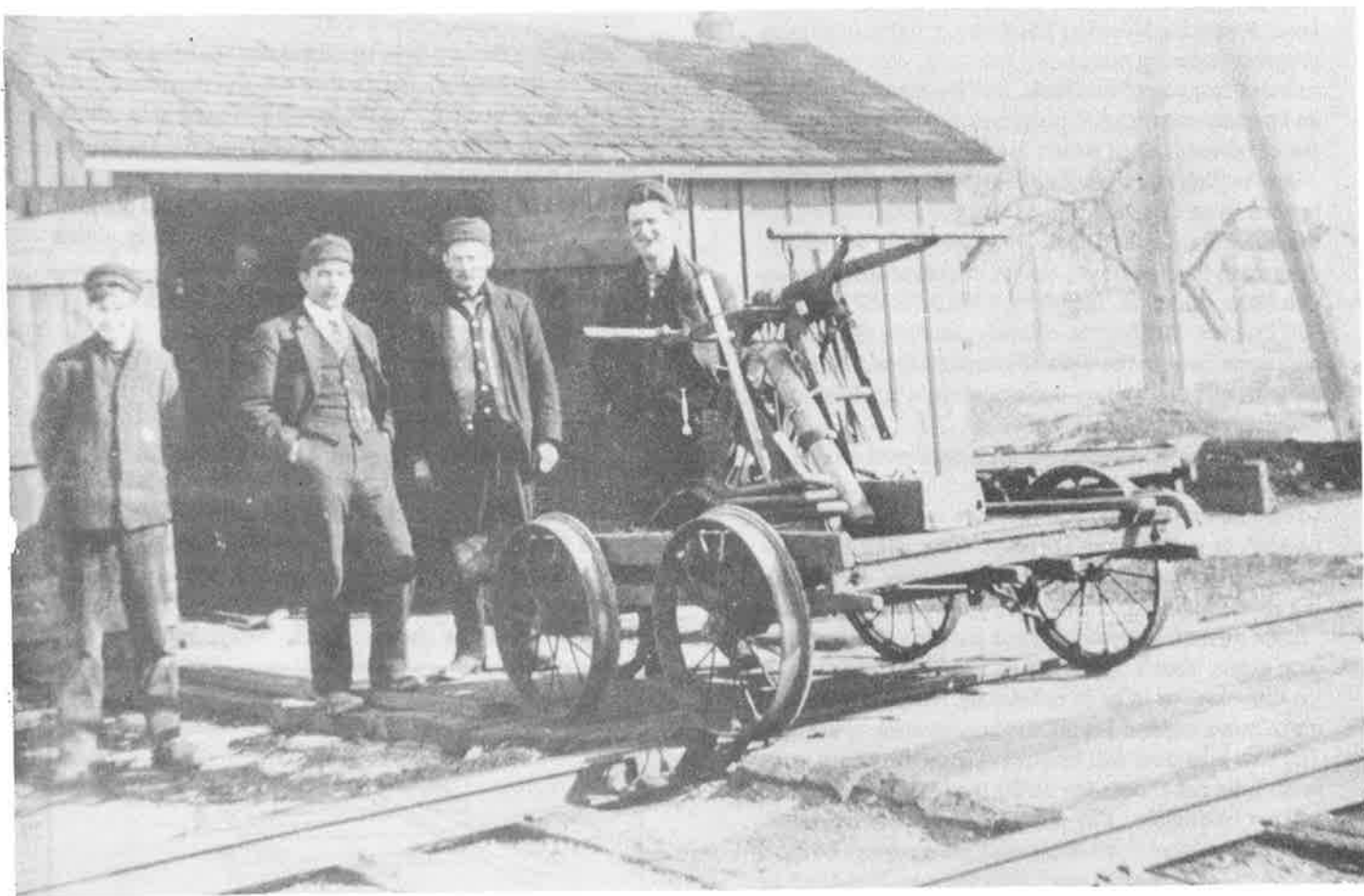
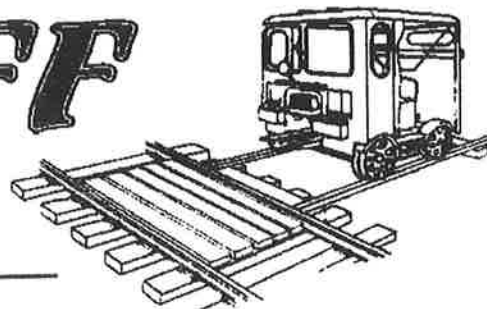


THE SETOFF

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

July/August 1998 Volume 12 - No. 3



Motorcar gang with a pump motorcar on the Lima Northern, East of Tecumseh, Michigan at the turn of the century.
M K Phillips Collection

Inside:

Photo above submitted by Ernie Jeschke

From the President.....	2	McCloud Railway.....	12
1998 Election Results.....	3	Why It Won't Run.....	14
Excursions.....	4	PS Power Services.....	16
NW Pacific RR.....	6	What is This Thing?.....	17
Illinois Rail Net.....	8	Want Ads.....	18
Center Spread.....	10-11	Safety Corner.....	20

From the President

By Ron Zammit

This is the last column I'll write as your President, and again I'd like to thank all who have helped with NARCOA. We've come a long way since that cold Chicago meeting in April, 1994, when NARCOA was changed forever. It now has grown to have a working set of by-laws, a working Board of Directors, a stable insurance program covering operations and those who serve us, a railroad language Rule Book, an Operations Handbook, an operator certification program, and an ever-expanding list of railroads upon which to operate.

Our "rolling stock" is improving daily, as more of us restore motorcars, and as we learn the mechanics behind these fascinating machines. Over the years our safety awareness has improved, due to increased communication links among us, including *THE SETOFF*, web page, and Internet chat boards. Finally, we have established our presence with the FRA (Federal Railroad Administration), and are well on our way toward establishing a working relationship with it.

As I prepare the agenda for the next Board meeting (Chicago in September), I am reflecting on the items to be considered. Should you like a copy, please send me a LSASE, or contact your Director. The major items include the affiliation issue, again. However, there is nothing earth shattering.

Some members have expressed concern about my stepping down. Don't worry; NARCOA will continue. I am too thin-skinned to be in politics for long – it is time for me to move on, and I think the organization is healthy. The new President will be elected from the Board members. I did not choose to run for the Board, and therefore will not be eligible. I'm sure there will be a fine selection for President from those who are members of the Board. We all need to work with the person elected, to continue to better the hobby.

As to my involvement, if the Board is willing, I intend to continue as liaison person to the FRA. Along with attending an FRA meeting such as the one in Phoenix last year, and reporting the events in *THE SETOFF*, I have agreement from an FRA employee to write a "question-and-answer" column about the FRA for *THE SETOFF*. Additionally, I hope to write a mechanical help column with Dick Ray, maybe calling it, "Motorcar Talk."

In closing, I'd like to say I've learned a lot, and that's what life is about – learning. I even wear steel-toed shoes now, on motorcar trips. (They are the pair which have a scar in one toe from my chain saw – oops! a little slip there in the woods – not rail related. There is a reason for everything!) But the most important thing I got

from my years in office came from you, the members: good, solid, enjoyable friendships with many people from all over. I've enjoyed that the most, and will continue to do so. Thanks to all of you and happy motorcar-ing!

NEWS ITEMS - EXCURSION REPORTS - PHOTOS - HINTS

To those who send news items, who record excursion experiences, and who prepare articles which help us make our cars operate more safely and with greater mechanical effectiveness, we say, "Thank You!"

Sometimes persons have remarked that the excursion reports are too lengthy. Maybe they are, and maybe some day there will be so many that the length will need to be edited, but thus far, there's room, and most of what you have written has been included.

So keep sending news, reports, helpful hints, and photos! Thank you very much.....Bill Hurtig, Editor

ANNUAL NARCOA BOARD MEETING

September 12-13-14 - Chicago

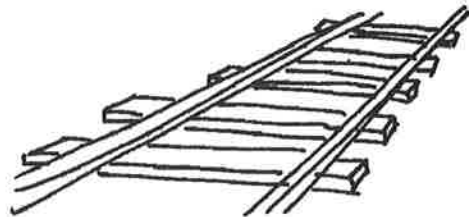
Ramada Plaza Hotel O'Hare

6600 N. Mannheim Road

Rosemont, IL 60018

Phone: 847/827-5131 FAX: 847/827-5220

Note: For those not on the Board, please make your reservation through Hank Brown, 622 Oak St., Cottage Grove, WI 53527. (Phone 608/839-4939 or FAX 608/839-5595) Rates (for 1 to 4 persons per room): \$95.00 + 12.5% tax = \$106.88. Send your check to Hank. You're invited!



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

Send them to:

Bill Hurtig

SETOFF Editor

410 N. Custer / Box 81

Delphos, KS 67436-0081

1998 ELECTION RESULTS

Carl Anderson, Nominations/Elections Coordinator

The following persons were elected as Directors of odd-numbered areas:

- AREA 1: RICHARD WILHELM
- AREA 3: STAN CONYER
- AREA 5: JACK WHITT
- AREA 7: CARL SCHNEIDER
- AREA 9: JIM MCKEEL
- AREA 11: GIL DOMINGUEZ

A total of 128 votes were cast, of a possible 736, a 17% response. Only one area had more than one candidate, and 33% of the members of that area voted. A strong write-in campaign occurred in one area, and this became "passable," since only 13% voted. There were also two other write-in candidates, and one which was illegal (wrong area). Write-in records will be kept on file for two years.

Thank you for your quick response in voting, since it is important to have the results in this issue of *THE SETOFF*. (Ballots were due on the date of this issue's deadline.) Thanks also, for the pictures you sent along; it breaks up the counting. The return addresses and envelopes are interesting. Sometime it would be interesting to publish a profile of our membership's professions.

So long until January 1, 1999, when I will crawl up on the soapbox and ask for nominations for Directors of the even-numbered areas.

NEW NARCOA GROUP

Report by Warren A. Riccitelli, Jr.

Because of a meeting I had with Hank Brown and Ron Zammit, a group of us have formed the New England Motor Car Association. (The name of our group is pronounced "NER-Cah," as if you were from Boston.)

We have incorporated, and we plan to have representatives who will attend the NARCOA Board of Directors meeting in Chicago in September. We hope our group will be placed on the affiliate list at that time.

We expect to hold an information meeting in October, and are planning many activities for next year. For more information, please call me at 401/231-5640. We appreciate your support. Thank you!

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

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 12 Number 3

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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: time schedule, total mileage, set on location, costs, restrictions, and requirements (such as NARCOA rules and insurance). Send excursion notices to: Bill Hurtig, SETOFF Editor, PO Box 81, Delphos, KS 67436. (FAX 785/523-4386) (e-mail: WeDjHurtig@AOL.COM).

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 participants must be prudent in their 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.

FIRST IOWA DIVISION

Carl Schneider, Trip Coordinator, 1302 6th Ave. SE, Altoona, IA 50009-2002 (515/967-5181) Or contact: Mark Kirkpatrick 515/292-5027; Wayne Rimathe 515/685-3019; Ed Rasmussen 402/391-0524.

Sept. 5: Black Hills Central: Set on at Hill City, SD; very scenic Black Hills ride; night run also; 18 mi. R.T.

Sept. 6: Nebkota RR: Set on at Gordon, NE; run both ways, to Chadron and to Merriman, NE; night run also; 160 mi. R.T.; this RR may be sold in the future; thus this may be the last chance to ride this route.

Sept. 20: Appanoose County RR: Set on at Centerville, IA; run to Albia, return to (ex-Wabash) Moravia depot for barbecue before returning to Centerville; 62 mi. R.T.

Oct. 10: Ft. Leonard Wood RR: Set on at the army base; day & night runs through MO fall scenery; 40 mi. R.T.

Nov. 7: Boone & Scenic Valley RR: Set on at Boone, IA; season closer; annual "Halloween" night run & cookout.

MOTORCAR OPERATORS WEST (MOW):

Operations Coordinators: Gil Dominguez, 8672 Fairmont Way, Fair Oaks, CA 95628 (916/965-3949); Vic Neves, PO Box 23721, Oakland, CA 94623-0721 (510/352-4373 or e-mail: Winterall@compuserve.com) Contact one of these persons FIRST! MOW membership, license, and

other requirements, such as spark arrestor, usually apply, as well as NARCOA insurance and rules.

Aug. 30: Niles Canyon Rwy, Niles, CA. Set on at Sunol grade crossing 9:00 a.m., 9:45 safety meeting, 10:00 depart. 3 or 4 round trips will be made. Send \$35 for each motorcar, check made out to Motorcar Operators West w/large SASE to Coordinator, David Towle, 1363 Meridian Ave., San Jose, CA 95125.

Sept. 5-6: MOW Columbia River Adventure! Portland & Western RR, Astoria/Cornelius Pass Lines (former SP & SRR/United Rwys); St. Helens, OR to end of track and return Saturday (est. 92 mi.). St. Helens-Cornelius Pass-Banks, OR, and return Sunday (est. 75 mi.). Cars 3,500 lb. and over contact before registering. \$130.00; send 2 large flat SASEs w/2 stamps each to MOW Columbia River, 920 29th St., Sacramento, CA 95816.

Sept. 7: (Probable) Port of Tillamook Bay RR: Banks to Wheeler, OR area: For details contact Don Breitbarth, 688 W. Fernwood Circle, Sunnyvale, CA 94086 (Phone 408/736-5713 evenings) E-mail: donb@corp.cirrus.com.

Sept. 12-13: Third Annual Handcar Races and Roots of Motive Power Festival; Willits, CA.

Sept. 19-20: Pacific NW Tour; RRs to be announced.

Oct. 17-18: (Tentative) NWR Willits-Petaluma: Overnight in Petaluma. Details NOT worked out yet.

Oct. 31-Nov. 1: California Western RR: Willits, CA, to (overnight in) Fort Bragg; \$100/car.

Nov. 22: Niles Canyon: Dave Towle, coordinator.

NORTH CENTRAL RAILCARS:

NCR rules: All motorcar operators must be NARCOA rules-certified, and must have insurance approved by NARCOA as a condition for registration at all NCR-sponsored excursions. All motorcars must be equipped with automatic brake lights.

Note: 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).

Aug. 29-30: Escanaba & Lake Superior RR: (First excursion over the E&LS since 1993!) Iron Mountain-On-tonagon (overnight) and return. Send check payable to North Central Railcars (\$95/car) to E&LS/John Valek, 884 Golf Vu Dr., Fond du Lac, WI 54935.

September 26-27: Wisconsin Central, Marengo Junction to White Pine on Saturday, Ashland to Park Falls Sunday; \$150/motorcar for both days. No prorate for 1-day

registrations. Send check payable to North Central Railcars w/application to: WC Fall Colors, North Central Railcars, 1780 Maricopa Drive, Oshkosh, WI 54904.

WOLVERINE MOTORCARS

Membership open to anyone; dues \$5.00/year, includes 4 issues of the "BUZZBOX." Dave Stroebe/Wolverine Motorcars, 1694 Broadmoor St., Muskegon, MI 49442.

Future: Tuscola & Saginaw Bay RR: Ride over the ex-Ann Arbor RR, from Cadillac eastward to Clare, MI. Details yet to be worked out.

EXCURSIONS SPONSORED BY OTHERS:

August 14: Ft. Eustis, VA: Newly-rebuilt base RR. An excursion during the annual "Super Days" open house. Contact Eastern VA RR & Historical Soc., (LSSAE) 510 Austin St., Norfolk, VA 23503 (Phone 888/588-6579)

Sept. 20: SKOL RR: Caney, KS to Port of Catoosa (near Tulsa, OK); new territory; NARCOA rules & ins.; must be member of Heart of the Heartlands, PO Box 394, Cherryvale, KS 67335.

Oct. 10: Wellsboro & Corning RR: Wellsboro, PA to Gang Mills, NY, and return. (Former NYC, partly welded rail.) Autumn Leaf Ride, 70-mi. R.T. \$35/car. NARCOA rules & ins.; no shunted cars. Send payment & ins. number to Larry Maynard, RR 1, Box 351, New Columbia, PA 17856. (Phone 717/538-9050)

Oct. 11: SEK & SKOL RRs: Pittsburg to Columbus, KS & return; NARCOA rules & ins.; must be a member of Heart of the Heartlands (see above).

Nov. 1: (Also Jan. 1, 1999) Great Smoky Mountains RR: Tunnels, trestles, hills (up to 5% grades!), whitewater and more; 60 mi. of track. NARCOA rules & ins. apply; 30 car limit; \$35/car. Information: contact Randall Dyer, Box 489, Jefferson City, TN 37760; mail registration to Betty Davidson, Box 708, Athens, TN 37371.

Excursions on the Web

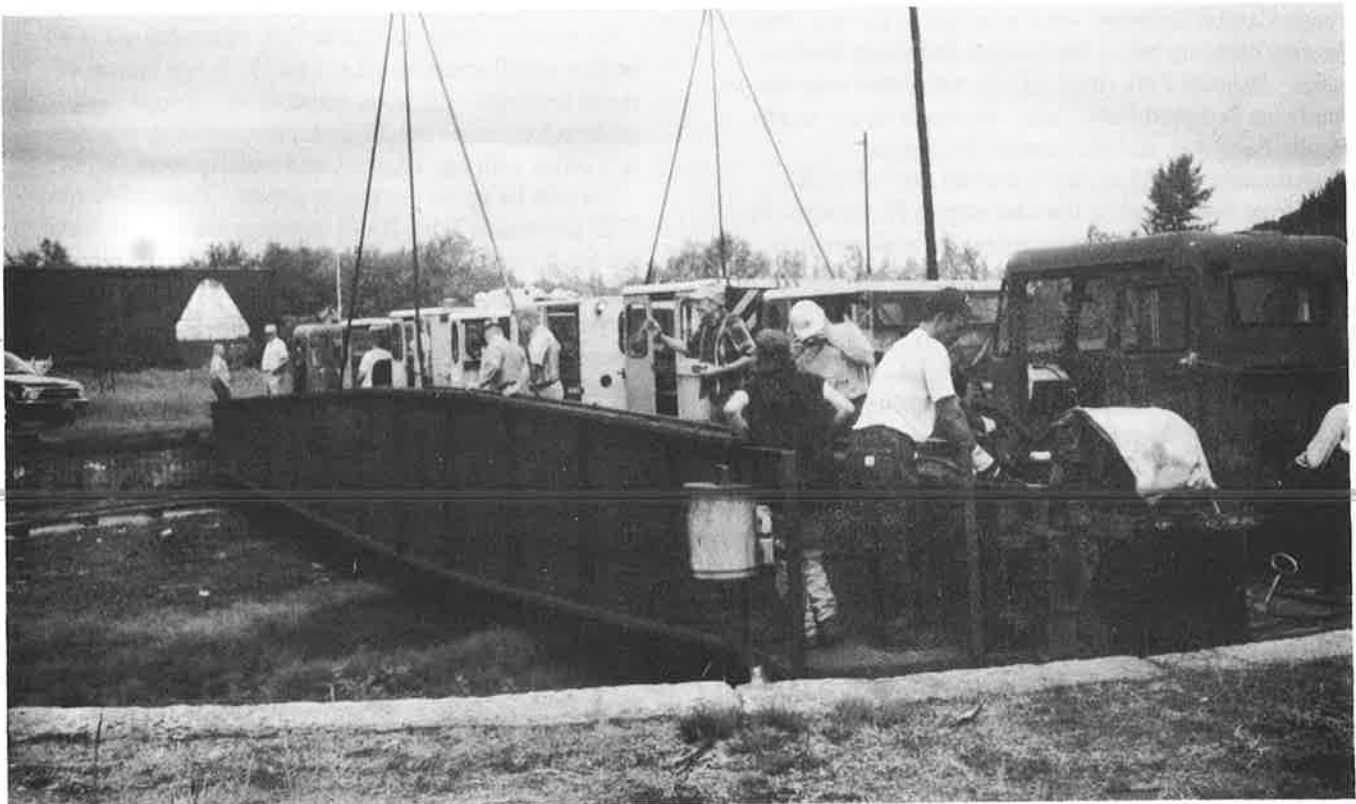
By Rich Stivers

The NARCOA internet web site (www.narcoa.org) lists NARCOA-insured excursions, sorting them by NARCOA area of representation. Over 8,300 visits have been logged since early February, remarkably good for a non-profit corporation of our type and size.

We need more submissions of scanned photos of motorcars and excursions in .gif or .jpg format in screen resolution (72 dots per inch). Also please send "how-to" articles on engine/motorcar maintenance, restoration, improvement, trouble-shooting, etc., especially with color photos.

The excursion calendar needs more material from all the North American regions. Please submit your excursion announcements to me, or to *THE SETOFF* editor. *Thanks!*

Photo by Eileen Shrey: Going around on the Newport, VT, turntable, June 20, 1998; Northern Vermont RR



NORTHWESTERN PACIFIC RR

May 23-25 Excursion, By Wayne Parsons

The 1998 MOW (Motorcar Operators West) Memorial Day Weekend excursion on the NWPRR will be remembered as a tremendous success, despite washed-out track. Event coordinators Denny Anspach, Pete Kriger, and Bill Owen, along with all their dedicated assistants, set the gold standard for motorcar events. Adapting to circumstances, Anspach moved our base of operations from Willits, CA, north to Fortuna.

Saturday, 39 cars set on a Rohnerville, m.p. (milepost) 264, 2 miles south of Fortuna, using the small Drake Hill Road grade crossing. After the safety meeting, we started south at 7:50 a.m. toward Willits, with high clouds, mild temperatures and sunshine all day. We stopped and flagged the first couple of crossings. Operators noted the character of the cars around them, and we settled into an adept style of running.

We passed large lumber company yards filled with redwood wealth, and weekend guards waved as we slowed at their entrance crossings; there were no logging trucks on this holiday weekend; the mills were silent. After crossing under Redwood Highway (US-101), we emerged from tunnel #39 to stop at Shively RR Crossing (m.p. 245.6). MOW member and beekeeper Seth Rick lives here, and his family greeted us with coffee, cake, and honey.

Leaving there, the scenery changed from forest to river. Wet weather had extended the spring season, creating a bounty of wild flowers. The many colors, lavender Foxglove, purple Teasel, white Oxeye Daisy, red Skyrocket, orange California Poppy, were a delight to the eye. People were camping below the bridges and along the riverbanks. At South Fork (m.p. 237.3), we passed near the Humboldt Redwood State Park. The track turned to follow the Eel River, and we entered the canyon.

Five tunnels, 2 bridges, and 3 trestles carried us 20 miles from South Fork to the next stop at Ft. Seward. A few "sinks and slides" foreshadowed the major maintenance of way problems observed later. Our cars darted in and out of the sun, weaving from forest edge to riverbank, running from 22 to 24 m.p.h. The flowers were beautiful, the scenery fresh and verdant. At times like this I wonder what the King of Spain is doing; he couldn't be enjoying life any more than I am at this moment!

The NWP passenger station at Ft. Seward (m.p. 216.6) is now boarded up, with track equipment stored inside this "mock Tudor" style brick and timber structure. Our stop was brief, with a visit to the "port-a-johns," and then we moved out to keep up with the ambitious schedule.

Passing through tunnel #30, we entered block 208. This section had several major slides and sinks. Hill-sides here can move one to four inches a week! The track undulated over fresh ballast, and we downshifted

into low gear. Slides and sinks here, with Island Mountain and Bell Springs blocks, made this area SPRR's maintenance of way nightmare. Today, the NWP continues train movements by sheer grit.

At the Kekawaka spur (m.p. 200.3) we turned our cars, using a portable turntable, backed down the main, and tied up for lunch at 12:15 p.m. Sitting in our cars or portable chairs, we enjoyed a view of the Eel River and surrounding mountains; to the south were the Kekawaka Bridge and tunnel #28. We had come 63.7 miles into the heart of the canyon; at 12:45 p.m. we started back north to Rohnerville.

The afternoon return trip was a steady run over now-familiar track. We surprised one trespassing dirt-biker racing south along the right of way; flags alerted the cars behind. At the afternoon Shively stop, we again were welcomed with coffee and snacks, and several people purchased honey (choices: apple, clover, mountain). We arrived back at Fortuna, and tied up for the night at 6:00 p.m.

At 6:45 p.m. dinner was served in the new Fortuna Community Center: a "down on the farm" meal of prime rib, chicken, pasta, and salad bar. The 10-member "Humboldt County Kitchen Aires," a kazoo and washtub group, accompanied by a piano, entertained with standards like, "When the Saints Go Marching In," and "I've Been Working on the Railroad." It was a successful evening, typical of the social aspect of our hobby.

Our Sunday safety meeting was under heavy clouds, and we departed in light drizzle at 8:20 a.m. Under Vic Neves' supervision, 7 California Conservation Corps members helped with flagging the three busy intersections in Fortuna.

We traveled slowly to Fernbridge, where the old NWP station is still standing (m.p. 268.7). It was typical of small town stations: wood construction, freight shed under a long roof (freight dock now missing), dispatcher's office with bay window, and waiting room.

The rain let up on the way to Loleta. Tunnel #40 (m.p. 272) penetrates Table Bluff, enabling the track to leave the Eel River Valley and reach Humboldt Bay. North of the tunnel, without any conscious thought or maybe even awareness, responding from experience-based reflex, I found myself moving the throttle and adding a bit of speed. The smooth, welded rail extended the 12 miles to Eureka.

Along the bay, large rocks protect the roadbed from tidal and wave action. At Fields Landing (m.p. 277.7) a crowd had gathered around the Kinetic Sculptures, preparing for today's race. Now a worldwide traveling event, it began with members of this area's artist colony.

Tracks go right down the middle of "Old Town" Eureka. We stopped on First Street (m.p. 284.5), leaving a break in our line of cars to permit automobile cross traffic. This was quite a picture: motorcars in the middle of

the street! The rain stopped, and nearby coffee shops got lots of trade.

Under way again, we crossed the Eureka Slough Bridge (m.p. 285.6), and began a loop around Arcata Bay. Part of the shoreline, together with some islands, make up the Humboldt Bay National Wildlife Refuge. The Arcata Marsh Wildlife Sanctuary is located on the northeastern shore of the bay. White Great Egrets, brown Sandpipers, and grey California Gulls searched the water's edge for food. Ruddy Ducks swam just offshore. At a road crossing near m.p. 292, we turned our cars again, using the portable turntable. Back in Eureka, we tied up at J Street for lunch.

The William Carson mansion, built in 1886, is said to be the most photographed Victorian house in America. Pete Kriger, member of the private Ingomar Club which bought the mansion from the Carson family in 1950, arranged for us to have lunch there, a rare privilege. Shoes were left at the door, as Kriger graciously guided our tour around the mansion, whose windows, doorways, and stairs are adorned with imported woodcarvings.

We were back at our cars to depart Eureka in the rain at 2:45 p.m. We skirted Humboldt Bay on welded rail into wooded area north of Loleta, while the rain somehow changed the quality of light and atmosphere. The trees and grass took on deeper and more intense hues of green; the new growth lighter, the older growth darker.

At Loleta (m.p. 271), we stopped in front of the post office. We walked a block north to the Loleta Cheese Factory, to sample the fine local dairy products. It was a short 7 miles back to the Rohnerville siding. The cars staying for the 8-mile run to Carlotta Monday morning were switched to the siding, and those of us who set off today pulled forward to Drake Hill Road. With everyone helping, by 5:30 p.m. we were all loaded and on our way home.

Monday excursion report by Bill Owen

Twenty cars departed at 8:00 a.m. in light rain, but as we headed east on the Carlotta branch, it turned into full sunshine. This was the first time MOW had operated on this branch. The tracks took us through beautiful, lush, green farmland and pastures. We arrived at the PALCO crossing west of Carlotta, at 8:20 a.m., where we turned our cars to return to Rohnerville. We were all set off, and the Drake Hill Road crossing and track were clear by 9:20 a.m. We thanked Frank Lovio for escorting us on this holiday morning, and for all his support of MOW excursions on the NWP.

Many people summed up the weekend with, "It doesn't get any better than this!" and indeed it doesn't. Thank you, Northwestern Pacific, for hosting MOW! We all hope to be back next year.

IF IT CAN BE DONE SAFELY, DO IT

*Photo submitted
by Dave Verzi:
Wray Dudley's
M19 on the Oil
Creek & Titus-
ville Lines (For-
mer Erie Main
Line) July 11,
1998.*



ILLINOIS RAIL NET RR

May 24, 1998 Excursion, By Dave Stroebe

Every year I look forward to the start of "Motorcar Season," and this year was no exception. Living in Michigan, I was coming down with a good case of "Cabin Fever," and I knew I had to get out. So when the Tri-State newsletter arrived, I chose the excursion on the Illinois Rail Net.

This is a new company, operating this ex-BN/CB&Q branch from Montgomery, IL, to Streater, where it connects with the Aurora-Galesburg line. The IRL took over this line in December 1997, so have been in operation here only six months. They were fortunate to acquire this well-maintained line, with welded rail on about 28 of the 31 miles we ran from Ottawa to Yorkville, IL.

On May 23 I trailered my ex-CN (#155-11) MT14-L to Oglesby, IL, to participate in the excursion sponsored by the Illinois Division of NARCOA. Mike Mitzel did a fine job with the details, such as suggesting a choice of motels. I checked in at the Holiday Inn, un-hooked my trailer, and headed for Ottawa to find the set on site.

I pulled into the IRN lot near the engine house, and looked at the IRN's freshly painted red CF7 and a B36-7 GE unit still in ATSF freight colors with the "Santa Fe" painted out. The CF7s are former ATSF EMD F units which had most of the cab removed and a long hood from a GP7 installed. Their appearance is distinctive, with home-built cabs extending above the long hood, and low noses. Mike Paul was there, and told me the depot location. After finding it, I returned to Oglesby for some much-needed rest.

Sunday, May 24 dawned warm and bright. After a stop at "Mickey Dee's" for a breakfast of bacon, egg, biscuit, hashbrowns, and a large orange drink, I headed for Ottawa. When I arrived, several cars had already been set on, so I pulled into the depot parking lot to await instructions. Soon, one of the IRN employees (wearing a blue IRN T-shirt) helpfully told me where I could park after unloading. He helped me unload and set on.

After stowing everything in my motorcar and parking the trailer, I walked back and started up. When I turned on the lights, there was the sickening smell of burning wires, accompanied by smoke. Shutting everything off, I searched for the problem. After ten minutes, I found that in my travels down I-80, the hot wire to the brakes had been shaken loose on the rough road, and was touching metal, creating a short whenever the lights were turned on.

Some quick work provided functioning headlights, but no brake or taillights. I would have to use my flag only, for signaling, and maybe if there were time at a rest stop, I could complete the repair. I made note of this on the inspection report, and headed for the safety meeting.

About 9:05 a.m., Mike Mitzel conducted the safety meeting, and explained how the excursion came to be. He said there were a lot of grade crossings, and emphasized how careful we must be. The sheriff's personnel and the Yorkville police had been requested to help, also. Mike introduced the General Manager, who also shared some of the background of the railroad. Then the G.M. said that since a lot of people from Indiana were present, there was something he had always wanted to do. Then he said, "Gentlemen, start your engines!" And we did!

We followed our hy-rail escort slowly through the many crossings, assisted by police officers serving as flaggers. Once out of town, we found ourselves on 112# welded rail. What a pleasure, and an unusual treat! How nice it was to hear the solid, continuing hiss of steel wheels on steel rail, instead of that "ka-thump" sound we normally hear. The track was glass-smooth, and the gauge good, making for track that allowed our cars to get up and go. There was very little "searching" on this line; the car ran smooth and straight!

As we sped through the rolling hills, farms, and over rivers, it became apparent that sand mining was the main business of the road. We stopped at one of these large quarries for photographs, only to stop a short distance farther while a car was set off so it could be towed.

There was a strong breeze, which helped keep everybody cool. We passed a line of can-like covered hopper cars, and another ex-ATSF GE B36-7. We crossed several high bridges over the Fox River, and then stopped at our destination, Yorkville. While there, I found the tail and brake light wires, which in my haste I had overlooked. Once I hooked them up, I had all my lights back on line.

The Yorkville Police helped, as we traveled across the busy highway through town. We turned our cars at a crossing near the park along the river, and took our lunch break there. We watched jet skiers going about their antics, and fishermen attempting to catch something.

I topped off my gas tank, and then it was time to leave. Several breakdowns slowed our progress to the point that the "Breakdown Rule" was waived, and the "No go, get tow" rule took its place. Soon we were back up to speed, although not at the same pace as before. The IRN wanted us back in Ottawa by 2:00 p.m., and since my watch said 1:30, it was clear we were going to be late. Heading south toward Ottawa, I looked at the shiny rail, *glimmering like two silver ribbons in the afternoon sun.* This was obviously a busy railroad; no rust here. The good track brought us into Ottawa about 2:15 p.m.

A throng of townsfolk celebrating the opening of the newly refurbished and magnificently restored BN/CB&Q depot greeted us. We spent 15 minutes there, and people examined our 18 motorcars; then we headed south about 2 miles, for a ride over the Illinois River on a genuine lift

bridge. It was an interesting sight to watch the huge counterweights rise, while the deck was lowered into place. We soon were crossing the river, while curious recreational boaters gawked at our strange group of cars passing overhead. At a grade crossing, we turned our cars and headed north, stopping once more at the lift bridge, which was raised open. After the railroad checked with the river authorities for any barge traffic, the bridge was lowered, and we crossed the river again.

The police provided grade crossing protection, and we stopped at the now-deserted depot. The ride was over. After loading my car, I thanked the General Manager for the wonderful time I had on his railroad, and complimented him on the welded rail. The management and staff were very friendly and helpful! I am grateful to them, to Mike Mitzel, the Illinois Division of NARCOA, and to the law enforcement personnel in Ottawa and Yorkville, for making this a most enjoyable and safe excursion!



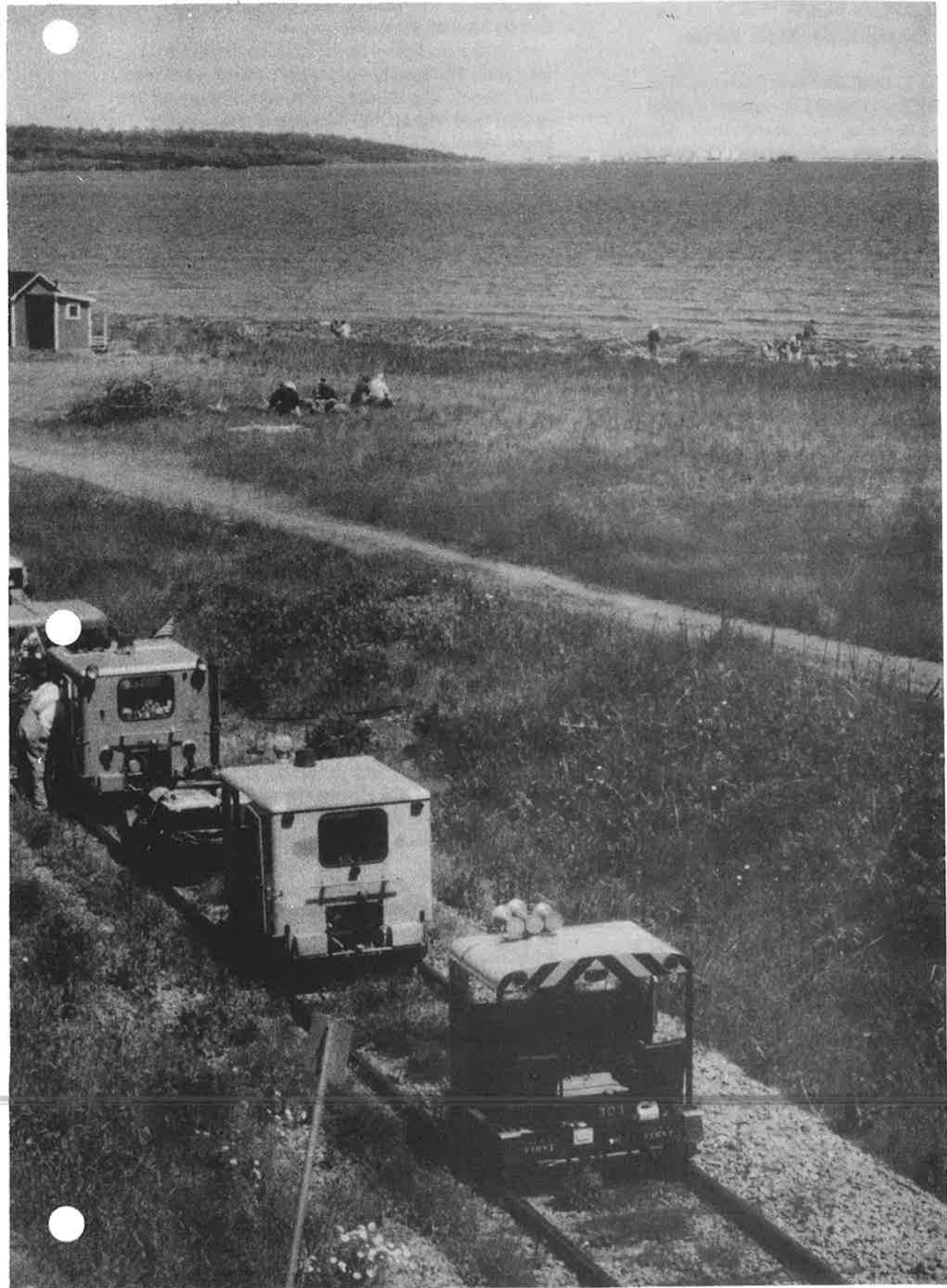
Gary Shrey Photo: Bill Hurtig grabs 40 winks after lunch June 24, 1998, at Pointe-au-pic, PQ: Charlevoix RR..

Photos below by W.M. Matuck: Art Jones with his motor car at Liberty State Park, NJ, May 17, 1998; notice the World Trade Center (NYCity) across the Hudson River.





*Photo by Arthur Brodrick: Chandler, PQ Beach lunch stop
June 28, 1998; Baie Des Chaleurs (Charles Bay) RR.*



McCLOUD RAILWAY

June 6, 1998 Excursion, By Wayne Parsons

On Saturday, June 6, 1998, Motorcar Operators West (MOW) ran the McCloud Railway in northern California, from Burney to Bartle to Lookout and return. Denny Anspach and Dave McClain organized this 176-mile trip as a fast run for "experienced operators." Following our safety meeting, 20 cars departed Burney, mile post (m.p.) B59 at 7:30 a.m. We were embarking on a daylong ride through the Cascade Range to Lookout, where the McCloud Rwy. interchanges with the Burlington Northern.

The weather was clear and sunny, with high Cumulus clouds. The rails shone like spiderwebs in the morning sunlight; the ballast rock was red lava. Near m.p. B51 we descended a 4.6% grade, the steepest on the line, and crossed the bridge at Lake Britton. We stopped at m.p. B38.1, to look at a wooden snowplow which derailed back in 1993, still lying down the embankment.

The curves and grades offered an excellent opportunity to time the distance separating our cars, and during a long downhill grade at m.p. B30 I found that 15 seconds of "time" interval is just about right.

By 9:35 a.m. the last of our three groups was about to cross Rt. 89 near the Bartle wye, when Roadmaster Greg Shivey pulled up in his truck. For maximum safety, 4 flaggers were used, along with the crossing signals, to stop the highway traffic. Greg voiced his approval of the operation, and remarked that we had made good time (41 miles in 2 hours). We pulled forward and stopped at the wye for a rest break.

A half-hour later we were off again, taking the east leg of the wye to enter the Hambone block. We ran uphill through cool woods, and about m.p. 22.5 we stopped for a magnificent view of Mt. Shasta 30 miles in the distance. The volcano cone was covered with heavy snow, and clouds formed a crown around the crest. With the movement of the clouds, we could imagine the appearance of billowing smoke, as if the crater were active once more.

Highballing again, we reached "CAR A" (elev. 4,600'), the highest point on the line, at 10:40 a.m. Just past Chippy Spur (m.p. 30), we stopped at the lava tube, which runs under the roadbed. Several adventurous folks climbed down the collapsed walls, and through a short section of the lava tube.

We reached Larkin (m.p. 23) at 11:37 a.m., with high clouds framing the distant vistas. The lava field continued from m.p. 21 to m.p. 19. We passed Camp Two (m.p. 17), with another view of Mt. Shasta, and we could see a burned area at m.p. 16-15.

At Whitehorse (m.p. 14) the ground flattened out, and in that high country there's an area of mountain meadows much larger and more beautiful than the famous Tuolumne Meadows in Yosemite National Park. The 10-

mile meadow was carpeted with green grass and yellow flowers between the stands of trees.

At 12:35 p.m. we tied up for lunch on the McCloud loop of the BN interchange yard at Lookout, 88 miles from Burney. Our welcome "port-a-john" was next to a speeder shed with an "A" car and tool trailer inside. The house which stood nearby, once a watchman's home, was now gone. The story is that when he retired, the railroad let him take his house with him.

At 1:15 p.m. we were rolling again. Back across the spectacular meadow area we made a stop at m.p. 13.5, and walked to Mosquito Lake. The earth cover was a low ground holly with tiny leaves and starburst-shaped purple blossoms. Pale yellow blossoms of wild strawberry peeped through the holly. One cabin was visible on the lakeshore.

The afternoon run had all the best elements of a speeder excursion: few road crossings, clear, warm weather, beautiful forest country remote from civilization, nice track curves, and long, straight sections. Our group of veteran MOW operators spaced out for safety, but not so far as to be dispersed. Our average speed was approximately 22 m.p.h.

About 3:00 p.m. we made two historically interesting stops. At "CAR A," we examined the remains of a pump house, probably used to supply a water tank. At Young Spur, the old alignment diverged toward Harris Mountain; the rail was gone and trees were pushing up through the rotted ties.

At 4:00 p.m., after a 10-minute stop at the Bartle wye, we again crossed Rt. 89. We passed Curtis, Obie, Bear Flat, Ditch Creek, Cayton, Lake Britton, and Lorenz, rolling downhill to Burney. As we approached the yard, I stuck my head out of the car to take one last picture and, "thank-you, Glen Hanson, for picking up my hat!" The last car was in the yard right on schedule at 5:45 p.m. Most of us had set off by the time rain began, 20 minutes later.

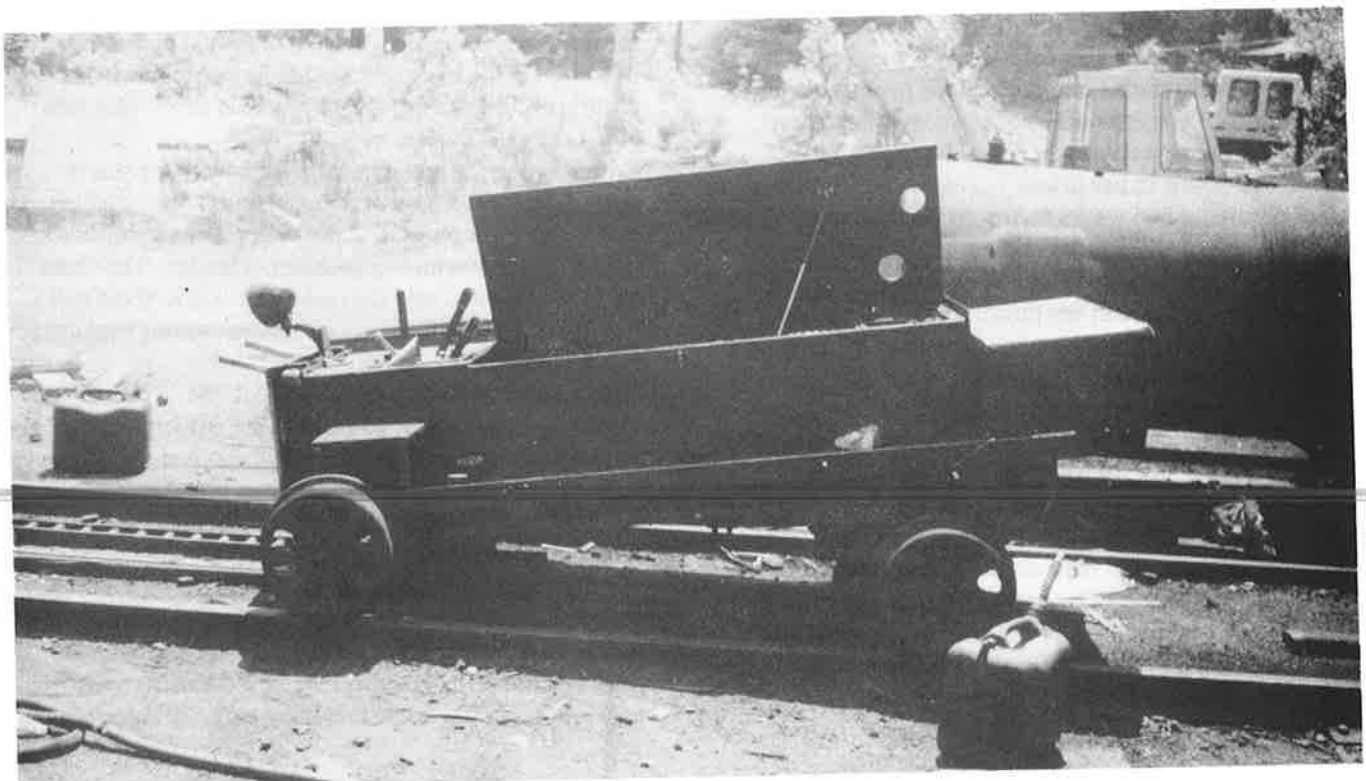
Despite the long distance and fast pace, there were no mechanical breakdowns of any kind. The smaller group, running from Burney to Lookout, made for an innovative schedule. I hope to do it again, soon! Many thanks to the excursion coordinators for a job well done, and thanks to the McCloud Railway for hosting MOW!

*If it can be done
safely, do it.
Then, do it again!*



(Above) Photo by Doris Hurtig: Fred Furminger with his locomotive air horns and Kromer cap at Baie St. Paul, PQ, June 24, 1998; Charlevoix RR.

(Below) Photo by Doris Hurtig: Mt. Washington Cog RR (NH) speeder, June 22, 1988; Bombardier snowmobile engine; snowmobile machinery; Fairmont control panel.



WHY IT WON'T RUN

By Mike Paul, Director, NARCOA Area 6

Years ago, Dick Ray (Contributing Editor) published several articles in *THE SETOFF* under the by-line, "Why It Won't Run," in which he told real-life stories on that subject, and included suggested solutions. I requested his permission to use his by-line for this article, since I had a once-in-a-lifetime experience with my B48G Onan engine, and wanted to tell NARCOA members why it wouldn't run! Dick graciously consented, so here is article No. 9.

About 6 months ago, Mike Mitzel indicated he had induced Illinois Rail-Net to permit a motorcar excursion over its lines north and south from Ottawa, IL, along the Illinois River. Having lived in Peoria, IL, (also on the Illinois River) for three years back in the late '70s, I couldn't say "no." To be kind, Illinois is only slightly less flat than the State of Kansas, but its river valleys are quite scenic. So I quickly registered for Mike Mitzel's trip. Ottawa is 4 hours south of Oshkosh, WI, where I live, and those who know me know that 4 hours has been the unofficial "outer limit" of the time I'm willing to spend driving to a motorcar excursion.

On Saturday, May 24, I carted my MT19-B car (ex-UPRR, manufactured by Fairmont in 1986) "down" to Ottawa, and took in the sights preparatory to the motorcar excursion the next day. Since one of the trip's features was to cross the Illinois River, I just had to get down by the river, to see the railroad bridge from water level. I was not disappointed!

The Illinois River in Ottawa is quite alive with pleasure boat traffic, and although I didn't see any, it is also host to barge traffic. I even was accosted by a wino, who asked for a buck, since I had invaded his private spot on the riverbank! The enjoyable sojourn only whetted my appetite for the next day's run along the river.

My MT19-B was in her prime, having come off a flawless performance two weeks earlier on the Wisconsin & Southern. The first 25 miles clicked off without note, when all of a sudden, as I de-throttled for a grade crossing, then pulled back on the throttle, there was absolutely no response from the engine. It was as if someone had turned off the ignition switch.

There was no fire, no backfire, nothing! My car ignominiously "went under push," and at the next grade crossing out in the middle of nowhere, with visibility for miles (We were out of the valley and in the flatlands!), I took the car off the track. I said I would wait there until the group returned from their northernmost destination after their lunch break. That would give me time to sleuth out the problem and fix it, ...or so I thought!

The MT19-B had done this to me a year ago, under exactly the same conditions. I had de-throttled for a

grade crossing, and when I opened the throttle, ...nothing! In that instance a wire in the primary ignition circuit had not been securely crimped to its connector, and had fallen free. This time I thought, "easy fix, instant replay!" Such was not to be the case, however.

After disconnecting the battery and reaching under the center console to locate that loose wire I expected to find, it wasn't there! I could not find what I thought was the culprit. I replaced the battery cable and tried to start the car. With the throttle at idle the engine fired several times intermittently, but failed to keep running. Was this a clue? I had ignition, and in situations like mine the inevitable question is, "Is it a fuel problem or an electrical problem?" I therefore concluded I had a fuel problem. I thought about this for a couple of minutes, and again tried to start the engine.

This time I gave it some throttle. Although the engine fired weakly, it didn't really want to run; and it wouldn't run. I turned off the switch, and thought about this some more. I returned the throttle to idle and tried again. The engine started somewhat roughly, but leveled out and finally ran smoothly at idle! I let it run this way for 10 minutes to charge the battery, then decided to VERY SLOWLY give it some throttle. The engine picked up speed as I did this, but then at some point it started to buck and hesitate, and threatened to die. I quickly returned the throttle to idle, and the engine picked up and again ran smoothly.

After an hour or so the entourage finally returned, and Fred Lonnes graciously offered to tow my disabled motorcar behind his "new" hy-rail. I left the engine running all the while I was under tow, and at periodic stops I would try to throttle up the engine, only to have it react the same way as before. Back at Ottawa, I pulled the MT19-B off the track and headed for home somewhat chagrined, because I didn't have a clue about what was ailing the B48G Onan.

After letting the motorcar sulk for a week (or was it me?), I decided to have at it and start a failure analysis. I pulled the spark plugs, and they were a very sooty black, indicating an overfueling problem. Hmmm. The Onan operator's manual said the carburetor had a "fixed main jet" (cannot adjust the main jet mixture setting) behind a removable plug.

So I removed the plug to have a look-see. I couldn't see directly into the cavity, so I had to use a mirror, canted at an angle. I thought I saw a piece of debris that looked coppery. I poked a small screwdriver into the opening, and the "debris" disappeared. It did not come out on the screwdriver blade.

Well, it was time to remove the carburetor. Onan really designed this engine well, from a maintainability standpoint. In order to get the carburetor off, I was going to have to remove the ignition points! So I proceeded to take them out, and noted they were partially burned, not

badly enough to be replaced in my estimation, but needing a bit of cleaning and dressing. Accessing the front carburetor mounting bolt was easier with the coil off, so I proceeded to remove that as well. And, as long as I had the coil off, I figured I should have it tested. Why? Because the way the engine was behaving had not sufficiently crystallized in my mind, and I still couldn't decide whether I had a fuel problem, an electrical problem, or HORRORS, maybe both!

The coil secondary circuit would produce only 10,000 volts, and my auto maintainer said 17,000 volts was normal for an automotive-style coil, which the B48G coil is. I asked the Onan dealer what the specifications were, and he said Onan only gives resistance value ranges for the primary and secondary coil circuits. The coil met those recommendations.

My auto man held his ground, however, and said that a "low current test," which the ohms resistance test is, does NOT test the coil under load, and recommended that I replace the coil. So I placed an order for a coil with the friendly Onan dealer (\$59 for the coil).

In the mean time, I took the carburetor apart, and was amazed at how clean it looked! I took it down to my auto maintainer for him to see, and he said it did not look as if it needed a rebuild. It was beginning to look more and more like the ignition coil was the sole culprit of my Illinois Rail-Net problem.

I proceeded to lift the float assembly out of the carburetor base, and when I tilted the carburetor doing this, I heard something roll around in the float bowl. I looked down, and there was the main fuel jet rolling around in the bowl. It had vibrated loose from its mounting boss

location in the bowl, and NOW everything began to make perfect sense!

The engine ran at idle because it was running on the idle jet, an adjustable jet that was properly adjusted. But when the throttle was opened the engine would flood, since the main jet was not in place and unjetted fuel simply would pour into the engine. This was the cause of the blackened spark plugs! I returned the jet to its fitting and screwed it in TIGHT! There was no way that jet was going to vibrate loose again!

I put Humpty-Dumpty back together again, along with new ignition points and new spark plugs. (Note: Plugs are Champion RH-18Y; point gap is .016", spec. C and later.) I used the original coil, and the engine started immediately on the first attempt. I let it warm up for a couple of minutes, then opened the throttle. The engine responded quickly; the immediate problem had been resolved! As for the ignition coil, it will be replaced as soon as I get the new one. Although the coil is not the "proximate cause of the problem," it is apparently weak, and I don't want to risk another breakdown. After all, we ALL know that only cars with Fairmont engines break down don't we?

In all my days of troubleshooting gasoline engine problems, I thought I had seen them all. Never in my born days did I ever expect to find a main fuel jet lying loose in the carburetor bowl! Does anyone else have such a story? If so, why not send it to THE SETOFF editor. I'm sure Dick Ray wouldn't mind another installment of "Why It Won't Run." (Ed. note: Dick's most recent article, "Why Won't It Stop?" was in the March/April issue.)



Photo by Kenneth Kinman: Naval Ammunition Depot, Crane, IN, May 17, 1998 (Glenn Speckman by his car)

If it can be done safely, do it!

PS POWER SERVICES

By Warren Chiesa

Is this stuff in the white bottle with black and red lettering a miracle cure? Maybe! It seems to be the answer to many fuel problems, and seems to be the answer to a number of ailments that cause the Onan engine to run poorly.

PS is sold at truck stops, at "Farm and Fleet," and probably other places. It is a fuel additive for diesel engines. In addition to prevention of gelling in the diesel fuel tank, the manufacturer claims that this stuff dissolves carbon deposits, emulsifies and disperses water in the fuel, and cleans injectors. I don't think we need to worry about gelling, but the other two properties are of interest to us.

Somehow we all seem to find a way to get water in the fuel, one way or another. A few ounces of PS, and the water becomes suspended in the fuel and is burned. PS is far superior to Heet or Siloo for water dispersal.

The other property of dissolving carbon, thus keeping injectors clean, is also useful to us. Dirt, varnish, and carbon collect in the fuel system and carburetor. PS will dissolve this junk and make the engine run more smoothly. PS will not hurt plastic or rubber parts, or plastic floats.

The manufacturer's claims can be substantiated. I witnessed a demonstration showing carbon deposits and varnish being removed by PS, and water being dispersed. The demonstration was conducted with equal amounts of PS, water, and fuel. The fuel was burned in a Pyrex tube, with varnish and carbon being formed as a result. PS was compared with other fuel conditioners (Siloo and Heet), with obvious success for PS.

In addition to watching the demonstration, I can speak first-hand about the benefits of PS. I use it in my Onans, my lawn mower, and other 4-cycle engines. If you leave gas in the lawn mower or chipper vac, PS cleans it up. There are others in the motorcar fraternity who have used this stuff for motorcycles and motorcars, and I notice that some of them are carrying a pint or quart bottle of PS with them.

If you notice a little water in the fuel sediment bowl, add about a cup to the fuel, and the water disappears. If the engine runs a little rough or it won't idle, add a little PS and run it. The problem will normally clear within a few miles or a few minutes. Once the problem is clear, a few ounces in the tank every-other tankful will keep the problem from returning. The dosage can be stronger without any ill effects. By the way, it's best to add the PS before filling the tank, so there's a good mix with the fuel.

(Ed. note: I use PS in my Fairmont 2-cycle; it's OK!)



Photo by Gary Shrey: Gary & Eileen's MT19 at the head of the line-up, June 24, 1998. The Charlevoix RR ends at the Donohue Paper Co., Clermont, PQ.

If it can be done safely, do it!

'What Is This Thing?'

A Yellow Shipping Opportunity, And We Came Through!

MILWAUKEE, Wis. — Railroad buff and public television producer David Baule, who lives a little north of here, recently bought himself "a new toy — a rail motor car..."

Some toy! The thing weighs 1,200 pounds and was at a friend's place in northern California.

Baule couldn't very well mail this section gang car that had been used as a right-of-way maintenance vehicle.

It wouldn't work to drive the car on busy rails to his home; the little engine just couldn't keep up.

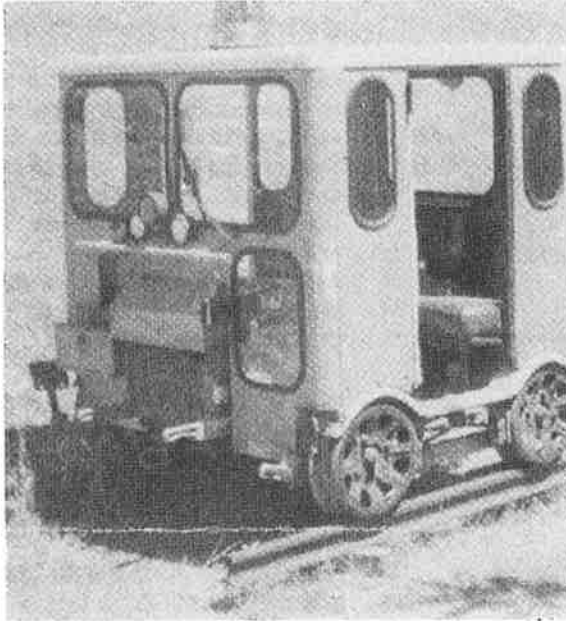
And he didn't want to tow it himself on his trailer two-thirds of the way across the U.S.

What could he do? Call Yellow.

"I called a half a dozen trucking companies," Baule says. "Most never even bothered to return my calls. Yellow Freight Customer Service was — hands down — the most helpful, positive and friendly service I have dealt with."

From Yellow customer service employees, Baule easily obtained alternatives, help with classification, dock conditions, phone numbers, names of terminal managers and advice about properly crating the rail motor car to avoid damage. Baule was impressed by helpful and courteous employees.

"But wait! There's more," he says. "Your terminal manager and support staff at the Sacramento (Calif.) terminal, as well as the Milwaukee terminal, were all helpful and supportive. They had the usual questions of, 'What is this



This rail motor car was purchased by a hobbyist, who asked Yellow to haul it from California to Wisconsin. Yellow earned praise for efficiently transporting the vehicle.

thing?" and "What do you DO with it? ...Everyone was helpful, friendly and had a can-do attitude."

In Sacramento, the branch manager is Scott Eissner. Baule got help there from John Rambur, dispatcher. The Milwaukee branch manager is Jerry Sheridan.

"Hey, everybody did a good job... (Yellow was) really cool about this thing," Baule says. "So, thanks to your entire staff, from customer service to the forklift operators, managers, drivers and support people who made this shipment such an easy endeavor."

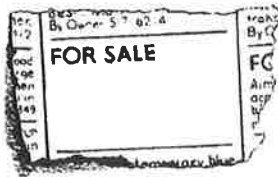
Baule is an executive producer and director with Milwaukee Public Television. Besides his railroading hobby, Baule's work includes serving as executive producer of *Tracks Ahead*, a widely-shown, popular PBS television series on the romance of the rails. ★

The accompanying article is reprinted by permission from the June 5, 1998 issue of YFS WEEK, a paper published by the Yellow Freight System, Inc., PO Box 7270/10990 Roe Avenue, Overland Park, KS 66207, for its employees. The item was written by Fred Wickman.

The article was originally submitted by Don Kasbohm. When I telephoned the administrative offices of the Yellow Corporation to request permission to use the article in *THE SETOFF*, Mr. Kent Politsch, Coordinator of Corporate Communications, graciously agreed. I inquired whether I might have one of the papers, if an extra copy were available. Mr. Politsch kindly sent several copies, so if you wish one, please let me know.

I think it's a great article!

.....Bill Hurtig, Editor



Want Ads

Editor's Note: THE SETOFF is happy to print all ads received from members. Send ads to Bill Hurtig, Editor, P O Box 81, Delphos, KS 67436, FAX 785/523-4386, or e-mail: WEDJHurtig@AOL.COM. There is no charge for placing an ad; please send us yours. If you want an ad to run for more than one issue, please indicate how many issues. Thank you!

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.

FOR SALE: Used heavy duty tow bar, \$75. #M34724 used differential axle; \$100. #166-0535 used 12-V Onan coil; \$10. #102895 new idler sprocket & support; \$100. #M34724 used differential axle w/ 2, 16" wheels & 2 bearings mounted on axle; \$150. 2 #M34724 used axles w/ bearings; \$75. 2 new electric cab fans; \$35. #26VFIS-1 Solex carburetor; \$150. Used red 12-V strobe light; \$20. New #1374 oil filter (Onan #122-0323); \$3. 4 used 16" wheels; \$50. #P6578 belt pulley; \$30. New #F7978 drive belt; \$75. 2 #76991 brackets; \$1. 8 #46526 brake brackets; \$5. #M32736 arm; \$5. #M37040KA belt pulley; \$50. 3 new aluminum roof canopies (42" long X 61" wide) w/ back braces (fit M9 or other); \$100. #69636 curtain bracket; \$25. 3 S2 motorcars; \$500; M19 motorcar; \$400; 2 MT19 motorcars; \$1,200. W64 derrick crane; \$800. T11 trailer; \$400. All items F.O.B. Burleson, TX. Contact M.W. Kirby, 215 Tracy Lee Ct., Burleson, TX 76028; phone (817) 478-0773.

FOR SALE: Cheap, effective foot protection: (Steel-tipped safety shoes/boots are expensive and uncomfortable!) Protect your toes while wearing any normal street shoe by using heavy duty plastic toe protectors, which slip on over nearly any shoe or boot. Light weight; really work! One size fits all; gov't surplus (new, unused): \$5.00/pr. + postage (\$7.50/1 pr; \$13.00/2 pr; \$18.50/3 pr; \$24.00/4 pr). Also 30 cal. military ammo boxes (make excellent tool boxes), used, excellent condition, no rust @ \$2.00 + postage (\$8.00/1 box; \$11.00/2; \$13.50/3; \$16.00/4). Tom Sharratt, Rt. 1 Box 104A, Westby, WI 54667 (phone 608/634-2118)

FOR SALE: Back by popular demand! Scale plans to build your own replica Sheffield 2-4 person hand pump

car. Includes all drawings & bill of materials to build your own car. \$60 per package, postage paid. Send to Bruce Carpenter, 10241 Co. Rd. 25A, Wapakoneta, OH 45895 (phone 419/738-5384)

FOR SALE: Solid aluminum seals for C5 carbs; sold piece; no rubber to separate; should last a lifetime. Order #1353 (replaces Fairmont #A1353) @ \$5.00. Coming soon: the RK equivalent of #A1353 for Fairmont RKA-RKB twins. Part #FW1353RK. Also coming soon: aluminum poppet valves #EZ455 (Part #FW455RO/FW455RK for Fairmont RKA-RKB twins. Also, someone please send me the carb valve seals for the larger version of the Fairmont ROC (such as a C8 carb), to use for a pattern to make new seals. I will return your old seal, together with two new aluminum seals. Allow \$1.50 for shipping, and 4 to 6 weeks delivery. Seals are made on an "as needed" basis until I have sufficient inventory for immediate shipment. West Michigan Railcar, 1694 Broadmoor St., Muskegon, MI 49442.

FOR SALE: Kalamazoo model 56 motorcar, cab & curtains, front-rear-side safety glass windows, spare wheels, 2-speed transmission, 18-HP electric-start Vanguard engine; runs great. Arthur Brodrick, PO Box 2869, Setauket, NY 11733 (phone 516/941-4268).

FOR SALE: Fairmont MT14, 1978, (ex-MC), and single-axle trailer w/ adjustable tongue height, built to haul this motorcar. Newly replaced clutch, pressure plate, and throwout bearing; side & rear curtains, 4 seats (front removable), Onan engine, on-board turntable, stop lights, 4-way flashers, halogen headlight; runs well; trailer tows well. Photo available; selling due to health problems. \$2,500 or B.R.O. Al Patten, Concord, NH (phone 603/224-1749).

WANTED: Fairmont W99 Spot Tamper. Also looking for 2 or 4 Fairmont 16" Heavy Duty Cast Wheels (the ones that weigh about 100#, and have round holes on the side, rather than triangular punch-outs as on a standard motorcar wheel). Also wanted: Full-size 3-chime locomotive air horn. Also wanted: Automatic bell as currently used on locomotives. Tom Falcon (Rail Dawg), (phone 813/447-7900 or 828/488-8063).

FOR SALE: New parts for Fairmont cars: M9 brake shoes & liners @ \$20; M9 flange brake shoes & liners @ \$20; M14, M19 flange brake shoes & liners @ \$20; M14, M19, MT14, MT19 brake shoes & liners @ \$12.50; #46500-46501 setoff skids @ \$30; #46556 lift handles @ \$75; #98397 lift handle bracket @ \$6; #M-18457 brake pivot stud @ \$12.50; #M-17082 brake shoe hanger @ \$12; #M-18930 brake hanger pin @ \$6.00; #46565 fuel tank (4-1/2 gal.) @ \$110; 6-gal fuel tank @ \$125; #F-13212-F9085 black seat cushions @ \$32.50; folding seat frame @ \$35; non-folding seat frame @ \$27.50; M19 & MT19 seat mounting brackets @ \$30/set; M19 & MT19 side curtains @ \$175/3 pc. set. Gas tank guard, attaches to the rear of the engine box extending across the rear of the car, covering the fuel tank. It is 8" high, formed of 10-gauge (1/8") steel, finished in red powder coat paint. It is easily mount-

ed on Fairmont M9, M19, MT19, and MT14 motorcars. \$20 + shipping. Les King, 1835 Alabama Ave. N.W., North Lawrence, OH 44666. (Phone 330/833-2868; FAX 330/830-5213)

FOR SALE: Canadian National MT14-L motorcar (completely restored, ready to run); also, new trailer, professionally built; \$3,900 OBO. Kaye Juhl (phone 707/448-7123) (e-mail VACAFARM@AOL.COM)

FOR SALE: 1986 Woodings Model CBI (short car); rebuilt 1995; new paint, wires, wheels, glass, brakes, etc. Car is in excellent condition, reliable. Also: extra set of new wheels already painted. Car & extra wheels, \$2,150; wheels only, \$175. Tom Kowalski, 689 Podunk Rd., East Brookfield, MA 01515-0135; phone 508/867-2188. (Call before 8:30 p.m.)

FOR SALE: TRACKCAR VIDEOS w/ music & narration on Std. Play VHS: Peace River to Coppermine & return, 3 1/2 hrs, \$25. Central Montana & Alberta Prairie, \$15. CN Cab ride, Peace R. to Roma Jct., 2 trips, \$15. Copper Canyon, Mexico, 3/96, 2 hrs, \$15. Copper Canyon, complete trip, 3-tape set, 6 hrs, \$39. N'Bay to Swastika & Ottawa Valley, ON, \$15. Digitally recorded to VHS: Santa Fe to Lamy NM, and Lovington to Monahans, TX, 3/98, \$16. Hayden to Florence, AZ, and Benson to Naco, AZ, 3/98, \$16. White Deer to Mifflinburg, PA, and Lycoming Valley, 5/98, \$16. Coming soon: Northern Vt. and Twin States; St. Joachim to Clermont, PQ; Quebec city tour; and Matapedia to Gaspé, PQ. Please add \$3 shipping first tape (Canada \$4) and \$1/each additional tape. Also add \$1 for west of Mississippi. Credit card or check to PICTURE THIS/ William Kozel, 23 Lee Ave., Rexford, NY 12148-1209, phone 518/399-5836.

For Sale: Fairmont S2, with trailer: Electric start, hydraulic turntable, rebuilt engine, great shape; asking \$3,300. Glen Goodell 419/668-9848, or Paula Goodell 440/988-8240; 46895 Cooper Foster Park Rd., Amherst, OH 44001. E-mail: TheGoodL@aol.com.

For Sale: Fairmont Motorcar T-Shirts; black design on ash colored shirt: Adult S-XL \$11.95; XXL \$12.95; XXXL \$13.95. Send check or money order to Steve Whedon, PO Box 59, Rockton, IL 61072.

For Sale: Enclosed trailer 6X6X12, single axle (5,000 lb.) w/elec. brakes; grey metallic paint w/red pinstripe. \$2,500 OBO. Ex-Western Pacific M9, runs, body in good shape, needs TLC. \$850 OBO. Would consider delivery. Trailer and motor car together \$3,200 OBO. Warren Chiesa, Lucent Technologies, Rm. 1A-15D, 1000 E. Warrenton Rd., PO Box 3013, Naperville, IL 60566-7013.

For Sale: MT14 motorcar, enclosed alum. cab, w/factory turntable, 3 seats, excellent Onan engine, dual headlights, back-up light, sealed beam tail & brake lights, strobe light; ex-UP, original paint in good condition; very nice, dependable. \$3,200. Dean Guinn; phone 816/238-6540 after 4:00 pm CDT.

For Sale: Fairmont ROB 5-8 HP engine, built before 1941; excellent C-5 carb, Weatherseal timer housing 12-V auto coil, belt pulley, new cyl head studs; has 70# compression; looks & runs like new. \$500 firm. Ed Burton, 17386 Eagle Bend Blvd., Jacksonville, FL 32226 (Phone 904/757-4687)

Wanted: Four, 20" Fairmont wheels, new or good to excellent condition. Brad Heller (Phone 781/246-4187)

For Sale: Fairmont S2, running, very good mechanical condition, 6-V dry cell; open car (no cab), several boxes of misc motorcar parts incl; presently in dry storage. \$1,500. Also, homebuilt trailer for motorcar, 3,500# capy. springs, axle, hubs & bearings; single drop axle design, skeleton framed; hand winch, fenders, spare tire, loading ramps; ready to be titled; has hauled MT14 easily. \$1,250. Both items FOB Blue Ridge, GA. Contact Hugh Cain, 510 Austin St., Norfolk, VA 23503 (Phone 757/588-6579 after 6:00 p.m.)

For Sale: Three Fairmont MT19-B motorcars, 2 w/turntables & heaters. Two MT19 peak-roof motorcars w/open sides. Also Fairmont parts, too many to list. Delivery & custom trailers available. For list & prices contact Wally (Phone 503/368-6496, FAX 503/368-6856) or Val (Phone 503/355-3299, FAX 503/355-3295) E-mail: VAL@oegoncoast.com

Wanted: For Fairmont M19: 2 front wheels #M-11404 (16"X1/4"X4 1/2"); for Fairmont MT19: 4 wheels #M-21899 (16"X5/16"X4 1/2"). Ken Kinman, 4031 Nevermind Way, Greenwood, IN 46142-8544 (Phone 317/881-1796)

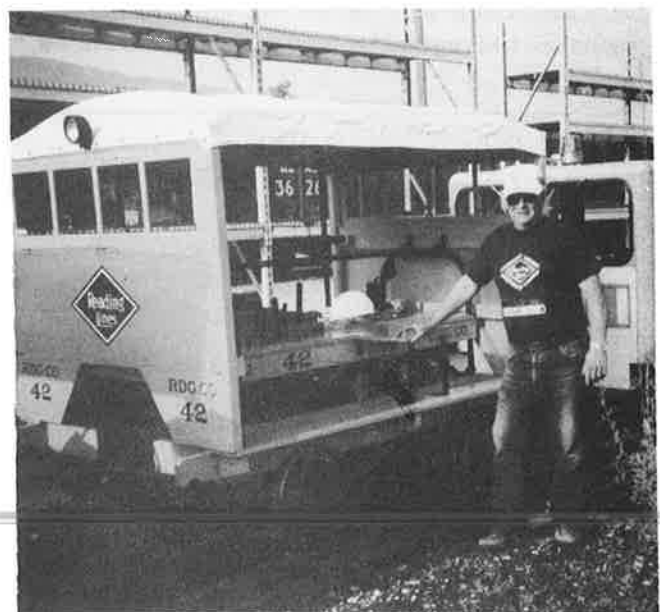


Photo by Gerry Kook: John Kook with his Kalamazoo 23B at Williamsport, PA, May 30, 1998, Lycoming Valley RR.

SAFETY CORNER

By Jim McKeel, Director NARCOA Area 9

(From the KWD News, May 1998, published by the Kansas Wheatlands Division; used by permission.)

On a recent excursion, a safety problem came up which we had not previously experienced. No fewer than four wooden road crossing planks were encountered, which protruded above the height of the head of the rail. (Or perhaps the rail had dropped below the surface of the crossing planks). This was very nearly a critical condition, especially for the M9s that have smaller wheels and ride more closely to the head of the rail.

The frames of these motorcars and/or the bolts securing the axles to the frames scraped on the wooden crossing planks. Had one of these crossing planks been situated so that its blunt end protruded just slightly higher, a motorcar approaching with the operator unaware of the problem could have been brought to a very sudden stop, and the car might have flipped over forward.

Therefore, when approaching a crossing and first making sure no highway traffic is approaching, and checking the flangeways to see that they are clear, also remember to take a quick look at the crossing planks to ensure they are not protruding too high above the head of the rail. If the planks seem too high, approach the crossing very slowly to determine that the motorcar will clear, or stop the motorcar and walk it across the crossing.

Remember, as always, safety is the primary factor. Do not take any chances. Always take the safe course. Always keep a close watch on the track ahead for hazardous conditions and respond appropriately in time to avoid a problem.



Photo by Eileen Shrey: Former Reading RR Station, Lewisburg, PA; Union County Industrial RR, May 31, 1998.

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