

THE SETOFF

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

May/June 1998 Volume 12 - No. 2

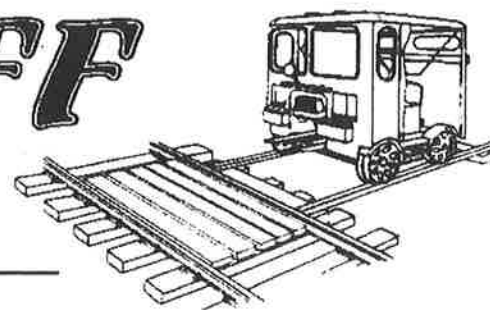


Photo by Wendell Stahler: Nathan Stahler is cleaning a crossing on the December 13, 1997, run from Noblesville, IN, to Tipton, IN. Stan and Jeremy Conyer are watching. (Ed. Note: It's been HOT here; I was ready for a "cold" photograph.)

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From the President

by Ron Zammit

We are now in our operating season, and I urge all of you to be as safe as possible. Let's make this a good one. (Do I sound like a broken record, or what? Hmm, I just showed my age; I sound like a broken CD!)

At present, I am preparing the agenda for this fall's Board meeting. Should you have any ideas for the agenda, please contact your Director, or me. Two issues of note are the affiliation of locals, and operating rules.

Regarding affiliation, NARCOA may now add locals to its insurance policy, just as we add a railroad. Thus your local could be insured. Also, we soon will be able to provide errors and omissions insurance for the officers of locals. These are two valuable assets for local affiliation.

As President, I have affiliated one group: North Central Railcars, NARCOA's first; three more are in process. Affiliation is granted until the next Board meeting, where final approval will be considered by the entire Board.

The Board also needs to consider Affiliate qualifications. Should the Affiliate have by-laws? Be incorporated? Have a certain minimum of officers? Have an operator qualification program? (I hope some day the locals see fit to qualify the operators regarding rules, relieving NARCOA of that; Stan has issued over 700 cards! That's too many for one person to deal with.) Regardless, the Board needs to consider Affiliate qualifications. If you have ideas about how this needs to look and operate in 5 to 10 years, please let your Director know.

Turning now to rules, we need to consider the ability of a local (Affiliate) to do operator qualification, as authorized by NARCOA, so operators would not have to take a (duplicate) NARCOA quiz.

A backing rule has also been submitted for consideration. This rule seems logical, and a number of members have participated in its writing. Essential elements of this rule would be: no backing (by a single motorcar) unless the excursion coordinator so instructs; towing due to breakdown is not the responsibility of the operator in front, so a breakdown is to be carefully pushed to the next setoff, then towed by a following suitable motorcar. This rule seems logical, and full of common-sense considerations. It would help prevent accidents. The final draft is in process.

Finally, I have one last newsletter, the next one, as President. I'd like to start my farewell now, by thanking a number of people. (This gives me a chance to thank the ones I miss next time.)

As you know, NARCOA has changed quite a bit while I have been your President. These changes were necessary in order to make the organization more structured and better able to work for the hobby with the formal organizations of railroads and the FRA. Well, I have to confess I've never done anything like this. It has its good and bad attributes for me. Many things have been done well; some

mistakes have been made. We all learned. AND things could not have been changed without the help of lots of good people. Some have pushed me, others have dragged their feet. But with few exceptions, most people active in the governance of NARCOA have been working with its best interests at heart, along with the best interests of the hobby as a whole.

Therefore, I'd like to list, in no particular order, those who have helped. We should all be proud when so many people from so many backgrounds and areas of the country have worked together so well. My thanks to Tom Johnson (who just had a lung removed; hope you recover quickly, Tom!), Bill Holdren, Tom Norman, Joel Williams, Stan Conyer, Mike Mitzel, Hank Brown, Mike Paul, Doug and Rich Stivers, Dana Fuller, John Nolan, Denny Anspach, Mark Springer, Jack Whitt, Dave Verzi, Deanna Baird, Bill Hurtig, Gene Tucker, and Jean O'Dell.

Until next issue, happy motorcar-ing!

ANNUAL NARCOA BOARD MEETING

September 18-19-20 - Chicago

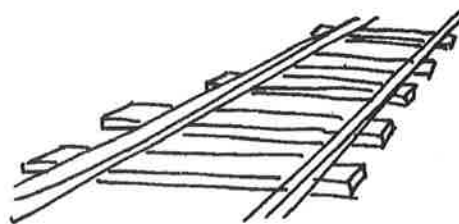
Ramada Plaza Hotel O'Hare

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 July 15, 1998.**

Send them to:

Bill Hurtig

SETOFF Editor

PO Box 81

Delphos, KS 67436-0081

A NOTE FROM THE EDITOR:

On Wednesday, May 20, my brother-in-law died suddenly from a heart attack. His name was Bob Kind, and he was the senior partner in a large veterinary practice, the Conejo Valley Veterinary Clinic, in Thousand Oaks, CA. He was my wife, Doris' only brother, and we loved him very much. He was preparing to retire soon, and his family, colleagues, and staff had even given him a retirement party recently. He was still working, though, because one of the partners had suffered an injury, and Bob was filling in.

His circle of friends was unusually broad, and more than 750 persons overflowed Emmanuel Presbyterian Church for his memorial service on Memorial Day, May 25. That morning a plane flew over his home, and dipped its wings. His name befitted his profession, his personality, and his relationships.

Doris had quickly flown there, to be with Bob's wife and family, and I flew out May 24. It is natural to be heavy of heart at such a time, and so we were. But life has other significant dimensions, so the opportunity to meet many of the persons whose lives intersected Bob's, and to hear them speak of "Dr. Kind" shed sunshine on our sadness. We came to appreciate in a deeper way the warm intensity with which Bob worked, played, and lived his wonderful life.

We arrived home Sunday, May 31, and as I resume the preparation of the May-June *SETOFF*, it is with renewed affirmation for the spirit of courage, confidence, and hope. Our wholesome, delightful, and fulfilling hobby is one of those positive elements which brings enthusiasm to our own lives, and to the society within which we live.

Thus each day is a gift to be celebrated, and I realize more than ever the privilege we all have, as we participate in our wonderful hobby, and for myself particularly, the privilege of being your editor.

So long for now.....Bill Hurtig

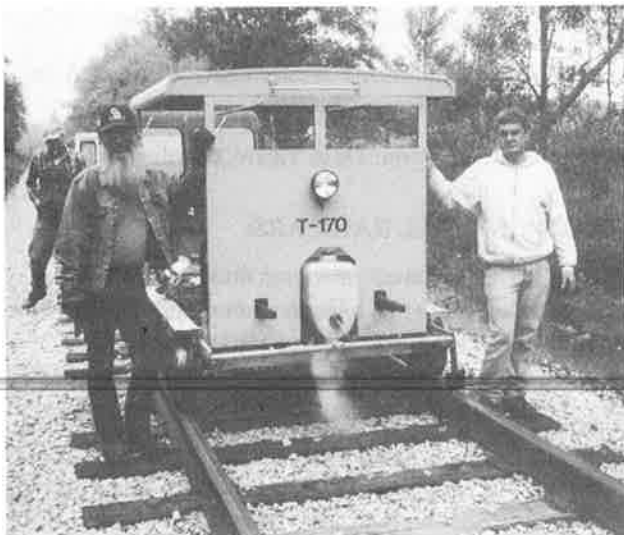


Photo by Eric Schwandt: Chuck Pearson's S2, with Jim Ferason on the Tuscola & Saginaw Bay, September 14, 1997

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 2

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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.

July 12: Iowa Northern RR: Probably set on at Greene, IA; run to Manly, then to Cedar Falls; 104 mi. R.T.

Aug. 8: Chillicothe & Brunswick RR: Set on at Chillicothe; pick up food at Sumner; continue through Hog Ridge to Brunswick; 70 mi. R.T.

Aug. 22: T & K Evans Elevator RR: Set on at Elliott, IA (8/22 is town celebration day); run to just short of Red Oak; 18 mi R.T.; several runs will be made, including one stretch along the Nishnabotna River.

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 usually apply, as well as NARCOA insurance and rules.

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

July 12: Niles Canyon; Dave Towle, coordinator.

July 24-26: McCloud Tour: Planning/preparation continuing. Reservation deadline July 10; send \$100 deposit (with 2 SASE) to Gary Cousin, 160 Longford Ln., Vacaville, CA 95688 (e-mail: glcousin@jps.net).

Aug. 30: Niles Canyon. Coordinator, Dave Towle.

Sept. 5-6: MOW Columbia River Adventure! Portland & Western RR, Astoria/Cornelius Pass Line (former SP & SRR): St. Helens, OR to end of track (perhaps Astoria!) and return Saturday (est. 75-140 mi.). St. Helens-Cornelius Pass-Banks, OR, and return Sunday (est. 75-80 mi.). Cars 3,500 lb. and over contact before registering. \$130.00; send 2 large flat SASEs w/2 stamps each to MOW P&W, 920 29th St., Sacramento, CA 95816.

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).

July 18-19: Combined Wisconsin Central/Lake Superior & Ishpeming excursion. Ride Negaunee to Baraga (WC) Saturday; ride LS&I's whole line Sunday, including the ore dock; \$100/motorcar for both days. No prorated 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.

Aug. 15: Wisconsin & Southern RR, Spring Green-Prairie du Chien and return, \$60/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.

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 prorated 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.

OHIO VALLEY RAILCARS:

All motorcar operators must be NARCOA certified and have NARCOA insurance to participate in OVR excursions. NARCOA rules apply; additional equipment restrictions may apply. Only factory-built equipment may be used. NARCOA members may join OVR for \$5.00 annual dues (OVR mailing list; voting rights). **Send LSASE to OVR, 10059 Aldridge Dr., Columbia Station, OH, 44028, for excursion registration forms.**

July 11: Oil Creek & Titusville RR (former Erie/Lackawanna main line); set on at Corry, PA, 7:30 a.m. 84 Mi. R.T. Turn & eat at Meadville. 35 car limit, NARCOA rules. Cost \$45, registration deadline June 26.

Sept. 19-20: SWPRR (former PRR Southwest branch & former B&O and PennCentral subdivisions); Saturday (58 mi. R.T.) set on at Sony yard, New Stanton, PA, 7:30 a.m. Run south to Broadford, PA; turn, run north to Scottdale, Youngwood, and Radibaugh; then head back to Youngwood Railroad Museum for lunch break. Then run south to former PennCentral Bullskin branch; turn, run back to Sony yard for set off. Sunday: (Set on location to be announced later.) Run to Fayette County end of SWP, from Green Junction, PA, through Dawson, Mt. Braddock, Uniontown, and (turn at) Fairchance. Cost \$58, registration deadline Sept.

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.

Aug. 8: Coopersville & Marne RR: Coopersville to Marne, MI (12-mi. R.T.) (3 or 4 runs planned); \$15/car; NARCOA ins. and rule certification required. Contact Brad Anderson, 4955 Lake Harbor Rd., Muskegon, MI 49441.

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:

July 18-19: North Shore RR (86 mi.) 7/18; from Northumberland to Berwick (former Reading and Erie Lackawanna); Shamokin Valley RR (50 mi.) 7/19; from Sunbury to Excelsior; also Sat. night the Central PA Chapter NRHS will host meal & slides of local RRs at the station in White Deer. Send \$55 (total fee) to Larry Maynard, RR 1 Box 351, New Columbia, PA 17856 (phone 717/538-9050 before 10:00 p.m.).

Aug. 2-3: Smith Falls Rwy Museum, Smith Falls, ON: Second Annual Jigger Festival: Exhibit your motorcar; then join 2:00 p.m. parade. Contact Robert Vaughan, Curator, PO Box 962, Smith Falls, Ontario K7A 5A5 (phone 613/730-1721).

Oct. 14-22: Copper Canyon of Mexico: Eight days, 7 nights in first class hotels; 5 nights, 6 days on the track (750 mi. ribbon rail, 87 tunnels, 36 bridges, and a loop). Tentative hotel reservations now being made; refundable deposits \$100 accepted for participation lists. NARCOA ins. required; adults only. Approx. cost \$2,000, which incl. 3 meals/day, RR fees, and Spanish interpreters. Contact Al McCracken, excursion organizer: (phone 408/249-2953; FAX 408/249-3120).

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) now lists NARCOA-insured excursions. These excursions are also sorted by NARCOA area of representation.

Please submit your excursion announcements to *THE SETOFF* editor as usual; he then will forward excursion announcements to me to put up on the web. *Thank you!*

NARCOA INSURANCE PROGRAM HISTORY

By Tom Norman, NARCOA Insurance Coordinator

NARCOA members may be interested in a brief history of the motorcar insurance program. I became involved in the program in 1994 when I volunteered as an area insurance representative. Prior history was picked up from articles in *THE SETOFF*, and is incomplete. NARCOA started the insurance program in 1989, but turned over control to the Association of American Railcar Operators (AARO) in 1991. AARO was separate from NARCOA, but operated with volunteer NARCOA members as program administrator and area reps, just like today. The first 5 years of the program saw cancellations by the insurance companies nearly every year, although no claims were filed. We finally achieved stability with one carrier in 1995, Reliance Insurance Company. To date, we have had only two claims paid by Reliance, totaling \$12,286.

The accompanying graphic (see below) will illustrate the progress we have accomplished. Prior to 3/1/95 coverage was commercial general liability only. With Reliance, coverage has included members' commercial general liability (\$500,000) and commercial inland marine (\$5,000 w/\$250 deductible). Host railroads have been included as additional insureds at least since 3/1/94.

Other NARCOA statistics are: membership (2/14/98): 1,232; participation in the insurance program (AARO) in 1994: 536; (NARCOA): 1995: 526; 1996: 521; 1997: 539; and thus far in 1998: 489.

In the 1997 insurance program, 412 members renewed from 1996, 22 members renewed from 1995 (but didn't have insurance in 1996), and 105 were new members. This turnover is typical both for NARCOA and its insurance program. The largest number of insurance program participants is from California, with 118, or 22% of all members.

In 1997, a 10-month policy year, NARCOA issued 97 Certificates of Insurance to 77 railroads. Since 3/6/95, NARCOA has issued 325 Certificates of Insurance to 134 railroads. These certificates add the host railroad as an

My SETOFF is Missing!

By Joel Williams, NARCOA Roster Coordinator

Every time *THE SETOFF* is mailed a number of them are returned because they are undeliverable. If your address changes, the Post Office will forward your mail for a year. After that, God himself couldn't get them to deliver it.

Did you get your *SETOFF*? Of course, or you wouldn't be reading this. But have you moved and does it still have your old address on it? Are you living at the same old place, but the Post Office has changed your address?

If your address has changed, please let us know. Please don't send a renewal with your new address on it, without pointing out that it has changed. These are the ways to let us know:

1. Send the change of address card obtainable from the US Post Office.
2. Mark the new address on the renewal notice when you send it back.
3. Call 908/852-6294; please leave a message if no one is at home.
4. E-mail: joelwilliams@lucent.com
5. FAX: 973/386-8098: "Att: Joel Williams"
6. Let Tom Norman know when you renew your insurance.

Do you know where these members are? Duane Plenge, Keith T. Koch, John T. Bailey, James D. Beville, Tom Borrall, Chad Newman, G. Brent Horney, Thomas B. Freeman.

(Ed. Note: The above article is repeated from the March-April issue. Members need to help meet this need!)

additional insured, to our policy for the scheduled event. Some certificates cover multiple excursion dates. The total number of insured motorcar excursions from 3/6/95 through 1/31/98 was 389, or an average of 11 insured motorcar excursions per month. The state with the largest number of certificates issued is California with 56, or 17% of the total.

ORGANIZATION	POLICY PERIOD	PREMIUM	COVERAGE	CARRIER
NARCOA	10/1/89 thru 9/30/90	?	?	Kemper Insurance
NARCOA	10/1/90 thru 9/30/91	\$105	\$1,000,000	?
AARO	10/1/91 thru 9/30/92	\$115	\$1,000,000	?
AARO	3/1/93 thru 2/28/94	\$75	\$5,000,000	?
AARO	3/1/94 thru 2/28/95	\$100	\$5,000,000	Transamerica Insurance Group
NARCOA	3/6/95 thru 3/31/96	\$175	\$5,000,000	Reliance Insurance Company
NARCOA	4/1/96 thru 3/31/97	\$175	\$10,000,000	Reliance Insurance Company
NARCOA	4/1/97 thru 1/31/98	\$156	\$10,000,000	Reliance Insurance Company
NARCOA	2/1/98 thru 1/31/99	\$187	\$10,000,000	Reliance Insurance Company

25 IDEAS FOR EQUIPMENT

By Jeremy Winkworth & Wayne Parsons
(Submitted by Mike Paul)

1. Buy a 30-ton floor jack as one of your first tools. It will be very useful. Also get 4 jack stands.
2. Cut up an old plastic tarp, to make a 4' X 6' ground sheet, for working on your car when on a run.
3. Have a couple of wires with alligator clips on each end, in your tool kit; these are most useful to quickly wire around a bad switch to get the motor running or the lights working.
4. Spare parts (must have) on board: a new chain already cut to length for your car, with 3 extra offset links and two master links.
5. Also: new spark plugs with the gap already set, and a spark plug wrench.
6. Also: complete new Onan fuel pump assembly (if you haven't replaced the OEM pump with an electric pump).
7. Also: chain lube: PJI from any motorcycle store is suggested.
8. Also: paper shop rags or paper towels.
9. Carry a stopwatch to clock your speed, based on mileposts and the following formula: Divide the number of seconds in an hour (3,600) by the number of seconds it takes to travel a mile. The result is miles per hour (mph). For example, a 180-second mile = 20 mph. Prepare a chart on a file card to carry in your pocket.
10. Carry a small dog bed; this is the perfect item to "catch" your glasses, camera, ear muffs, stopwatch, flashlight, etc.
11. Install a gas tank protector on the rear of your car, for protection in the event of a collision.
12. Add a bumper of some kind on the front, to protect the engine pulley and flywheel in the event of a collision.
13. Have a spare parts box in your truck for long (several day) excursions. This box should include a new fuel glass bowl, fuel filter, and fuel line (check your size: 1/4", 3/8", or?) Consider including carburetor parts, new points, and condenser.
14. Your motor doesn't burn oil? Carry extra anyway. You might lose some (or all) with a blown oil line. Carry 1/4" fuel line, as this is used for oil pressure line on CCKBs.
15. Take rain gear. Have a spare dry shirt, socks, and complete rain outfit in a bag ready for any change in the weather. Wear layers of clothing at all times.
16. Must carry: bag of nuts, bolts, and washers of all sizes.
17. Carry a rolled-up blanket. Old army blankets are cheap (\$20), and add much to passenger comfort. In hot weather, they are extra padding.

18. Carry a grease gun in the truck parts box. Fairmont recommends greasing the chassis every 40 hours. I say grease the chain idler sprocket every day.
19. Red flags.
20. Flashlight.
21. Fire extinguisher (halon, if you can find it; the powder is hard to clean off the engine after a gas fire).
22. First aid kit.
23. Chocks or chain.
24. Tow bar with secure pins.
25. Your car needs a brake lever-activated stoplight. This will require the creation of a clever bracket for the plunger switch, and maybe some welding. Get someone else to do it.

More About M19 Axles

By Steve Healy
(Submitted by Scott Janz)

In my humble opinion I believe that the problem of axle breakage on M19 motorcars is weight and distribution of the same. Of all the breaks I have heard of, a common thread seems to be that they are loaded beyond Fairmont recommendations. For example, an MT19A (base model) weighs 660#. The recommended maximum load is 750#, for a total of 1410#.

Many of the former UPRR enclosed cab models have stenciled empty weight figures greater than 1300#. Such a car theoretically may thus carry only a 110# operator, without his lunch! I have seen two people crawl out of this type of car often, with at least 100# of luggage.

The other problem, I think, is the carrying of trunks fastened to the lift handles, with even more junk. This puts a substantial amount of weight far behind the rear axle, disturbing the center of gravity and thus overloading that axle. Carrying heavy objects that far back also means the front axle is more lightly loaded, and a derailment could occur if the front axle lifts off uneven track.

Remember, the MT19 was meant to be an inspection car, not a gang car. This means one man and his lunch, with possibly a passenger and his/her lunch, generally moving at low speed. These are my un-scientific opinions and pontifications. They are possibly worth only what you paid for them.

EDITOR'S NOTE:

Excursion write-ups, safety articles, and photos are very welcome. News items are, too. Nobody sent any "letters to the editor," for this issue; we welcome them, also.

One gratifying element in this issue's feature articles has been the emphasis on safety. The trust extended to us by railroad management is a great privilege, especially when excursions are responsibly and safely conducted without escort. The articles emphasize this, and we are grateful!

SQUAMISH TO KELLY LAKE

By Robert Smith

Ed Note: The following article is excerpted from "Speeders return to Squamish subdivision," page 5, the *coupler* (Vol. 40, No. 1, April 1998), published for the employees of BC Rail. It is used in *THE SETOFF* by permission. Two excursions were coordinated by Hank Brown (Wilderness Tours) June 14-16 and 20-22, 1997. The Squamish subdivision has heavy traffic, spectacular mountain scenery, and includes many steep grades, sharp curves, bridges, trestles, and tunnels. (Spelling and punctuation conventions used in the article are repeated here.)

They almost seemed too small to be on rails. Dwarfed by the steel and aluminum mammoths they shared the tracks with, tiny yellow speeders patrolled BC Rail's lines assuring the safety of the right-of-way, like canaries in a coalmine, for decades.

The hi-railers that replaced the speeders (more correctly "motor cars"), may be quicker, quieter and more comfortable, but they don't appeal to railroad buffs in quite the same way. So every year, members of the North American Rail Car Operators Association (NARCOA) pack their "putt-putts" on to trailers and drive them across the country – just for the pleasure of running them on a real railroad track.

In 1997 their destination was British Columbia. The goal – to run their speeders on what rail fans agree is one of the most strikingly scenic railways in North America. In fact, for many this was a return trip. In 1995, speeder fans made the same trek to run their cars from Prince George to Fort Nelson. In 1997 the plan was more ambitious – to trundle the fleet along the much busier section from Squamish to Kelly Lake.

Helping to organize the event was Track Patrol Supervisor Bruce Craiggs. "We were very fortunate," he says. "The weather was excellent and the trip coincided with Lillooet Days. NARCOA members had a great time."

After transferring their speeders to BC Rail's line at Squamish Station, the procession rumbled along to Whistler for a lunch stop. "We parked the cars in a

siding and took a tour bus to the chairlift, then up the mountain for lunch," says Craiggs.

Overnighting in Lillooet, the party made a day trip to Kelly Lake and back, returning to Squamish the next day. Maximum speed for most of the cars was a heady 30 miles per hour – less on the upgrades.

Almost all of the speeders that made the trip were built in Minnesota by the Fairmont company, but one California participant claims to own a Canadian-made Beaver motor car. "They were built in Quebec with powerful diesel engines," says Craiggs. "One of them could probably pull along all the Fairmonts we had that day."

Although the speeder buffs were very appreciative of Craiggs' efforts to help organize their outing, he was in a way partly responsible for the demise of BC Rail's motor cars. As Track Patrol Supervisor, Craiggs oversaw the introduction of the hi-railers that replaced the little yellow "putt-putts." Affectionately though they are remembered, the reasons for their replacement were very sound.

Speeds were slow, uncomfortable (especially in winter!) and expensive to buy. Drivers often had to "dead head" after checking a stretch of line, whereas a hi-railer can be driven back to base by road, making better use of employee time and equipment. And the hi-rail running gear can be transferred to a new pickup frame with just a little rebuilding. All in all, the hi-railers made more sense. But common sense doesn't dampen nostalgia.

Speeder fans come from all over North America. Among those making the trip to B.C. was a contingent from California, with others travelling from as far away as Florida.

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If speeder fans get their way, Canada will also be the destination for their first trip in the new millennium. A band of intrepid buffs want to drive their motor cars across Canada from coast to coast in the year 2000. One of their number, Hank Brown, has already put together an itinerary in which five or six cars would make the trip in 31 days.

"He's very enthusiastic about it," says Craiggs, "and I'm sure one way or another he'll make it happen."

Photo by Eileen Shrey:

Northern Central RR
(former Pennsylvania RR)
Excursion April 19, 1998.

The speeders were turned on the northern end of the trip, at Pershing Street in York, PA, where the main line runs down the street.



25 THINGS A BEGINNER SHOULD KNOW

By Guy Lynn – Submitted by Mike Paul

1. Trespassing (bootlegging) is bad, taboo, a crime, dangerous, liable to get you clobbered.
2. Be willing to accept help, comments, and even criticism from other operators. In all probability, they have already been there and done that!
3. A car that runs perfectly at the house will defy all attempts to start at set-on at least once, and usually on the trip you dearly want to go on.
4. You have gone out of your way to get information about your car. Trust me, it is never enough.
5. For each problem you run into, there will be 6 people with 6 totally different ideas about how to fix it. Trust the one that is willing to dive in, get dirty, and attempt to help fix it.
6. If it is a 2-cycle car, take at least 2 gallons of water: one for the engine and one for you on a hot day.
7. If it is an Onan-powered car, take at least 2 gallons of water on a hot day, both for you.
8. If at all possible take at least one ride with a seasoned operator before you buy a car, so you a) can get excited about getting into the hobby, and b) have a little bit of an idea about what you are getting yourself into.
9. If you don't know, ASK!!! Someone's bound to have the right answer or know of someone that does. Speeders.com is an excellent source of information.
10. If you can avoid carrying spare gas cans on your car, do so.
11. If you have never hand-cranked a 2-cycle engine, find someone that has; I would hate to see a new person get launched by not getting it set right.
12. Watch your spacing; more is better. Just don't get out of sight for too long.
13. Unless otherwise instructed, don't back up.
14. There are those in the world that abhor strobe lights, air horns, and extremely bright headlights. If you have these appliances, give the above-mentioned individuals lots of room.

15. Breaking down is not a sin. Breaking down repeatedly with the same problem trip after trip is a sin, and requires a thorough mental exam.
16. If your car is a 2-cycle, carry an extra spark plug or more, and a wrench to change them. The plugs have a tendency to foul at the least opportune times.
17. Get at least one good run under your belt before you offer to take the spouse or other individuals with you. In the case of a wife or girlfriend that isn't attuned to the hobby yet, and you have a breakdown when they are riding...HooBoy...you won't hear the end of it the rest of the day, and you will have a heck of a time convincing said spouse or girlfriend to ever ride again.
18. Parts availability: If you have a 2-cycle engine, the common answer is "you want what?" followed by uncontrollable laughter and an outlandish price; for Onan-powered cars, the common answer is, "Yeah, I got it," followed by a fairly high price; A cars, with Ford engines use fairly easy-to-find parts. All other A cars with other engines: "HAHAHAHAH!!!!"
19. A good machinist is worth his weight in gold, particularly if you are the machinist.
20. A good body shop that is willing to work on odd items is worth the wait, even if it is 2-6 months.
21. If you have 6VDC and it works, why change? If it doesn't, you can't get it changed to 12VDC quick enough.
22. Do it yourself: a) only if you know you can, b) have someone that has done it before helping, or c) when all else fails, and there is no other recourse.
23. When in doubt, follow the safest course!!!
24. A motorcar with a windshield, being hauled on a trailer creates wind drag all out of proportion to its weight and size.
25. Salvage yards are the saviors of motorcar operators.

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

Photo by Gary Shrey

Northern Central RR
(former Pennsylvania RR)
Excursion April 19, 1998

Speeders take a rest at
the Howard Tunnel.



PARALLEL PARKING YOUR SPEEDER? BEEN THERE! DONE THAT?

By Eileen Shrey

On May 2, 1998, the M&H (Middletown & Hummelstown RR), sometimes called the "Milk and Honey Line" offered their tracks for a speeder excursion. It was a dreary day, and only seven cars showed up.

The Middletown end of the track is right in the middle of Brown Street. The rails run by Kuppy's Diner. It was lunchtime when we arrived, so we decided to go in for lunch.

What could we do with the motorcars while we were eating our lunch? We couldn't just leave them on the tracks in the middle of the street, so the cars were taken off the tracks, wheeled over to the curb, and parked parallel, along with the automobiles.

We all enjoyed a delicious meal at Kuppy's, while joking about what a policeman would do if he happened to come down the street. How would he find the registration plate to write us a ticket; would he try to tow it, etc?

After eating, we went outside to look for parking tickets, and found only curious onlookers. Needless to say, everyone on this excursion had a great time, although the weather was unsettled.

Actually, we ran the tracks three times, once under cloudy skies and sprinkles of rain, once in pouring rain, and the last time in sunshine. We got a different perspective of the landscape each time, in a different light.

Thanks to Wendell Holmes, Brian Bachman, and their crew, for a good time!

Photo by Jeff Herrman: Middletown & Hummelstown RR Excursion May 2, 1998; Jeff Hermann's MT19 running down Brown St., Middletown, PA



Photo by Gary Shrey

Middletown & Hummelstown RR: Speeders neatly parked at the curb on Brown St., Middletown, PA





Photo by Eileen Shrey

*Middletown &
Hummelstown RR*

Excursion May 2, 1998

*Dean Grote parks his
MT19 at the curb in
front of Kuppy's
Diner, Brown St.,
Middletown, PA*



Photo by Jeff Hermann

*Middletown &
Hummelstown RR*

Excursion May 2, 1998

*Speeders parked at the
curb in front of
Kuppy's Diner, Brown
St., Middletown, PA*

RUNNING THE HIGH IRON AT 7,000 FEET
Santa Fe Southern RR Excursion - March 22, 1998
By Hank Brown, NARCOA Operations Coordinator

It all started when we returned from Mexico and the ride through the Copper Canyon. Fred Furminger called to say he had ridden the Santa Fe Southern Railroad and the general manager had given permission to sponsor a NARCOA insured excursion.

I called Doug Stivers of Motorcar Operators West (MOW), to see whether he would be interested, with Wilderness Tours, in co-sponsoring excursions in the southwest. With his help we secured four railroads. The Santa Fe Southern RR was our first run.

This railroad has an interesting history. Back when the Atchison, Topeka & Santa Fe RR was pushing westward across the continent, every town wanted the railroad to pass through their town, for obvious commercial reasons.

The surveyors had plotted a course, and the railroad laborers had started the roadbed from Las Vegas, NM, to Albuquerque, through Santa Fe. It seemed the local politicians were arrogant enough to think they didn't need to assist in raising money to make sure the railroad would come through Santa Fe.

Lamy, a small village about 18 miles south of Santa Fe, lobbied the railroad with all types of incentives. A very upset president of the ATSFRR decided to teach the Santa Fe politicians a valuable lesson about the strength of the railroads. He by-passed the town, in favor of Lamy.

The politicians, seeing the error of their ways, persuaded the railroad to run a branch line to Santa Fe, and the same politicians agreed to pay for the line.

Santa Fe became important to the mining and livestock industries in the late 1800s and early 1900s. The town supported the New Mexico Central RR, the Atchison, Topeka & Santa Fe RR and the Denver & Rio Grande (narrow gauge) RR, which purchased the Texas, Santa Fe & Northern, to get into Santa Fe.

Two of the original stations in Santa Fe are still being used. The Denver & Rio Grande station is a Mexican restaurant, and the Santa Fe station houses the headquarters of the Santa Fe Southern RR. The Denver & Rio Grande left Santa Fe in 1941, and the Santa Fe RR sold its line in 1986.

A group of railfans decided they could make a profit on the branch from Santa Fe to Lamy, so they pooled their money and bought the line. Freight was the principal interest and best generator of revenue at first. But later, as with many shortline railroads, the industries they served changed and moved to different locations.

Lacking new freight business, the railroad faced abandonment. But the owners decided to start a tourist line. They have been providing charters and regular passenger service for many years, and it appears that will be their main source of revenue.

Our association began on March 22, when Wilderness Tours and MOW members arrived in the tiny parking lot at the Travelodge Motel in Santa Fe. The motel resembled a sardine can, with ten too many sardines. The cars and trailers spilled over into the muffler shop lot, and across in a vacant field.

We arose Sunday morning to a delightfully clear blue sky, with a slight nip in the air. Everyone made his or her way to the beautifully-restored Santa Fe depot, for check-in. After that we held our safety meeting, and introduced the employees who would join us for the trip.

Our first obstacle was the world's longest grade crossing, intersecting two very busy highways. Once through that, we also encountered many more crossings.

Fortunately, the railroad crew that accompanied us flagged all the major crossings, so we were protected. We had one scare when a crossing was being flagged: a truck drove through the crossing, causing our group to jam on their brakes. No one was injured, but it reminded us that no crossing is safe, no matter how well protected.

Once we cleared town and the crossings, we began to spread out and enjoy the ride. It was great to travel this line, as it twisted and turned, rose and fell over the hills on our way to Lamy.

It was a roller-coaster ride through the desert country at 7,000 feet. We passed through sandstone cuts, and rolled over hills. We banked into a horseshoe bridge for a photo run-by. It was great fun.

The line passed by a "stone" house that appeared to be built into a rock outcropping. We learned that the owner framed the house, and covered it with chicken wire and "foam" rock. Just as we passed the home, the line turned sharply to the left and dropped down a 2.7% grade into Lamy.

After an inspection of the Santa Fe Station, which has been meticulously restored for use by AMTRAK, we headed for the Legal Tender Restaurant, and a real western style lunch. The restaurant is one of three buildings remaining in the original village. Once, there had been a hotel, a bar, a brothel, and a general store. One felt we had stepped into the old TV sitcom, "Gunsmoke." You wanted Miss Kitty and Matt Dillon to walk in and arrest the bad guys!

After lunch we returned to Santa Fe and a thoroughly enjoyable 36 miles of track. We said our "good-byes," and headed 310 miles southeast to the oil fields of Hobbs, NM, and our next story. (See page 14.)

Our thanks to the crew from the Santa Fe Southern RR, and especially Bob Sarr, for giving us a warm New Mexico welcome. We will remember this ride for a long time.

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

From *Railway Age* - Submitted by Nels Froula

Auto Speeds on R. R. Tracks

Ordinary Seven-Passenger Sedan Converted into M., N. & S. Inspection Car—Makes 60 Miles an Hour and Carries Its Own Turntable

By HARRY E. PENCE

President of the Minneapolis, Northfield & Southern Railway and the Minnesota Western Railway

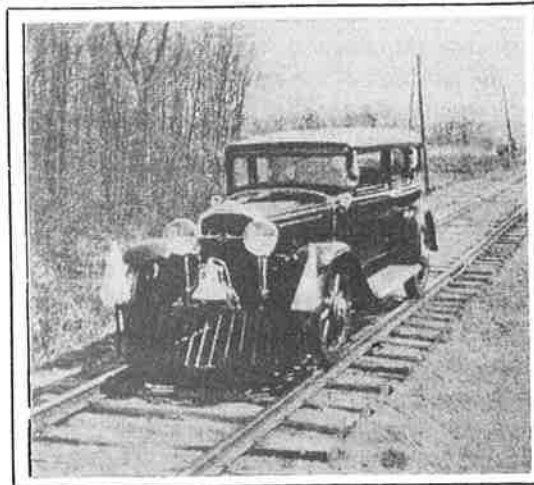
AS TOLD TO FREDERICK J. PRIOR

WE took an ordinary 1930 seven-passenger sedan automobile and, by making a few changes, converted it into a comfortable inspection car for use on our railroad.

This converted car has strength, safety in operation, speed, is economical, and since it carries its own turntable, is easy to handle. The regular axles were removed and replaced with especially built axles and wheels. Each wheel is equipped with a 1½-inch rubber cushion between the felloe of the wheel and the rail tire. This does away with noise, although the main advantage is the crystallization it prevents, which has always been a bug-bear when adapting units of this kind.

The front wheels and axle weigh 1,500 pounds. The same weight also applies to the rear axle and wheels. This weight makes it possible for us to travel over the rails at high rates of speed up to sixty miles an hour—over frogs, switches, and around curves with perfect safety. Besides, it gives us the necessary adhesion between wheel and rail.

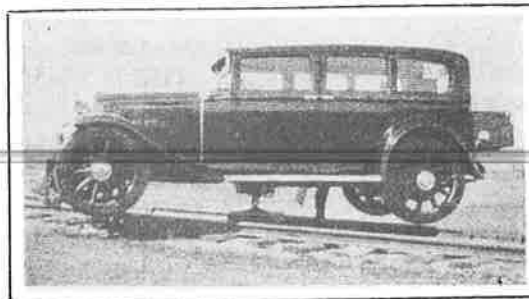
This car is easily



Ready to Go. Note the Bell and Cowcatcher

propelled because its wheels and axles are equipped with large roller bearings, and it is economically operated, since with a full load it makes 16 miles to the gallon of gasoline. Its axles, made of a special alloy steel, are three inches in diameter. Hence the wheel and axle equipment is, we have reason to believe, good for the life of the car.

The turntable is an essential adjunct, enabling us to turn around anywhere and get off in the opposite direction within five minutes, thus making it unnecessary to run to a wye.



Showing the Turntable in Operation

THERE'S CRUDE IN THE AIR

Texas & New Mexico RR Excursion - March 23, 1998
By Hank Brown, NARCOA Operations Coordinator

Our trip from Santa Fe to Hobbs, NM, resembled the meteor that streaked through the sky in front of us, landing in Monahans, TX. With a strong tailwind and Dave Fry on the point, we made Hobbs in less than 5 hours.

It was just after sunset east of Artesia, NM, when we noticed how dark the night could be. We stopped the truck about 10 miles from Hobbs, on a lonely stretch of road. The view, spread before us, was spectacular. In every direction we could see tiny points of light twinkling against the black background of the night sky.

Maybe this is what was meant by "a thousand points of light." Off in the direction of Lovington we could see what we later learned was an oil fire from one of the wells burning out of control. We continued to Hobbs, to check out the set-on location and motel.

The next morning we stopped by the Texas & New Mexico RR office. As we walked in, we noticed how neat and well-organized everything seemed. We met Victor Munoz, the general manager, who informed us that the train, which was working the south end of the line, would block our movements.

So everything we discussed previously was tossed out, and a new plan took shape. We would go north to Lovington, and return to Hobbs for a lunch break. Then we would proceed to Monahans, TX, and return to Hobbs by 7:30 p.m. It sounded good, so we started.

However, our railroad escort hy-rail truck got to the first crossing and promptly derailed, breaking a wheel in the process. The general manager called on the radio, saying that we should take the group through town, and someone would meet us later.

To everyone's credit, and because of their mutual concern for safety, the group made it through some pretty tough crossings.

As we headed north to Lovington, we passed many oil-related industries, which gave way to the wide-open spaces. The new hy-rail truck raced past us on the highway. They called to say they would meet us in Lovington at the end of the line.

We continued the next 15 miles on our own. The tracks to Lovington were pretty uneventful, as promised by the general manager. We didn't even see the oil well fire from the night before. We rolled into town, turned the cars, and had an escort back to Hobbs.

At Hobbs we stopped for lunch, and several women left the group so they could catch the Academy Awards. The rest of us headed south. We passed many oil-related "on line" industries. At Eunice, we had our first sight of an oil refinery in action, complete with the "burn off" chimneys flaring off the excess gases.

We continued south over some very good track work until, that is, we hit sand dunes while entering Texas. During the day the wind blows across the desert landscape, covering everything. We blasted through the sand and continued our southerly trek.

There's not much in the way of geological interest in this area, as the land slopes gently to the south. On a clear day, which is 90% of the time, one can see the curvature of the earth. Okay, maybe not that far, but it seems that way. The land is filled as far as the eye can see, with oil wells pumping crude. We saw 3 new wells being dug with sophisticated drilling rigs.

We were held in the "hole" for the northbound freight, which was 24 miles away, and calculated that it would pass us in one hour. About an hour-and-a-half later, we heard fire engines roar into action. About the same time, over the radio came the news that the freight was held up because of a prairie fire.

Excitement went through the group. Would we really be able to experience a prairie fire? I remember as a child hearing stories of many settlers losing their lives as fires swept through the prairie grasses, and consumed everything in their path. About the time I finished fantasizing, my thoughts were interrupted by the radio crackling out our "proceed" orders.

The freight cleared our siding; we backed on to the main, and headed south. We came upon the "rapidly spreading" prairie fire. It turned out to be a well-contained grass fire, which had burned about an acre of land.

The sparks which caused the fire, came from the train that went through that morning. Although I was happy no one was injured, and no property damaged, I have to admit I expected the worst.

After we passed the fire, we approached Monahans, TX, at 5:00 p.m. We couldn't get close to the town because the line was blocked by freight cars waiting for the Union Pacific RR to pick them up. The RR crew that accompanied us gave our group rides to town, for a much-needed bathroom and gas stop. Seems there aren't any trees in western Texas.

About 6:30 p.m., the sun was preparing to make its disappearance. The RR crew said their 12 hours were up, and left to drive back to Hobbs. So that left 28 motorcar operators alone with 84 miles of track, and darkness ahead of us.

THIS IS WHAT WE HAD BEEN WAITING FOR ALL DAY. Fred Furminger took the group north at 30 mph, while I brought up the rear. We kept in radio contact, to keep the group from getting too far apart. Things were going well, and I calculated that at the rate we were traveling, we would arrive in Hobbs at 9:30 p.m.

As the sun disappeared over the horizon, we were treated to a magnificent sunset. With the atmosphere scented by crude oil, and a light cloud of sulfur, the sun cast incredible colors in the sky. The night set in, filling the

sky with more stars than the eye can count. Constellations were difficult to distinguish. Everywhere one looked, there were stars. What little ground light there was, had little effect on this sparkling clear night.

I would have stayed in this state of euphoria, had it not been for the radio crackling out the words no one wants to hear: "We have a breakdown." It sort of brings you back to reality.

It turned out, that one of the lead motorcars had broken its rear axle. We put it under tow for about 10 miles, as there was no place to set off. You can imagine the feelings going through the group, as we proceeded to Jal at 5 mph. I quickly calculated that we would never return to Hobbs that night.

At Jal, the motorcar was set off and stored. The local convenience store filled our bellies, and we were off into the cool, dark night. The radio kept us informed of our progress. The last car rolled into Hobbs at 11:15 p.m.

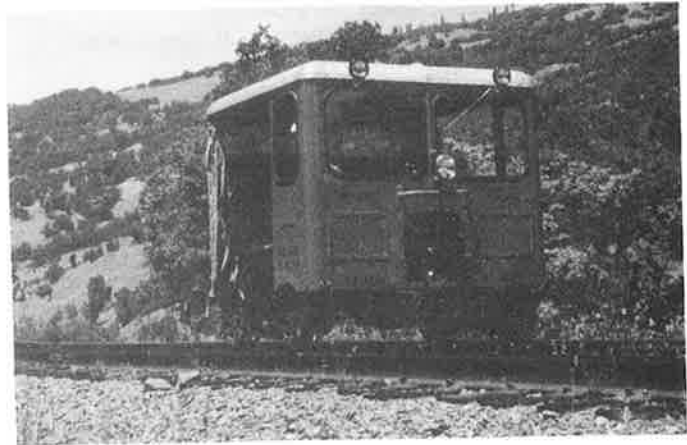
We had been given the extraordinary experience of riding for 15 hours on an excellent railroad, and most of it was without an escort. I believe the group of motorcar enthusiasts that attended this excursion are some of the finest operators in the hobby.

The next morning we stopped to thank Victor Munoz. He was busy on the phone, arranging for cars to be picked up by the Union Pacific RR. As he hung up the phone and looked up at us, a big smile came across his face. "Did you enjoy yourselves?" he asked. We could hardly contain our enthusiasm.

Of course we enjoyed his railroad. We thanked him for his hospitality, and his trust in our group. He told us that we weren't alone last night. He had monitored our progress from the time we left Monahans, all the way to Hobbs.

He continued to say that he was very impressed with our group, and would encourage other RailTex properties to open their doors to NARCOA members.

*Photo by John Schubert
California North Coast RR 1993
Ron Zammit's speeder along the Eel River.*



*Photo by Chuch Harrison:
His MT19 on the Nevada Northern RR north of Ely, NV.*

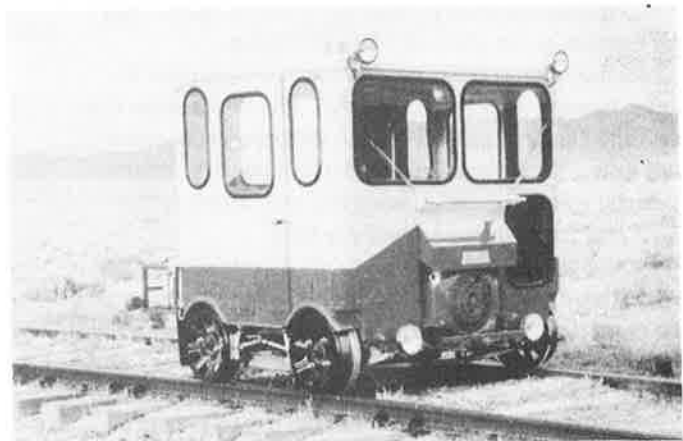
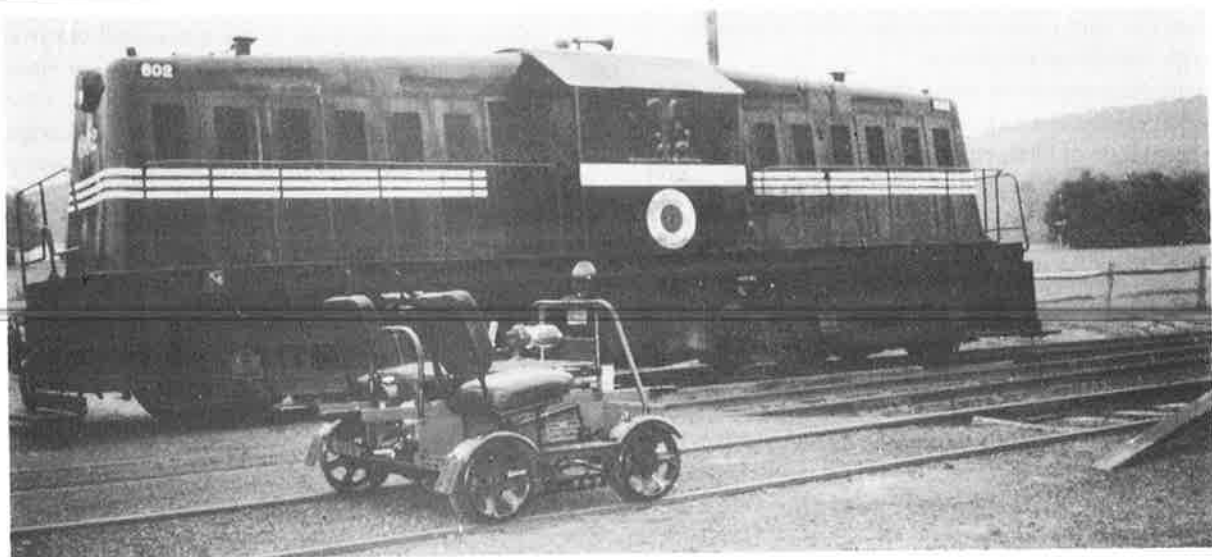


Photo by Ronald Klinger: Wanamaker, Kempton & Southern RR: His Lehigh Valley M9-C at Kempton, PA



CALIFORNIA WESTERN RAILROAD EXCURSION

Saturday, April 25, 1998

By Wayne Parsons – Submitted by Rita & James Janz

The April Motorcar Operators West (MOW) run on "The Redwood Route" demonstrated how a safe speeder excursion could be accomplished, in the midst of passenger operations. The MOW group operated around two regularly scheduled passenger trains and one extra train during the day. Excursion coordinators Chris Baldo, Tom Herman, and Dave Hope, along with CWR officials share credit for the tremendous success.

At 8:00 a.m., following the safety meeting, 35 cars departed west from Sage Spur, mile post (m.p.) 38.6 in Willits, for Ft. Bragg. The day was crisp with bright sun and clear skies.

After shunting the signals at Rte. 20, the cars began the climb to Summit (elev. 1,740'). Running at 19 mph, the group spaced out nicely. The day warmed, and so did our motors, as we climbed 380' in 2 miles.

Over the highest point on the line, we began our descent, passing through Tunnel #2. The picturesque Carter Tank (last rebuilt in 1972) is located a mile-and-a-half later. Water was leaking from the tank in bright rivulets, splashing our passengers, and falling to the moss and ferns, dense around the base.

Past the water tank there began an 8-mile segment of track that, after many curves, gained only one mile "as the crow flies." In several places, motorcars were visible through the Redwoods on the other side of curves. Most spectacular was the 30-degree curve at m.p. 29. In two spots, if you know where to look, the track is directly above you.

At the bottom of the grade, we crossed the Noyo River. Four short bridges in quick succession preceded our 9:30 a.m. arrival at Northspur (m.p. 21.3). The principal Union Lumber Co. camp, dating from the 1920s is here, together with the site of an old wye.

The large, old camp stove was a thing of wonder: one's imagination creates cooks in white livery, preparing lumberjack breakfasts of ham, eggs, and potatoes. We settled for "Hobo" coffee, served by nice folks in blue jeans, and departed at 10.00 a.m.

West of Northspur we passed several camps and lodges. Workers were opening one large youth camp for the summer season. At the m.p. 19.6 siding, we met the first of three CWR trains, the diesel-powered motor coach that left Ft. Bragg at 9:20 a.m., bound for Willits on a full-day trip. We went "in the hole," and stayed there for the second train, a GP40 diesel leading the half-day excursion to Northspur. We departed at 11:15 a.m.

The group again spaced out nicely, and settled into a 19 mph pace. From the bridges, we could see that the Noyo

River had a cloudy, milky, blue-green color. Locals call this a "fishing river." Natural sediment clouds the water sufficiently to hide the fisherman, but not his bait, from the fish. Later in the year the water runs crystal-clear, and the fish grow much smarter.

All along the way we saw signs of the maintenance of way work. At m.p. 11, a small bulldozer sat, after clearing two landslides. Fallen trees and another landslide had been cleared at m.p. 9.6.

Down along the lower river our speed picked up a bit, to 22 mph. Beyond the coolness of Tunnel #1, there was track which was flooded this spring. We passed marshy river sections; the coast then came into view. Then we stopped at the graveyard (m.p. 1), on the edge of Ft. Bragg.

With flaggers out, we traversed six road crossings without stopping. We passed the CWR depot and shop, entered the large wye down along the lumber sheds at the wharf, backed and switched forward.

The group secured their cars for lunch at 12.40 p.m. On our way into town, most of us took a good look at #45, steamed up and ready for afternoon service as an extra to Northspur. The CWR was hosting a wine and cheese trip, promoting a stock offering to raise much-needed capital. We followed the steam train out of town after lunch.

Ft. Bragg is an historic town, with many inviting small shops. One building of interest is the Union Lumber Company's department store, located two blocks from the tracks. This is the site of the first telephone exchange, "in order that campers may telephone their orders, assuring them prompt service." Posted in the window was a clean-up permit, for restoration of the building.

We started at 2:10 p.m., but immediately stopped at m.p. 1. Two cars were having mechanical problems. One MT19 with engine trouble was taken into tow. A MT14M with a lost chain first tried to make repairs, then was about to be towed by an "A" car, and finally was set off.

Moving along the river, it was a beautiful sunny afternoon. By the time we reached Tunnel #1, our speed was a steady 20 mph. We entered the cool woods. Gravel Pit, Hay Shed, South Fork, Ranch, Redwood Lodge, Grove, Camp Four, Camp Noyo, and Alpine were passed in succession.

The steady drone of the motor, the rhythmic clack of wheels, and the warm sun combine to lull my passenger to sleep. With one hand on the brake lever, I leaned forward to watch the curves and dark woods ahead.

At 3:35 p.m. we passed the diesel motor coach, waiting on the siding at m.p. 19.6. The passengers, returning from their full-day excursion, were out on the tracks waving to us. The speeders rolling by, with their wide variety of cars, color schemes, road names, and people, must have been quite a sight to them!

Fifteen minutes later, we arrived at Northspur. The steam locomotive had just completing turning on the wye, and was re-coupling to its cars. As the fireman filled the tender with water, the speeders parked on the north leg of the wye. For a few minutes our two groups mingled at the souvenir and coffee stand; then the "All Aboard!" call sang out, and in a few minutes the extra was gone.

Another brief safety meeting reminded everyone of the possibility of derailment on curves, when running uphill under power. Then we backed out onto the main, and were off again at 4:20 p.m. A slower pace of 17 mph carried us uphill to Clare Mill at m.p. 30.4.

Here were the tightest curves. I downshifted, and ran in low gear almost to Carter Tank (m.p. 34). After passing through Tunnel #2, and over Summit, we bunched up at the Rte. 20 highway grade crossing. Again the signal was shunted as the group crossed. After one last quick mile, we were back at Sage Spur for setoff by 6:30 p.m.

Because we ran on an active passenger railroad, this was a unique excursion. MOW prepared its schedule to meet and pass CWR operating trains all during the day. Our excursion wove through, and became part, not only of the beautiful scenery, but the CWR train movements as well. Thank you, California Western Railroad, for hosting MOW!

Photo by Zane Perry: His M19 on a Norfolk & Southern bridge, formerly N&W, before that, Virginian RR.

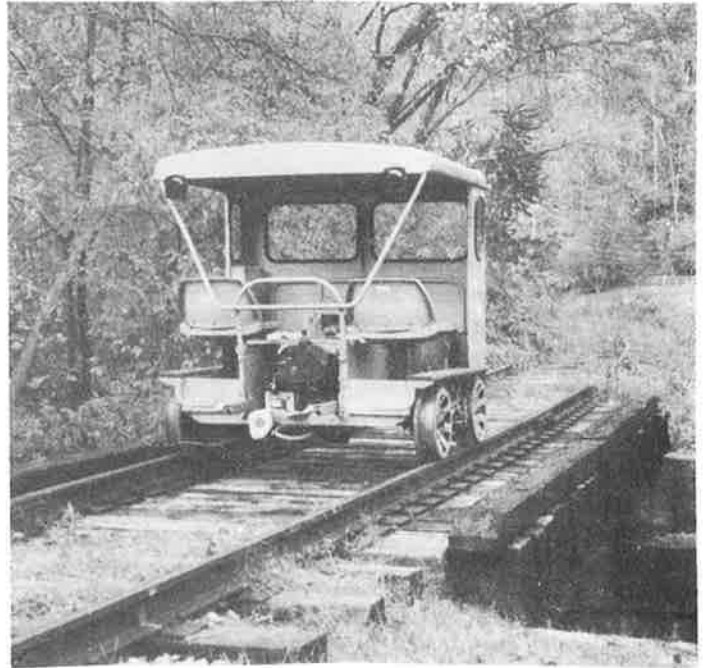


Photo by Tom Healy: Frostburg, MD, August 10, 1997
Western Maryland Scenic RR





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!

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: 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: 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: ADDRESS LABELS: Put your motorcar on personalized, computer-generated address labels: 2 sizes available: 1/2" X 1-3/4" (76 labels/sheet); 1" X 2-5/8" (30 labels/sheet); 1st sheet \$5.00; additional sheets @ \$3.00. Send check or M.O. with your address (as you want it on the labels), picture (or detailed description: i.e. type, color, special features) of your motorcar to: David E. Jordan, 64109 Columbia River Hwy., Deer Island, OR 97054.

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: Fairmont M9-F-1-35 (ex-N&W #1008), steel cab w/ canvas roof, good wheels, ODB engine, runs well; the car is in good unrestored condition, as removed from service. Jeff Fildes, 1132 Hickory St., Grafton, OH 44044 (phone 216/926-3838).

WANTED: M19 from C&NWRR. Ed Thompson (e-mail: etrt@webtv.net).

FOR SALE: Solid aluminum seals for C5 carbs; solid 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 M9 (ex-Northwestern) restored to like new: all new sheet metal except top, new aluminum covered floorboards, new brakes, wheels, belt, windshield; also had new curtains made, rebuilt engine; has alternator & battery; paint matches original; never been on the track since being restored. \$2,800. Lloyd Downing, Madrid, IA (phone 515/795-2851 or 724-9012).

BOOK AUCTION BY MAIL: Mail in bid by 8/15/98; (seller reserves right to reject any or all bids): American Locomotives, by Edwin P. Alexander, (8 1/2 X 11, hardcover, 250 pp, lots of photos, 1900-1950, good condition). Iron Horses American Locomotives 1829-1900, by E.P. Alexander, (8 1/2 X 11, hardcover, 235 pp, lots of photos, good condition). Atlantic Coast Lines, The Standard Railroad of the South, by Richard E. Prince, (hardcover, 230 pp, lots of photos, good condition). The Burlington in Transition: Burlington Route, by Bernard G. Gorbin, (8 1/2 X 11, hardcover, 208 pp, lots of photos, good condition). The Overland Limited, by Lucius Beebe, (8 1/2 X 11, hardcover, 150 pp, lots of photos, good condition). Chicago & Northwestern Railway Steam Power 1848-1956, by C.T. Knudsen, (8 1/2 X 11, hardcover, 180 pp, lots of photos, good condition). Lines West Great Northern Railway 1887-1967, by Charles R. Wood (8 1/2 X 11, hardcover, 190 pp, lots of photos, good condition). Send bids to Millers, 52500 SR 651, Baltic, OH 43804 (phone 330/364-3610)

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 tumbler, 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: 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: 1981 Fairmont MT14 w/completely enclosed aluminum cab; 4-seater (front 2 easily removed); Onan engine; single chain drive; added brake pedal; fuse panel; lights (dome, strobe, ditch, stops, backup, markers); vinyl weather front. Very clean, dependable, ready for the rails. Ask about delivery. Photos & references available for serious inquiries. Also: H.D. (motorcar) push cart trailer axes w/bearings & hubs; one trailer complete. Also: Fairmont caps, good quality; embroidery in yellow/gold on black, red, blue, green: \$15.00 + \$2.00 S&H. Jeff Shelton, 1348

Carlos Dr., Roanoke, VA 24019 (phone 540/362-2774; FAX 540/563-2932)(e-mail JSHELTON@AOL.COM)

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. Les King, 1835 Alabama Ave. NW, North Lawrence, OH 44666 (phone 330/833-2868; FAX 330/830-5213)

FOR SALE: 1981 Chev. hy-rail: club cab; very good condition; less than 2,000 mi. on rebuilt hy-rail gear; bed liner; AM/FM radio; tow hitch; good tires; 3-speed manual transmission. Former BN; now painted CNW colors w/door decals: \$6,000. Call Ralph 920/437-7623 days; 920/692-9006 evenings. (e-mail bart1@execpc.com)

WANTED: Water hopper for RO-B, or complete engine; also: large hand or foot gong. Jim Spicer, 91375 Coburg Rd., Eugene, OR 97408 (phone 541/344-3079).

FOR SALE: FAIRMONT PARTS: #A692 engine belt pulley (C7, M14), new \$35; #A1127A idler pulley ass'y (C7, M14), used \$50; #A11224 complete timer ass'y for OD engines, brand new w/points, cond. & #A1225 castings, new \$100; #A1225 mounting castings only (OD engines), new \$30; C5 carburetors: completely rebuilt w/new parts to perform & look as new, \$300; #F5254 drive belt (C7, M14), new \$125; #M16718 brake shaft (C7, M14, MT14), new \$75; #QB-13A bronze bearing cap (S2, ST2), new \$60; #QB-13B bearing insert (S2, ST2), new \$50; #45553 complete "Weatherseal" timer for RO engines: incl #57309 block w/gasket, points, cond. & #57306 castings, new \$95; #45554 timer mounting castings for early non-adjustable timer, new \$40; #49646 axle bearing casing w/bearing for 1-7/16" axle (C7, M14), new \$45; #57309 timer block only w/gasket, points & cond. for "Weatherseal" timer #45553, new \$50; #70231 control panel, complete (S2, ST2) new \$60; #100132 trans. shift lever (MT14, MT19), new \$20; #100137 exh. pipe (MT14), new \$30; #100152 complete control panel (MY14), new \$60; motorcar semaphore indicators: cast iron case w/ glass window protecting small semaphore blade actuated by 12-VDC magnets. (These mounted next to track on 3' post for correct height to be seen from a motorcar, and protected the motorcars from approaching trains by indicating the position of block signals, allowing section crews time to exit the track.), exc. used \$250; all items + UPS shipping. Doug Heinmuller, 115 West St., Bar Harbor, ME 04609 (phone 207/288-4332 after 7:00 p.m. EST)

(Ads continued on page 20.)

FOR SALE: Woodings & Fairmont motorcars: running condition: 2-seaters from \$1,450; 4-seaters from \$1,650. Also a few others @ \$550 US, as is. Grant Sweetnam (phone 604/850-9166 FAX 850-9220)(e-mail grant@pnrail.com)

FOR SALE: 1937 Fairmont S2 (CRIPRR #MC-717); needs restoration; has aluminum windscreen & top; engine turns; also incl. misc.spare parts. 1983 Fairmont MT19-A (SPRR); 95% restored (needs to have windshield, wiring, and lifting handles installed); 16 HP Onan w/chain drive & 2-speed trans.; alternator, fully enclosed cab. Fairmont S2, converted to gang trailer. Cars are located in Houston, TX. Mark B. Edwards, e-mail: iam/941022@iamerica.net.

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.)

WANTED: Electric horn & horn button for 6-V M9. Breck P. Kent, 19A West Main, High Bridge, NJ 08829; phone 908/638-4535.

FOR SALE: Track car videos: Peace R., Alberta to Coppermine, NWT: 2 hours \$15; Peace R. to Coppermine & return, 2-tape set: \$25; CN cab ride: Peace R to Roma Jct., 2 trips: \$15; Copper Canyon, Mex., 3/96, 2 hours: \$15; Copper Canyon, complete to El Fuerte & return, 6 hours, 3-tape set: \$35; North Bay to Swastika & Ottawa Valley, Ontario '97: \$16. Digital recordings: Santa Fe to Lamy, NM/Lovington, NM to Monahans, TX 3/98: \$16; Hayden to Florence, AZ/Benson to Naco, AZ 3/98: \$16. All recordings w/ music & narration; standard play VHS. Shipping: First tape \$3 (west of Mississippi \$4); each additional tape \$1; Canadian orders \$5 first tape. NY state residents add sales tax. Credit card or check to William Koze/Picture This, 23 Lee Ave., Rexford, NY 12148-1209, phone 518/399-5836.

IF IT CAN BE DONE SAFELY, DO IT!

NEWS ITEM

From Jim McKeel, NARCOA Director, Area 9

The Arkansas-Boston Mountain Chapter of the NRHS reports the probable cessation of the Arkansas & Missouri (A&M) RR's scenic passenger service after the 1998 season. Jim McKeel interviewed Mr. Tony Hannold, who is retiring as president, but will remain as CEO.

Ridership and revenues have dropped. Vintage equipment is costly to maintain; passenger coaches may eventually be sold. Other issues may affect the decision, also.

The scenery is spectacular; rides continue into November. The A&M phone is 800/687-8600. Jim says, "it is a great experience, and it would be well worth the trip before the opportunity is gone."

North American Railcar Operators Association (NARCOA)

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