-approved insurance are not endorsed by NARCOA and are listed for informational purposes only.

### HOOSIER RAILCARS:

Hoosier Railcars publishes a regional newsletter which lists motorcar excursions in Indiana, Michigan, Ohio, Illinois, Kentucky, and other locations. Some of the excursions require NARCOA insurance; some do not. To be placed on the mailing list, send \$5.00 per calendar year to Stan Conyer, 9333 St. Rd. 46 W., Columbus, IN 47201-9287.

June 13-17: Algoma Central Railroad. Another three-day rail car excursion on one of the most beautiful and scenic railroads in North America. The week will start on June 13 at Sault Ste. Marie with an optional train ride on the refurbished Wisconsin Central dome car in the regular Algoma Central Railroad excursion train to the Canyon park. The next day, our group will start our three-day trip by motorcar to Wawa and Oba, then return to Sault Ste. Marie, Ontario. On Friday, we will tour the ACR railroad's repair facilities. NARCOA insurance and certification is required with a 35-car limit. Cost is \$200.00 per car. Optional train ride, meals and lodging not included, but a group rate will be secured at motels. To reserve a place on the trip, send \$50.00 to Stan Conyer, 9333 St. Rd. 46 W., Columbus, IN 47201-9287, or call for more information, (812) 342-0565.

### MOTORCAR OPERATORS WEST (MOW):

March 25-26: Desert Railroads of the Southwest, co-sponsored by Wilderness Tours. March 25, ride the Copper Basin RR (cost is \$55.00 per car); March 26, ride the San Pedro & Southwestern RR (\$70.00 per car). Include LSASE (with 55 cents postage), name, address, phone number, and names of passengers. See the Wilderness Tours listings for the first portion of the "Desert Railroads" tour. Contact Doug Stivers, 1548 Fuchsia Drive, San Jose, CA 95125; phone (408) 264-1048. Register with either M.O.W. or Wilderness Tours for their respective portions of the tour.

March 29: Niles Canyon. Coordinator, Dave Towle.

April 25: California Western Railroad. One day, Willits to Fort Bragg and return. Depart at 8 a.m., return 5:30 p.m. Cost is \$95.00 per car.

May 1-11: Alaska (tentative). Gil Dominguez, coordinator.

May 23-25: NWP, Willits to Eureka. Details not worked out yet.

June 27-28: NWP, Willits-Petaluma. Overnight in Petaluma. Details not worked out yet.

July 11-12: NWP, Willits-Ft. Seward (Fish & Game). Details not worked out yet.

July 24-26: Yreka Western and McCloud. Coordinator, Gary Cousin.

August 30: Niles Canyon. Coordinator, Dave Towle.

### NORTH CENTRAL RAILCARS:

All motorcar operators on NCR excursions must: be NARCOA members, have NARCOA-approved insurance, be NARCOA-rules certified and must operate in accordance with NARCOA Book of Rules No. 4. Additionally, all motorcars must be equipped with automatic brake lights (NCR rule).

The railroads listed below do not sponsor the excursion(s) that take place on their property. These railroads specifically disclaim any responsibility for injuries or damage sustained by anyone on account of such excursion(s).

May 16: Wisconsin & Southern Railroad. Oshkosh-Markesan-Waupun and return, \$60.00 per car. Send application for registration and check payable to North Central Railcars to the following address: WSOR Spring '98, North Central Railcars, 1780 Maricopa Drive, Oshkosh, WI 54904.

July 18-19: Combined Wisconsin Central/Lake Superior & Ishpeming excursion. Ride WC's Negaunee to Baraga line on Saturday, and ride LS&I's whole line on Sunday, including the ore dock; \$100.00 per motorcar covers both

days. No prorata will be given for one-day registrations. Send check payable to North Central Railcars with your application to: WC/LS&I, North Central Railcars, 1780 Maricopa Drive, Oshkosh, WI 54904.

August 15: Wisconsin & Southern Railroad, Spring Green-Prairie du Chien and return, \$60.00 per car. Send application for registration and check payable to North Central Railcars to the following address: WSOR Summer '98, North Central Railcars, 1780 Maricopa Drive, Oshkosh, WI 54904.

September 26-27: Wisconsin Central, Marengo Junction to White Pine on Saturday, Ashland to Park Falls on Sunday; \$150.00 per motorcar covers both days. No prorata will be given for one-day registrations. Send check payable to North Central Railcars with your application to: WC Fall Colors, North Central Railcars, 1780 Maricopa Drive, Oshkosh, WI 54904.

#### **NORTHERN CENTRAL RAILCAR ASSOCIATION:**

April 18: Maryland & Pennsylvania RR/Yorkrail. First time ever! Ride the world famous Ma & Pa Railroad from York to Hanover, PA. Then, transfer to Yorkrail track at Spring Grove and back to York. Includes trackage through P.H. Glatfelter Paper Co. in Spring Grove. Over 40 miles of track. Limit of 30 cars. NARCOA insurance and certification required. Cost is \$40.00. Contact Jeff Herrman for information, (717) 244-2049.

April 19: Northern Central Railroad. Ride one of the oldest rail lines in the country. See historic sites with Civil War heritage, scenic countryside, and the second oldest railroad tunnel in the U.S. Included in this ride is membership in the Northern Central Railcar Association. Membership runs concurrent with NARCOA insurance coverage and entitles members to run two weekends every month on the Northern Central. NARCOA insurance and certification required. Cost for membership is \$40.00. For more information, call Jeff Herrman at (717) 244-2049.

#### **OHIO RAILCARS:**

May 2: Flats Industrial Railroad, Cleveland, OH. This railroad is the former Conrail Flats Industrial. Prior to this, it was the Big Four, and the Cleveland Union Terminal (CUT) cut off. Though this line is only four miles long, it will take us through an urban and industrial setting, including crossing The Big Four Drawbridge #4. From there, we will travel upgrade (1%) to the Conrail interchange near Linndale, OH. Set on will be at Drawbridge #4 (1757 Columbus Road, Cleveland) at 10 a.m. We plan on operating the length

of the line at least twice. The fee is \$27.00, payable to Ohio Valley Railcars (\$20.00 per car goes to the railroad to provide an escort and bridge tender for the day). NARCOA insurance, rules and the operations manual will apply. Insurance cards will need to be presented. For those of you with pump cars, you may operate them on this excursion, but be prepared for the ruling 1% gradient! For information, contact Dave Verzi, 10059 Aldridge Dr., Columbia Station, OH 44028; phone (440) 236-3374.

#### **WILDERNESS TOURS:**

Wilderness Tours requires that all operators have NARCOA insurance and Rule Book Certification Cards. We have a 25-car limit on all tours. If you would like more information, call (608) 839-4939, or FAX (608) 839-5595. E-mail hbrown@ci.madison.wi.us, or write to Wilderness Tours, Box 25, Cottage Grove, WI 53527.

March 22-23: Desert Railroads of the Southwest, co-sponsored by MOW. March 22, ride the Santa Fe Southern RR (\$50.00 per car); March 23, ride the Texas & New Mexico RR (\$150.00 per car). Include LSASE (with 55 cents postage), name, address, phone number, and names of passengers. See the M.O.W. listings for the second portion of the "Desert Railroads" tour. Register with either M.O.W. or Wilderness Tours for their respective portions of the tour.

June 20: Northern Vermont RR, Newport to Wells River, VT.

June 21: Twin States RR, St. Johnsbury to Whitefield, NH.

June 24: Quebec Railroad, St. Joachim to Clermont, QB.

June 25-26: Quebec City Tour. Tour of CN Charny yard.

June 28-30: Charles Bay RR. Matapedia to Gaspé, QB.

#### **EXCURSIONS SPONSORED BY OTHERS:**

May 2: The Mount Rainier Scenic Railroad is hosting an open house which will feature the steaming up of all working steam locomotives and antique diesels. The day will be a full one with lots of things to see and do, including riding behind various combinations of the steam locomotives and in different train consists. We are exploring the possibility of expanding the event to include a speeder excursion following the steam event. Please let me know if you are interested. Contact Julianne Klontz for more information (see notice above for address and phone numbers).

May 30: Lycoming Valley Railroad, Williamsport, PA,

(Continued on next page)

## **Excursions**

(Continued from previous page)

80-mile round trip on former Reading and New York Central. Possible tour of Kopper's tie plant in Muncy (not confirmed). NARCOA insurance and rules apply. Hard hats and safety glasses will be required for tour. Send check for \$35.00 to Larry Maynard, RR1, Box 351, New Columbia, PA 17856; phone (717) 538-9050 before 10 p.m. EST.

**October 14-22:** Copper Canyon of Mexico. Eight days, seven nights in first class hotels. Five nights, six days on the railroad of 750 miles with ribbon rail, 87 tunnels, 36 bridges and a loop. Railroad permission is anticipated in January 1998. Tentative hotel reservations being made. Refundable deposits of \$100.00 being accepted for participation lists. NARCOA insurance is required, adults

only. Approximate cost is \$2,000.00, which includes hotels with three meals per day, railroad fees, and Spanish interpreters. Contact Al McCracken, excursion organizer at (408) 249-2953, or fax (408) 249-3120.

## ***South Eastern Rail Car Certification Required***

Effective April 1, 1998, all motorcar operators who participate in South Eastern Rail Car Operators Area 5 excursions will be required to have SERO Area 5 MCO Certification. MOW motorcar operator certificates will also be accepted. This certification is in addition to NARCOA requirements.

Requests for certification or questions should be directed to Jim Garner, 1746 Gumtree Drive, Orange Park, FL 32073; phone (904) 264-5564.



***Warren Chiesa loaned a motorcar to another member on the Kankakee, Beaverville and Southern, shown loaded up in Sheldon, IL. What's your van's gas mileage, Warren?***

Photo submitted by Ron Zammit



## **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:

There has been some discussion on the Internet Speeders List about traveling at a safe speed that would allow you to stop in time to avoid a motorcar that might be backing up. Although the rule boaters use, "The maximum speed during impaired visibility should be that which allows you to stop in half the distance you can see," seems plausible, there was concern about how the concept worked.

The following examples may clarify this.

Assume:

@ 10 mph you can stop in 100 feet; and

@ 30 mph you can stop in 300 feet.

Then:

If you have clear vision of only 200' (because of a curve, or whatever), you can safely travel at 10 m.p.h. and stop in 100';

If you have clear vision of 600', you can safely travel at 30 m.p.h. and stop in 300'.

Example 1:

If there is clear vision of 600' and one vehicle is traveling at 10 m.p.h. and another vehicle is approaching from the opposite direction at 30 m.p.h., and they both apply their brakes at the same time they see each other (600' apart), they will stop with 200' between them.

Example 2:

If there is clear vision of 600' and two vehicles are traveling towards each other at 30 m.p.h., and they both apply their brakes at the same time they see each other (600' apart), they will stop with no space between

themselves (but the operators may have to change their underwear).

Example 3:

If there is clear vision of 600' and one vehicle is traveling at 30 m.p.h. and the other is approaching at 35 m.p.h. from the opposite direction and they both apply their brakes at the same time they see each other (600' apart), they will not be able to stop in time (and someone else may be changing the operators' underwear).

This highly simplifies the situation, of course, but it should illustrate the rationale behind "You should only go so fast that you can stop in one-half the distance you can see."

Bud Stych

Traverse City, MI

To the Editor:

I am writing in response to Rob Piligian's letter in the November/December issue. I had to chuckle about the "experts." Out west in the MOW group, we have at least one Doc Fairmont.

Most of us evolved to motorcarring as rail fans. Rail fans have an irrational love of trains, railroading, history, steam, models, scanners, photography, etc. etc. The key word here is irrational. I believe most rail fans are compulsive-obsessive; we all know the type. When describing a steam engine or the carburetor of an M14 we become serious, intense, our eyes focused, spittle forms on the edges of our lips as we foam on. We reach a state which I call "efoamulation." I find this state both amusing and annoying.

Within this personality trait is the need to be in control. There seems to be an unspoken "seniority" list which helps determine the natural pecking order. I've met members whose first or second question is "how long have you owned a motorcar?" Hence, I'm established on this seniority list. Those above you on this list become the "experts."

Each run has a nervous energy to it. Bob Schuknecht describes this beautifully in the September/October issue article, "A Paranoid Operator." Railroaders have long referred to us as train nuts. If we seem a little nuts, we probably are.

This letter is not intended as an attack or an insult to anyone. Rather my view of who we are and what we do. Those who need to be in control exist in all hobby groups, service organizations and life in general. However, there is a positive side to their actions. In any group, 10% do the work while 90% enjoy the benefits. Those who need to be in control do the work, obsess about our best interests and are, by nature, leaders.

Tom Slivka  
Sonoma, CA

## *FRA Regional Short Line Conference Held*

By Ron Zammit

Most of you have heard of the Federal Railroad Administration, or FRA. The FRA regulates most of the railroads on which we host excursions. This agency is most concerned about safety, but over the years it has acquired various reputations in different parts of the country due to the penalties it extracts from the railroads.

Inspectors have much power over railroad companies found in violation of safety and operating practices. For the most part, I believe the agency is trying to eliminate any excessive or arbitrary punishment. The agency seems to be "request/complaint driven" (my words) as they do not seem to go out and dig up trouble. Action is usually taken only when there is a request or complaint from a concerned group or person. This is good for us. As long as we keep our noses clean in our hobby, they will leave us alone. They just don't want more work!

In December of last year, I was invited to a "Regional Short Line Conference" in Phoenix. The meeting was nicely hosted by the Arizona & California Railroad. Folks from FRA, Region 7, did two days of presentations to representatives from about 40 railroads. In this article, I'd like to report the highlights of this meeting.

First, I'd like to state that I found the meeting a wonderful experience. I was treated just like a railroad employee, even though I do not own or operate a real railroad. No, I did not try to "score" any railroad excursions; this was not a meeting in which business was conducted. I did make some new contacts which could be developed later, but I think it was important that the meeting be attended for what it was: an FRA briefing.

Essentially, the FRA was communicating to all of us their view of the present and what was coming for the future. What I sensed from the attendees is that this was a great group of FRA personnel, and the mood was very congenial—one of communication from both sides. Here are some of the highlights of interest to our hobby:

**Future Rules:** The Brotherhood of Maintenance of Way Employees (BMWE) has requested that the FRA formulate new rules concerning "Track Motor Vehicle and Roadway Worker Equipment" and the Rail Safety Advisory Committee (of FRA) has assigned this to a Safety Standards Working Group. It has been assigned a Task Number of 96-7. This action may have an affect on our operations, depending on what the Working Group comes up with and what the FRA finally passes as rules.

One group which has input to the FRA on these changes would be the American Short Line Railroad Association. I will investigate NARCOA's joining this group so that we have a voice in the decisions which may affect us. (A comment made from the podium by an FRA person was the following: "Those guys [MoW employees] keep hitting each other out there. I don't know what we can do about it, but we have to do something." Hmm, I think I know what he's talking about.)

**Radio Rules:** NARCOA does have a radio license, which is used by a lot of you when operating on the rail. NARCOA has not formulated any rules for use by our members. The Board has assumed all of you would obey FCC rules and use common courtesies. This has not always happened, and NARCOA needs to consider a rule set for radio use.

The following are FRA topics to be addressed by a railroad when they (the railroad) make rules for use on the property: I.D., Initial Transmission, Receiving Transmission, Ending Transmission. The FRA wants consistency and clear communication to occur, and the rules must provide that.

**Engineer Evaluation:** The FRA requires certain documentation in certification of engineers. Since NARCOA is just beginning to document its operators via the Rule Book Certification, NARCOA needs to consider what items are required of the railroads and consider the proper path for the hobby. (I'm not pushing that NARCOA do any of this, I'm just reporting what others who operate on rail in this country must do to certify their operators. However, we should be alerted; some of this could be required from Task 96-7 above.)

The railroads are required to evaluate: DMV record, (past) compliance with railroad rules, record of substance abuse, vision, health, knowledge of rules via written test, and operational performance skills.

**Violations:** I was particularly interested in what type of rules violations got the FRA's attention. Here are the topics they listed: speed, alcohol/drug problems, improper braking, track authority, tampering with safety devices.

We as motorcar operators have to obey the railroad rules and our own. At present, the FRA is more interested in our compliance with the railroad rules, as these are the rules which the respective railroad and the FRA have both approved. The first two items in this list are probably most important to us. Additionally, we must be concerned about grade crossing issues, since we do not



have the right of way as do locomotive engineers.

**Flagging:** Flagging was discussed extensively. Flagger outfits are defined by FRA. For day, orange vest or shirt, stop paddle or red flag. For night, reflective orange vest or shirt, plus flashlight, lantern, or lighted signaling device. We need to all operate over flagged crossings with this in mind.

**FRA Information:** At my request, the FRA is considering an information column for our newsletter. I feel it is important that we communicate with this agency and know about it BEFORE we have problems between them and us. It is better to get to know them now than

during times of crisis. I hope they will participate in a column soon to answer questions from us from time to time.

Those are the highlights, and I hope you found this interesting. I saw no push from the FRA to regulate us or in any way hassle us. The message to me was: be safe and have fun, but don't forget we are here for a reason, so do operate safely. Again, it was great to come away feeling that our hobby had been accepted as part of the railroad scene in this country.

Thanks for all of you who have made this possible.

## Contact Your Insurance Representative To Obtain Your Evidence-Of-Insurance Card

By Tom Norman  
NARCOA Insurance Administrator

The NARCOA Insurance Program is up and running for 1998! The policy year extends from February 1, 1998, through January 31, 1999. You need to have your new Evidence-of-Insurance card for all insured excursions beginning February 1, 1998. The insurance application, NARCOA Agreement, and a Description of Insurance form were inserted separately in the November/December 1997 issue of *THE SETOFF*. If you have lost your forms, please contact the insurance representative for your area, listed below:

Illinois, Indiana, Iowa, Kentucky, Manitoba, Michigan, Minnesota, Ohio, Ontario, and Wisconsin:

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

Arkansas, Kansas, Louisiana, Missouri, Nebraska, Oklahoma, and Texas:

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

Alaska, Alberta, British Columbia, Idaho, Montana, North Dakota, Oregon, Saskatchewan, South Dakota, Washington, and Wyoming:

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

Arizona, California, Colorado, Hawaii, Nevada, New Mexico, and Utah:

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

Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, and Tennessee:

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

Connecticut, Delaware, Maine, Maryland, Massachusetts, Newfoundland, New Brunswick, New Hampshire, New Jersey, New York, Nova Scotia, Pennsylvania, Prince Edward Island, Rhode Island, Vermont, Virginia, and West Virginia:

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

NARCOA requires that each insurance program participant obtain a NARCOA Rule Book Certification Card. Basically, this means you must pass a NARCOA Rule Book test before you can operate at a NARCOA-approved, insured event. You do not need the NARCOA Rule Book Certification Card to apply for insurance, but must have the certification card before attending any event.

The excursion coordinator is required to verify that each operator has both the Evidence of Insurance Card and the Rule Book Certification Card. Refer to the September/October 1997 issue of *THE SETOFF* for details, or to request a test, send a stamped, self-addressed business size envelope to:

Stan Conyer  
9333 State Road 46 West  
Columbus, IN 47201

*If it can be done  
safely, do it.*

## Road Runner on the Rails

Torrington man's 1941 Plymouth 'Railmobile' and its crew romp the inter-city rights-of-way with railroad sanction.

*(Editor's Note: The following article appeared in the Hartford Courant Magazine of May 31, 1959, and was submitted by Arthur W. Sweeton of Canton Center, CT.)*

**By Jack Bishop**

One of these nice warm days you may see an unusual group of motorists out for an automobile drive over some quiet railroad tracks. It will be Truman Crowell of Torrington and friends.

Frequently during the past 20 years, Crowell, with his full "railroad" crew, has been driving his automobile along various tracks in New England "simply as an exciting and downright pleasing hobby."

On these runs, the crew has had many passengers, including a Connecticut town mayor. Crowell calls his unique creation, which runs solely under automobile engine power, a "railmobile."

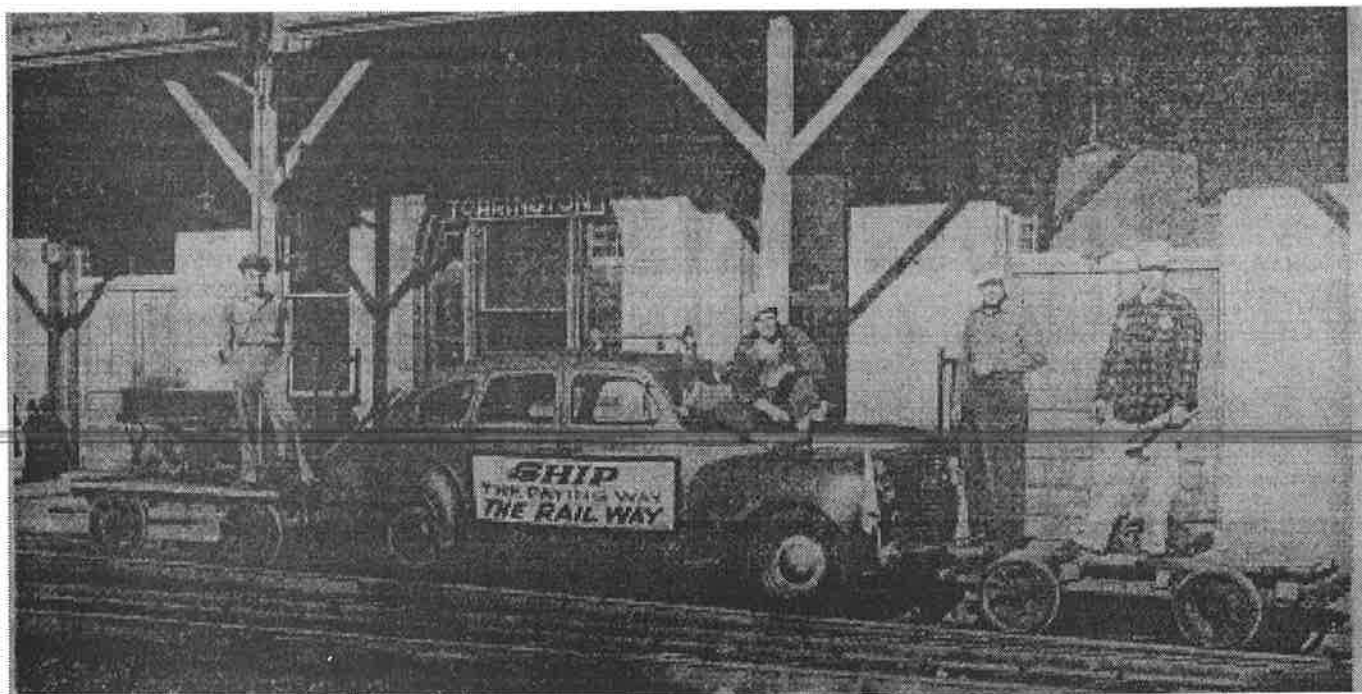
Keeping the car on the tracks have been sources of both fun and frustration for Crowell and crew, all former railroad men, since the Torrington man first conceived the idea of playing railroad, full scale. Standard auto tires just aren't built for rail runs, so the crew has long tinkered with ways to keep the car wheels from jumping the tracks. Today crew members feel that at last they have found the solution—plus increased pleasure and a sense of accomplishment in a not-too-common diversion.

In pursuing the carefree capers of his hobby, Crowell has received, and acknowledges gratitude for, the "tremendous cooperation" of railroad line owners and operators. These railroad executives have fully sanctioned the crew's trips—to and from destinations—and have issued written orders informing station agents along the line.

Civic and public acceptance (also headlines) came to the crew back in 1955, shortly after the disastrous floods in the Winsted-Torrington area. It was then that the "railmobile" scored a first. It made the initial express-carrying rail trip from Torrington to Winsted when flood debris blocked regular train travel. An honored passenger on that run was Mayor William T. Crowell of Torrington, who delivered a railway express package at trip's end to Winsted Mayor P. Francis Hick.

"While that trip had its official touch, the greatest value lay in all the fun we had," asserts Railmobile flagman Frank Kyrzcz, a Bloomfield toolmaker by occupation.

Fun, to the railmobile crew, is a thing called "Old 2999," a converted 1941 Plymouth that moves along the tracks under guidance of two small railroad push cars, connected to the auto, fore and aft, by crew-designed draw bars. The numerical designation, "2999" reflects the registration plates of the car itself (whose mileage is well over 200,000).



When Crowell and rail gang hit the tracks, they are all railroad. They wear full railroad apparel and adhere strictly to train rules, practices, signals and even railroad terminology. Thus: the crew is handling a cherished old workhorse—a locomotive—not a “four-door sedan with radio and heater.” Such imagination brings the sentimental crew a lot of real (or rail) joy.

Crewman include, in addition to Crowell and Kyrz, Robert Nimke of the Railway Express Office, Torrington; Russell Spearman, accountant in Columbia; and Lee Bouchon of Torrington. Crowell himself is a salesman of soda fountain supplies.

“We all feel fully safe on the rails, and our special equipment enables us to stop on a dime,” claims Spearman, fireman for the Railmobile.

The group, permitted as it is to romp on a range of railroads, shows its appreciation by helping to promote the rail industry. For each trip the Railmobile is fitted with a banner reading “Ship the Paying Way, the Rail Way.”

The crew has high-balled the happy freight along the Boston and Maine Railroad; the New York, Ontario and Webster; the Suncook Valley line in New Hampshire; the Narragansett Pier Railroad of Rhode Island; and the Claremont and Concord in New Hampshire.

To transform his auto from a road vehicle to a rail runner, Crowell first attaches the push carts (whose flanged iron wheels keep the too-wide auto wheels on the tracks). The car’s steering wheel is locked with a special device and the ensemble is adorned, as a railroad ritual, with locomotive bell and a diesel tone air horn (run by a lawn mower motor). Two white flags and two red flags are attached to the front and rear of the auto. For night rides, the flags are replaced by lights of the same color. Atop the push cars are heavy iron bars to further assure stability on the tracks.

“We’re simply frustrated rail fans, that’s what we are; and we just want to play railroad on a full scale,” states engineer Bouchon, whose group is organized as the nucleus of The Central New England Railroad Enthusiasts.

“Those early days were packed with problems of how to keep the car on the tracks,” says Crowell, the conductor, who launched the first railmobile trip in 1938 near Keene, N.H. “We made that run fairly good, but not quite good enough. The car had slipped the tracks a few times and we had to start looking for remedies.” So, for the next 14 years he dreamed of, and experimented with, gadgets that would give the auto a complete two-track mind. In 1952 he made what he considered the first successful rail trip—29 miles along New Hampshire tracks.

Success came with specially fitted rear wheels which were set closer together than those on conventional autos. This move placed all four wheels directly



*Official orders mark each trip of the Railmobile. This photo, taken at Pittsfield, NH, a few years ago, shows Suncook Valley Railroad general manager Edward Stapleton (left), presenting papers to Truman Crowell (center) and Russell Crowell.*

atop the rails, with the front tires being deflated to one-half pressure for better gripping of the tracks.

“That worked okay, but still we tinkered. Now we don’t even deflate the front tires and the ride is just as good, if not surprisingly smooth,” reports Crowell.

The only noise heard aboard is the “clickety-clack” of the push car wheels rolling along the high irons. “But that kind of noise isn’t really noise,” says Crowell, who with his crew cherishes everything that smacks, or clickety-clacks, of railroading.

While it’s obvious that “Old 2999” runs on rails, it runs first and foremost on safety first, in true railroad tradition. “Although our tracks have been cleared prior to each run, we observe every rail safety code and signal. At highway crossings, it’s full stop for us,” says Lee Bouchon. “And at these road crossings, we see many folks just leave their cars to join pedestrians for a closer look and frown at our contraption. As we move through the crossing, motorists seem to warm up to things, start honking their horns in greeting, and our crew, quite thrilled about it all, replies with railroad horns and whistles.”

The crew’s big hope someday is to be as totally independent as it is unique. Crowell explains: “We’re running on somebody else’s line only because we’re in the unusual position of owning a train without a track. We’d like to have that track!”

## On Track From Murphy to Andrews, NC

By Dottie Wershing

Hardy. Hardy people is the only way to describe the motorcar enthusiasts who showed up at 9 a.m. January 2, 1998. On that blustery cold, clear 23-degree morning with crunchy, spotty snow over frozen ground, seven motorcars were set on the tracks behind the depot in Murphy, NC.

My husband, Scottie, and I live in Murphy. In the early '80s we watched with great sadness as the railroad tracks and ties were torn up west of Murphy and to the Mineral Bluff Station in Georgia. The remaining track going east still goes to Asheville and beyond. The Smoky Mountain Railroad owns many miles of that distance.

What is left of the railroad runs from Murphy to the town of Andrews 15 miles away. These tracks had not been used for about three years.

With the state of North Carolina's permission, Carey Boney, Scottie, and I, cleared away a fallen tree,

track any more. We had to be very careful.

Taking a chain saw and machete just in case, we all headed out of the depot area and under a road and onto a steel bridge over a wide shallow river.

Tall spindly weeds slapped the cars from between the track and on both sides. Driveway crossings were rough but passable because of frozen debris and chunks of icy snow.

Horses raced their way around the pastures as the motorcars passed their fences. The animals were not used to anything on the rails. Dogs barked warnings as we entered their territory and continued until we left. Only one, very frightened, chicken raced in front of the speeders and finally had to take flight to escape the chase.

As the driveways thinned out and we got into the countryside away from town, the snow outlined every tie perfectly. Thankfully, the rails were clear of snow and mostly dry.



some thicker weeds and a few mud-filled driveways. Generally, the track was in good condition.

So, on this early, cold morning this hardy group gathered for a safety meeting led by Carey.

Even after a very positive, front-page story in our Cherokee Scout newspaper about using the railroad again, the safety meeting stressed roads and driveways that crossed the tracks whose drivers had not seen the railroad in use for so long they never glanced at the

*Above, a photo of the group of hardy individuals who gathered in Murphy, North Carolina, for the first run of the year on January 2, 1998. The event was sponsored by Railcar Operators of the Carolinas.*

Photos by Dottie Wershing



*Coming back out of Andrews, NC, on the way back to Murphy, NC.*

There were two beautiful old wooden trestles to cross, one 125 feet long over a valley. Here, too, everything on it except the rails were outlined with snow.

Three road crossings had to be flagged but the drivers who had to stop didn't seem to mind as the seven, very different motorcars went by.

The railroad had made the little town of Marble prosperous years ago. Marble was mined and hauled out by rail. The old elegant houses looked sleepy in winter's grip as we passed by. Friendly people waved from inside their warm homes. We, too, were warmer with bright sunshine now above the mountain tops.

Leaving the confinement of the narrow valley we had been in, we entered a long wide valley completely encircled by majestic but well worn mountains.

Flat is so rare in this mountainous area, the tracks ran arrow straight through a field where the corn had been cut making it look like the earth needed a shave. Here we all slowed to spend more time to really look at the splendor of the mountains that stood out so crisp against the deep blue sky. Pure white snow lay thickly in every shady spot.

Passing the airport, a small airplane was nice enough to take off directly at us, probably practicing

taking off and landings in the still air. The little plane did it again on our return trip, much to our delight.

Our 23-degree morning melted into a 45-degree afternoon allowing all of us to enjoy the warmth of the sun as we ate lunch in Andrews, NC, before returning to Murphy.

This run was sponsored by the Railcar Operators of the Carolinas. Hopefully, this will be the beginning of many runs on these tracks. The natural beauty of the area along with the privilege of being on the railroad makes the Murphy to Andrews railroad special indeed.

We are all extremely grateful to Jim Harris and Trice Craddock from the Rail Division in Raleigh, NC, for allowing us to keep these tracks in use.

The hardy people who made this trip were Danny Beck, Thomasville, NC; Ken Myers, Denton, NC; Jack Whitt, Yalaha, FL; Jim Garner, Orange Park, FL; Tom Stallings, Pine Tops, NC; Carey Boney, Wallace, NC; Scottie Wershing, Murphy, NC, and their families.

# A Fall Run on the Georgia Northeastern

By Dottie Wershing

Ballground, Georgia, was named after a stick and ball game played here by area Indian tribes. Large tracks of land would go to the winners.

Scottie and I, along with about 36 other motorcar owners, met at Ballground Friday, October 17 for a night run on the tracks of the Georgia Northeastern Railroad.

We would be on the railroad three days traveling over 200 miles. The excitement ran high over the entire area.

How different all the motorcars are. It was fun to watch how each was unloaded and set onto the tracks.

By the time the safety meeting was called, our gray track speeder was in line with all the others.

We would go in groups and flag traffic at crossings because the tracks in some areas hadn't been used in years. We were one of the group leaders, flagging the seven motorcars in our group at crossings.

The sun was just going down as the last of the people got back from our dinner break. Light lasted about 20 minutes before total dark set in. The only light was from our single headlight. Scottie and I had never been on a night run; it was far different than anything we had experienced before.

As we got further into the countryside of North Georgia, there were fewer roads and driveways. The motorcars in front of us disappeared into the night. Our group members had just enough space between cars to make it appear we were totally alone on the tracks.

With only the long thin ribbon of rails for a guide, we raced into the dark night.

The miles flew by far too quickly.

The tracks ran between the foothills of the Smoky Mountains and were in places 55 percent curved. Around a sharp curve, we came to the turn-around location. At least we had the entire return trip and two more full days of riding.

Saturday early morning after the car inspection and safety meeting, 46 motorcars headed in a new direction.

There was a girder bridge over one river where the Indians had built a weir with stones into a perfect "V" with the tip pointing down river, effectively schooling the fish to the point making them easier to catch. Even after all this time, the weir showed plainly in the river.

After a turnaround, we returned to Ballground, then started out again over the tracks we had covered the night before. In spots, the rails were thin from many years of use.

One of Georgia Northeastern's yards and switching tracks is located in Tate, Georgia. We passed boxcars, diesel engines, cars that were being repaired or stored plus open and covered hopper cars. We threaded our

way through all these giants. All the cars and engines had highly polished wheels and the track here was equally shiny.

A marble mine and factory appeared, with buildings on both sides of the tracks. All around the area, polished marble slabs were stacked. Gaping portals of the mines came into view, big enough to accommodate dump trucks and it is where we had to stop. The tracks had been torn up to fill in where a cave-in had occurred and the tracks had not been replaced yet.

What a fascinating place to explore. Gigantic stones were piled all over and the black cave entrance beckoned, but no time; we had to head back to get ready for our last day on the Georgia Northeastern.

Early Sunday morning, 36 motorcars set on the tracks in Blue Ridge, Georgia. After a safety meeting, we all headed north to McCaysville over the section of track that will become an excursion ride for the public in the spring of 1998.

Other than the workers who cleared away years of growth, no organized group had been on this section or trains either in many years. It will be a beautiful train ride. There are mountains, hidden coves and a large river that runs alongside the tracks most of the way. The Toccoa river is swift and shallow and full of stones that whip up white water.

Several small bridges are crossed and, nearing McCaysville, a double truss bridge awaited us. Its stone pilings were rooted firmly in the shallow river bed supporting the expanse with old elegance. The arches, now a deep burnt orange, stood strong and patiently waiting to carry the next generation.

We returned to Blue Ridge and lunch at the restaurant in the old depot before heading to the town of Ellijay and on to the north end of the cave in.

We couldn't help but be proud of the people who volunteered to clear miles of track, inch by inch, so this ride and eventually the excursion train and freight would be able to run again.

Almost to Ellijay stretched a curved trestle about 300 feet long. Built with huge timbers black from thick creosote bolted together forming an intricate pattern. The trestle looked strong enough to support the heaviest trains above the country road and river 125 feet below.

Trees closed in around us again only to pop out onto a curve long enough to see all the cars. Turnaround was at the cave-in site.

It had been three perfect days of fun and great adventure. Bobby Moreman must have spent endless hours organizing the weekend.

We will ever be thankful for the gracious hospitality of the Georgia Northeastern RR for this excursion.

## Gas Tank Guard Now Available

By Stan Conyer and Mike Mitzel

*(Editor's Note: Stan Conyer is Chairman of NARCOA's Safety and Rules Committee and Mike Mitzel is Chairman of the Safety Subcommittee)*

A recent accident has brought attention to the fact that the fuel tanks on Fairmont motorcars are mounted in a vulnerable location. In the event of a rear-end collision between two Fairmont motorcars, if the rear car is powered by a Fairmont two-cycle engine, the first point of impact (after the lift handles are knocked out of the way) is the water filler neck of the condenser striking the rear of the front car's fuel tank. Some of the later model Fairmont engines even have a point on the neck and this can easily rupture a fuel tank.

While it is always the responsibility of motorcar operators to signal their intent to slow down or stop, and for the following cars to stop well before they could strike

the car in front, accidents can happen to the best of operators at even well-organized events.

The Safety Committee has been working with Les King, an Ohio motorcar dealer, to develop a way to make fuel tanks more rupture-proof in the event of a rear-end collision.

Les received, in a group of Canadian motorcars he purchased, two MT14 cars that had been modified by the Canadian National Railroad with a steel plate across the rear of the car to protect the fuel tank. This guard was attached to the rear of the engine box and extends across the rear of the car covering the fuel tank (see accompanying photo). It is obvious that the railroad recognized the potential hazard and developed the guard to offer some protection.

Les has taken this idea, improved upon it, and is offering the guards for sale. The guard is eight inches high and is formed and slot-drilled to be easily mounted on Fairmont M9, M19, MT19 and MT14 motorcars. It is made of 10-gauge steel (1/8" thick), is finished in red, powder coat paint, and is only \$20.00 plus shipping.

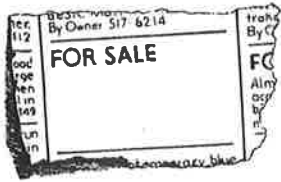
This seems to be a simple, inexpensive solution to a potentially dangerous situation although, of course,

neither Les King nor NARCOA can guarantee that this gas tank guard will prevent either damage, injuries, or fire.

If you wish to order one or more of these covers, contact Les King at 1835 Alabama Ave., N.W., North Lawrence, OH 44666, or call (330) 833-2868.



*Above, a picture of the fuel tank guard installed on an MT14 by the Canadian National Railroad.*



## Want Ads

*Editor's Note: THE SETOFF is happy to print all ads received from members. Send ads directly to: Bill Hurtig, SETOFF Editor, 410 N. Custer Box 81, Delphos, KS 67436. There is no charge for placing an ad, just send it in. If you want your ad to run for more than one issue, please indicate how many issues. Thank you.*

**FOR SALE:** Fairmont ROA engine for an M9 from 1939. Good parts engine or for rebuild, \$200.00. Also, a windshield and roof with back bracket for an M9. Original Central Vermont, all aluminum, \$150.00. Contact Brendan Matthews, 526 High St., Middletown, CT 06457; phone (860) 344-8464.

**FOR SALE:** Why not have a spare axle bearing assembly on hand, just in case? I have several new, old stock, axle bearings (assembled), part no. 55607, on special sale now through May 31, 1998, for \$80.00 each, and I'll stand the shipping. Fairmont's 1993 Repair Parts Price List quoted \$156.75, so you figure the savings! Contact Jim Dobbins, RR2, Box 105, Goff, KS 66428; phone (785) 868-2388.

**WANTED:** Velocipede plans. I am looking for the plans for a Kalamazoo model No. 14. This is the one with the removable wooden tray. Contact Mike Snetsinger, 417 Euclid St., Whitby, Ontario, Canada L1N 5B7; phone (905) 668-0536.

**FOR SALE:** 1987 GMC Fairmont P-30 inspection truck, 307 gear, one-ton, electric hoist, fully operational, \$4,000.00. Contact Eric Schwandt, 5472 Far Rd., Dundee, MI 48131; phone (517) 451-2175.

**WANTED:** Pump cars or velocipedes to take part in a Civil War re-enactment in Tecumseh, MI, the weekend of May 16-17, 1998, on the Southern Michigan Railroad. Contact Eric Schwandt, see ad above.

**FOR SALE:** MT14, ex-CN, newly painted, numbered, new wheels, lights, horns, full cab. Also, MT19, ex-CN, newly painted and numbered, new wheels, full cab. Also, 6,000-lb. trailer, two-axle, newly painted, new wheels, new lights. Also numerous parts, almost all brand new. Wanting to sell as a total package for \$7,500.00 U.S. Contact Ken Cassan, P.O. Box 2999, The Pas, Manitoba, Canada R9A 1R7; phone (204) 623-5567.

**FOR SALE:** Motorcar theme caps. Over 35 different

designs. Send LSASE for color illustrated brochure with prices. Can also custom make hat with your car and Fairmont logo. Contact Dallas McDowell, 5253 Hattie Nolan Rd., Middleburg, FL 32068-3135.

**FOR SALE:** Fairmont self-stick logo made from 2 mil., high quality vinyl. Sticks to any smooth surface. Looks like original Fairmont decal, 10" long. Available in black or red, \$8.00 each or two for \$15.00, includes postage. Contact Dallas McDowell, see ad above.

**WANTED:** One or more of the following Fairmont parts for M9-G: M17081 brake shoes; M33628 axle bearing cover; right side rail skid with brackets, 1 3/8" x 1 15/16" x 39 7/8" long. Parts for ROC engine: F7339 piston rings, copper head gasket, gasket between water tank and crankcase. Contact Vic Cross, 3282 Old Quarry Rd., Wever, IA 52658; phone (319) 528-4369.

**FOR SALE:** Fairmont MT19-A-1, built 1975, ex-Chicago & Northwestern car. In excellent condition. Rubber wheels on back, equipped with flange brakes (extra brake shoes included). Full cab with curtains, good glass, amber osc. light on top, red strobe on rear. Onan CCKB engine, \$2,500.00. Contact Ken Ward, 1041 Woodcliff Drive, South Elgin, IL 60177; phone (847) 741-1827 evenings.

**FOR SALE:** Fairmont M9-G2, built 1958, ex-Illinois Central. Completely restored except for engine. ROC engine. Has two Fairmont seats, windshield and roof, no curtains. Have set of new 14" wheels (extra \$175.00), \$2,200.00. Contact Ken Ward, see ad above.

**FOR SALE:** All aluminum motorcar trailer. Built to carry M9, M19, MT19 and have hauled MT14. Heavy-duty single axle, equipped with electric brakes and break-away brakes. Winch, ramps, dolly wheel, spare tire/wheel (14") and full light package, \$2,000.00. Contact Ken Ward, see ad above.

**FOR SALE:** Miscellaneous parts for Fairmont motorcars. Have condenser for ROC engine, new Pontiac 6V coils, C-5 carbs, C-8 carb, various curtains with hardware (could be used for patterns), set of new 14" wheels for M9, original switch buttons for light switches, crank for S-2, oval gas tank for M9 or MT19, weathersealed timers, rear axle for MT19, new 14" rubber wheel complete, some used 16" wheels, several Fairmont safety hitches, heavy duty tow bar, and other additional parts. Contact Ken Ward, see ad above.

**WANTED:** Handcar, complete, restored or project. Sheffield, Sylvester or other comparable manufacturer. Contact Chris Baldo, 220 Franklin Ave., Willits, CA 95490; phone (707) 459-4549 work, (707) 459-2600 home, (707) 459-0775 FAX. Or e-mail wlltsrwd@zapcom.net.

**FOR SALE:** Track charts and profiles. Railroad-issue map books of graphic and technical information



highlighting track arrangements, gradients, curve degrees, bridges, signals, facilities, stations, crossings, abandoned lines, etc. Short lines to major roads, past and present. Large catalog, \$2.00. Contact Dave Cramer, 2114 Sheridan Drive, Madison, WI 53704.

WANTED: Any Buda motorcar information. Have Type 19L SHOP #12955 engine #16217 dated 11/24/37, Buda Company, Harvey, Illinois, with Metz drive. Car is from Joplin & Pittsburg Railway Co. (Joplin, Missouri-Pittsburg, Kansas). Contact Ed Offenbacher, 955 Country Road 170, Diamond, MO 64840; phone (417) 624-4799.

WANTED: Fairmont MT19, ex-CN or ex-CP car. Contact Dave Dumont, 757 Lick Street, Groton, NY 13073; phone (607) 898-3300 days, (607) 898-3388 evenings.

FOR SALE: MT14-L-2, ex-CN. Full cab with four boat seats, new paint, new windows, auto greasers on axles. Plus single axle trailer. Runs great, entire rig, \$2,000.00. Pictures available. Contact Douglas Exline, 404 Westchester, Topeka, KS 66606; phone (785) 272-3533.

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: Fairmont S2 including trailer. Electric start, hydraulic turntable, rebuilt engine, great shape. Asking \$3,300.00. Contact Glen Goodell, (419) 668-9848, or Paula Goodell, (440) 988-8240, 46895 Cooper Foster Park Road, Amherst, OH 44001, or e-mail TheGoodell@aol.com.

FOR SALE: MT14 with CN fiberglass body. Runs good, has all glass, lights, boat seats, new double link chain, manifold heater. Hitches front and rear. Includes tow bar, \$1,200.00. Contact Bob Johnston, 3810 Primrose Place, Paducah, KY 42001; phone (502) 442-4032.

FOR SALE: 1984 Beaver car, model BC2M83, serial #0020. Original 18 hp Briggs & Stratton engine, electric start, original seats, Sunstrand hydrostatic transmission, hydraulic disk brakes, Firestone air spring suspension, directional headlights and tail lights, brake lights, seat belts, tool box, revolving roof-top beacon, heater, wipers, horn, stereo AM/FM cassette radio, tubular steel frame, aluminum tilt cab (doors included). Original paint and markings, 700 hours. Car in excellent, ready-to-run condition. Contact Stan Conyer, 9333 State Rd. 46 W., Columbus, IN 47201; phone (812) 342-0565.

FOR SALE: glass fuel bowl, used, #F7876, \$1.50; retainer to hold fuel bowl, used, have two, \$1.00; heavy duty tow bar, used, \$75.00; axle/differential, #M34724, \$100.00; clutch plate assembly, new, #F16342, \$150.00; Onan coil, 12-volt, used, #166-0535, \$10.00; idler sprocket and support, new, #102895, \$100.00; brake

shoes with wood back, new, #M16734, have eight, \$10.00; windshield wiper arm and blade, 12-new, \$10.00; windshield wiper arm and blade, 12-used, have three, \$10.00; 12-volt windshield wiper motor, used, #F13551, have four, \$15.00; axle/differential with two 16" wheels and two bearings mounted on axle, used, #M34724, \$150.00; axle with bearings, used, #M34724, have two, \$75.00; 12-volt electric cab fan, new, have two, \$35.00; carburetor, Solex, new, #1-26-129, \$150.00; carburetor, Zenith, used, #13252D, \$75.00; headlight, sealed beam, 12-volt, new, have two, \$16.00; headlight, sealed beam, 12-volt, used, have three, \$8.00; strobe light, red, 12-volt, used, \$20.00; rear lights, red, 12-volt, used, have two, \$5.00; oil filter, 122-0323 Onan, new, #1374, \$3.00; 16" wheels, used, have four, \$50.00; MT19 motorcar, ex-T&P Rwy., \$1,200.00. All F.O.B. Burleson, Texas. Contact M.W. Kirby, 215 Tracy Lee Ct., Burleson, TX 76028; phone (817) 478-0773.

FOR SALE: Motorcar parts. Belt pulley, #P6578, \$30.00; bracket, #76991, have two, \$1.00; brake bracket, #46526, have eight, \$5.00; arm, #M32736, \$5.00; belt pulley, #M37040KA, \$50.00; engine with condenser, new, RQD, \$450.00; aluminum roof canopy with back brace, fits M9 or other, 42" long by 61" wide, new, have five, \$100.00; curtain bracket, #69636, \$25.00; drive belt, #F7978, new, have three, \$75.00; drive belt, #F4598, new, have two, \$75.00; S-2 motorcars, have three, \$800.00; derrick crane, W-64, \$1,000.00; trailer, T-11, \$400.00. All F.O.B. Burleson, Texas. Contact M.W. Kirby, 215 Tracy Lee Ct., Burleson, TX 76028; phone (817) 478-0773.

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: 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: Railfan Specialties, P.O. Box 10245, Wilmington, NC 28405; phone (910) 686-2820.

*If it can be done  
safely, do it.*



## ***Safety:*** ***Alertness a Responsibility***

By Bill Hurtig

Many persons participate in the motorcar hobby some of whom maintain their health by regularly taking medications. I have friends who are pharmacists, and a family member who is a physician. When they mention particular medications which are unfamiliar to me, I ask for an explanation. It is amazing how great a debt we owe to research, pharmaceutical development, and medical practice, and of course we are grateful for all of this.

However, it does come at a price. Medications are often expensive; office calls also cost money. But there is another dimension to this which directly affects our hobby. Some medications, prescription and over-the-counter, may induce drowsiness, impair alertness, or affect response time.

It would be tempting to consult with a physician or a pharmacist, asking for their advice concerning which medications should be used with special caution when operating a motorcar. Certainly when a physician prescribes a medication, we should ask her/him what the effects may be which might affect alertness, response time, and induce drowsiness. The same questions need to be addressed to the pharmacist.

Our responsibility for appropriately using medications, though, cannot be delegated to others. A great deal of significant literature accompanies the prescriptions we receive. It is our own responsibility to carefully study that literature and, if necessary, note further questions for answering by pharmacists or physicians. Information also accompanies over-the-counter medications, and the same responsibility is ours here, too.

## ***Excursions on Web***

By Rich Stivers

The NARCOA internet web site ([www.narcoa.org](http://www.narcoa.org)) now lists NARCOA-insured excursions. In addition, these excursions are sorted by NARCOA area of representation.

Please submit your excursion announcements to the *SETOFF* editor as usual, and then the editor will forward excursions announcements to me to put up on the web.

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