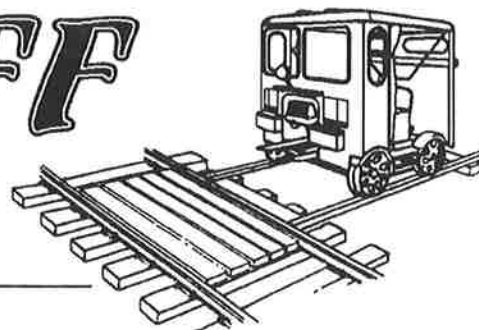


THE SETOFF

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

November/December 1998 Volume 12 – No 5



*Craig and Sharon Parrish from Bellevue Washington and their Portec model F with holiday wreath.
Photo by Craig Parrish*

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Problem to be solved!

By Joel Williams

Gas cans and their placement on motorcars

It is felt that placement of a gas can on the back or front of a motorcar could be bad in a collision. A tank could be punctured in an accident.

However, Placing gas inside with the passengers is also not desirable. The FRA prohibits gas carried in a locomotive cab or maintenance-of-way passenger compartment.

We **DO** need to carry extra gas for longer runs and we should do it the safest way. The Safety committee was asked to study this problem and come up with some recommendations. The NARCOA Board knows we must find a way to carry extra gas regardless of FRA or other rules. Recommendations from the membership would be welcome. This is everybody's problem. Put on your thinking cap. Do you know of special cans or can you think of a better way or some kind of gas can guard. Let everyone know.

Send comments, ideas, or solutions to Mike Mitzel, Chairman of the Safety Committee. Mike's address in on the back page under Area 6 Director.

NARCOA's Web Page

By Joel Williams

New things on the NARCOA web site. A NARCOA membership form and a Roster information form which can be downloaded and printed. The list of members email addresses is growing. If you want your email address listed on the web page, just send an email to Webmaster, Rich Stivers at rstivers@lucent.com. Please include your town and state so he won't have to look it up. We are working on the NARCOA Roster. Once it is on the web site, it will be updated every 2 months.

Read This First

Before you throw away the envelope that your SETOFF came in, look at the mailing label to see when your membership is due. On the top right you'll see a two letter - two digit code. The letters are the first letters of the SETOFF issue months, such as ND - for November/December. This would be the last issue of your present membership. The digits are the year your present membership ends.

JF = January/February MA = March/April

MJ = May/June JA = July August

SO = September/October

If you see a 00 (double zero) after the month that means the year 2000. The NARCOA membership program does not have a Y2K problem.

You will get a renewal notice with the SETOFF issue before your membership ends and a final notice with your last issue. You still have two months to renew your membership without missing a SETOFF.

You will always get six issues of THE SETOFF regardless of when you renew or join as a member. If you renew early, your membership will be carried forward so that no SETOFF issues will be lost.

If you renew through the insurance program - Don't worry. Tom Norman and Joel Williams are in constant contact so your renewal won't get lost. If you have renewed through the insurance and get a renewal notice with the SETOFF, that only means that the renewal and the notice passed in the mail. You'll get your next SETOFF and you can check the next mailing label to verify the renewal.

You can renew and then later buy insurance. As long as your membership covers the insurance period you won't be asked for more.

You can even renew for more than one year if you like. The NARCOA computer keeps track of that.

Since the previous SETOFF issue and this issue are late, no one will be dropped from membership until they have had sufficient time to send in their renewal.

The 1999 NARCOA Roster

By Joel Williams

The 1999 NARCOA Roster will be published in August. If you were listed last year you will be listed again. If any information is incorrect or has changed (such as area code) please let me know.

If you are a member and are wondering why you have not been listed, it's probably because we don't have your permission yet. Member's addresses are not published without permission.

There is a check-off box on the renewal notice form to make it easy. If you renew through the insurance look for the check-off on the bottom of the application. You can send me a note or email me at: joelwilliams@lucent.com. You can also fax the information to the NARCOA fax number (908) 852-9185

The Track Inspector Sez:

**One definition of a motorcar nut is:
A person whose motorcar is newer**



**Than
the
vehicle
he
tows it
with**

Editor's Notes

By Joel Williams

Usually the editor writes this column. In order to help out and bring *THE SETOFF* issues up to date, I have assumed the editorship temporarily.

This gives me a chance to write about the history and other aspects of the hobby from my point-of-view.

I started in this hobby in 1969. In those days you didn't hear of others doing the same thing. You got the idea on your own and went forth. I was not the first, but among the first to enter the railcar hobby. It was nearly ten years before I met someone else with a railcar. I still remember how excited I was to meet others interested in railroad motorcars.

From that chance meet, the seeds of NARCOA were sown. I started to compile a list of people in the hobby. In 1980 this list was published and copies sent to those on it. This was the first NARCOA Roster. The Roster enabled people to exchange information and get together.

In 1985 the Roster was used to notify everyone of the first official private owner motorcar meet ever held. This was on Memorial Day weekend on the Southern Michigan Railroad. After that humble beginning we persuaded other railroads to grant permission for motorcar meets. It was hard getting the first meets started but success had a snowballing effect.

A lot has happened in the hobby since then but the Roster remains a tradition as the roots of NARCOA. The Roster is not only the roots of NARCOA, but is responsible for enabling the formation of numerous local groups. Without a list of local enthusiasts to start with, local groups would have been much harder to start.

So where do we go from here? We have achieved what we set out to do in the beginning - Favorable recognition from the railroad industry for our hobby. NARCOA is striving to maintain that good will. All this was done without a model to go by.

NARCOA pioneered this hobby and many problems had to be solved that were unique to the situation. Tough decisions had to be made along the way. Putting out money for the first insurance policy was one. Our insurance policy is unique in the entire world.

The people in this hobby are unique also. Doers and not talkers. Most railfans approach their hobby from the outside. Taking pictures lineside and reading railroad magazines. We railfan on the inside. Meeting railroad owners and employees and being on the rails.

Meeting fellow motorcar owners is an enjoyable aspect of this hobby. Going to out-of-the-way places and seeing spectacular scenery from the rails is an attraction as well. Let us not forget the dedicated volunteers, great people, who run the organization and put together meets. Without them nothing like NARCOA could have happened.

I have made many friends in this hobby over the years. People that I would have never met without it. Interesting and special people who enjoy many of the same things that I do. Those reasons have been enough to keep me interested and going in this hobby for thirty years! Please continue to send your articles and pictures for *THE SETOFF* to Editor, Bill Hurtig.

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. The sender must provide written permission 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)

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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 Membership Secretary, Joel Williams. Please address all membership inquiries to Joel at the above address.

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

The NARCOA Board of Directors - What do they do?

By Joel Williams

The fundamental questions are: why do we need an organization for this hobby anyway? Who needs all these rules? Why can't we just go out and run our motorcars?

Are the people on the NARCOA Board just there to satisfy their egos?

Those are good questions. Let me try to answer them.

Early in this hobby we realized that we needed an organization that could collectively do the things that individuals or small groups couldn't do by themselves.

What did we want to do? One thing was to run more railroads. Railroads that had been inaccessible to us at the beginning of the hobby. We also wanted to present an official, organized, professional, responsible face to the industry in order to gain acceptance.

The key word in that last sentence is responsible. One way to be responsible is to have a set of rules, educate members about the rules and enforce the rules. Rules were developed because someone made a mistake and got in trouble. They are supposed to prevent you from learning the hard way.

Things sometimes go wrong. Airplanes fall out of the sky. People make mistakes, but if we try our best to prevent problems then we've acted responsibly.

That is the reason for the operator certificate. To pass, you have to read the rules in the rule book. This is one way we can show that we put our money where our mouth is. If an accident happens, then we can point to the all the actions we've taken to prevent accidents. If we've done nothing but talk about preventing accidents, then we could be in trouble.

Look at it this way. If you leave your car unlocked with the keys in it and someone steals your car, has an accident which injures other people, then you can be sued for that. If your car is locked with no key in it and it gets stolen, then you can't be held responsible for the result.

In making rules and guiding the organization, the Board members try to look to the future and position NARCOA so that no matter what happens, we're covered. It's not easy to know the correct thing to do. We are always getting ideas from the two extremes. Those that want no rules and those who would have a rule to tell you when to sneeze.

In some cases we have people who report every rule that the FRA makes and think that we should adopt them in our own rules. But as we have said in the front of the NARCOA rulebook, our operation presumes "grouped motorcars". Our rules were not meant to reflect maintenance-of-way work. Similarly, railroad rules were not meant to reflect conditions on a motorcar meet.

The Board has appointed a delegate to attend FRA meetings and report on proposed rule changes. It may be that certain rules would cause us grief when slight wording changes may be good for us and leave the rule ok for the industry.

Things change. We have to deal with changes in order to continue our hobby. The Board members try to keep the hobby's best interests in mind. Uppermost is the fact that we operate at the mercy of the railroads. We want to keep

them happy and motivated to have us come back. If the Board does a good job we will all enjoy our hobby. If not, we will be stuck with the proverbial lawn ornaments.

Motorcar Talk With Dick Ray and Ron Zammit

As the title implies, the brothers Tom and Ray, the Tappet Brothers of "Car Talk" fame, have some distant cousins, That's correct, Dick and Ron have come forward to begin a column in the SETOFF to answer those tough motorcar technical questions just as the Tappet Brothers do for automobiles. While we may not be able to answer all questions, hopefully when published, a question may be answered by a knowledgeable member(s) in following issues.

Please address your questions to either.

Dick Ray
5 Hemlock Place
Randolph, NJ 07869

Ron Zammit
469 Campana
Arroyo Grande, CA 93420



Dave Verzi's ex Western Maryland M-19 AA on the Oil Creek And Titusville, Former Erie RR. Main Line, near Verango, Pennsylvania

Photo by Dave Verzi



How To:

Make an Auxiliary Gas Tank For your Motorcar

By Joel Williams

Railroad motorcars were not designed for travelling long distances. But that is just what we do with them. Carrying extra gas in cans is not the most desirable due to the safety aspect.

My solution was to build auxiliary gas tanks for under seat mounting. One tank holds 5 ½ gallons and the other 4 gallons. The smaller tank is due to the extra space the starting crank takes on the right side.

I started by looking at the seats. If you don't have a Fairmont M19 with seats you can skip to the next part.

The outer mounting bracket sits on the floor with a bracket below the floor for extra strength. If I could move the bracket out to the frame rail it would be stronger and give me 2 inches extra room for the width of the tank.

Why didn't Fairmont build it that way? Well there's a number of bolt heads sticking up through the frame at that point. Two can be replaced with flat head bolts with the heads countersunk into the frame rail. The other one requires a hole in the bottom of the seat bracket. Two new holes go in the bracket under the seat and two new holes are drilled in the frame rail for the seat mount. Brackets hold the tank in place

Fuel flow

How does the gas get from the auxiliary tank, sitting under the seat, to the engine? An inexpensive 12-volt electric fuel pump is used to pump gas to the stock gas tank. A switch is mounted on the control panel. When your main tank supply runs low you just turn on the pump and let it go.

Connection to the main tank

There is no vent in the auxiliary filler cap. This eliminates fumes in the passenger area. The gas cap is a two inch truck cap that can be purchased at many truck stops. You screw down the handle and the rubber disk expands to seal the filler neck.

Two lines run to the stock gas tank. One for fuel transfer and the other is the vent. When the fuel transfer pump is running you can't over fill the main tank because the excess will return through the vent line. This is a neat - no spill system.

Modifications are required to the stock gas tank. I machined two brass disks and put 1/8" pipe threads in the center. The stock gas tank outlet to which the fuel bowl is

attached is made the same way. After ¾" holes are cut in the tank, these brass disks are soldered to the tank. One goes on the top of the tank and is used for the fuel inlet. A right angle fuel hose fitting is attached to this. The other goes on the front of the tank at the top and is used as the vent and fuel return.

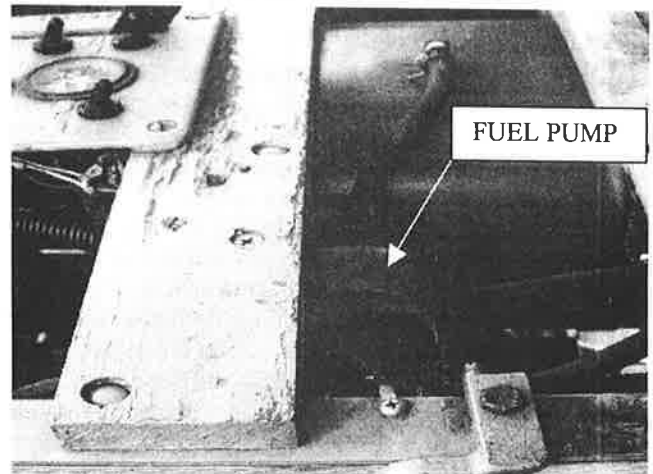
When you take out the stock tank to modify it, make sure you drain all fuel. You can then fill completely with water and drain. That eliminates all gas fumes and makes it safe to work on. After modification you can paint it and reinstall.

Building the auxiliary tank(s)

The tank is built from 1/8" steel. It's heavy but practically puncture proof. The metal was bent in two "U" shapes and the seams welded together. The dimensions depend on your particular installation.

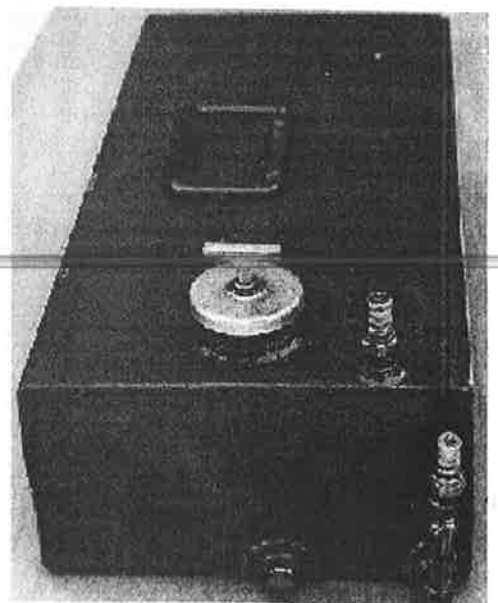
My large tank is 6"H x 10 ½"W x 21"L. The smaller tank is 16" long. A two inch inside diameter pipe was welded on top for the filler. After welding a hole saw goes down the pipe to cut the fill hole in the tank.

Quick disconnect hydraulic fittings and a folding handle make it portable. It can go to the gas station to be filled and then be installed on the car.



Fuel pump, and the connection to the main tank.

Tank with carry handle and quick disconnect fittings. The return line must be on the top of the tank. Otherwise vapor pressure from the gas on a hot day will push gas up to the main tank where it will spill out the cap.



A Railcar Get Away

By Dottie Wershing

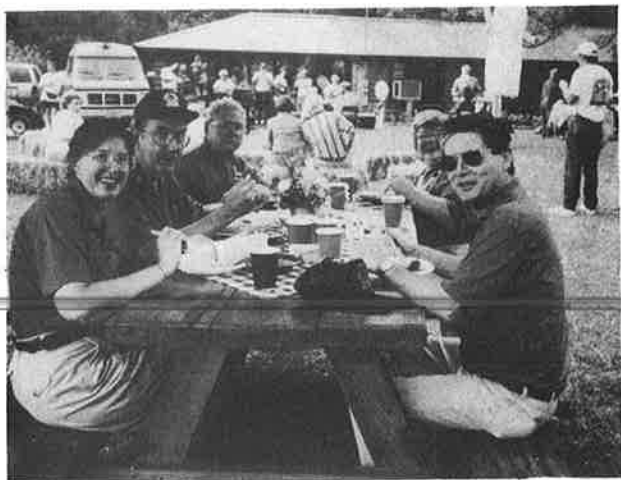
The Blue Ridge scenic Railroad had begun their brand new excursion run between Blue Ridge and McCaysville, Georgia on track cleared by a multitude of volunteers. On the Murphy Branch Siding was a gang car and motorcar still being used during the week for more clearing. As the excursion trains pass, the story of the motorcars and how they are used is explained to the riders over the train's PA system.

Kim, a volunteer car hostess on the train, had watched the motorcars and clearing crews working on the tracks near her home. In making plans for her wedding, she wondered if it might be possible to leave the wedding reception on a motorcar.

Kim and her future husband Mike asked Carl Hymen, the Blue Ridge Scenic Engineer, if this might be possible after the last excursion of the day. He in turn asked and got permission, from the Georgia Northeastern RR., to use the track between Cherry Log, Georgia and the depot in Blue Ridge. A six-mile run.

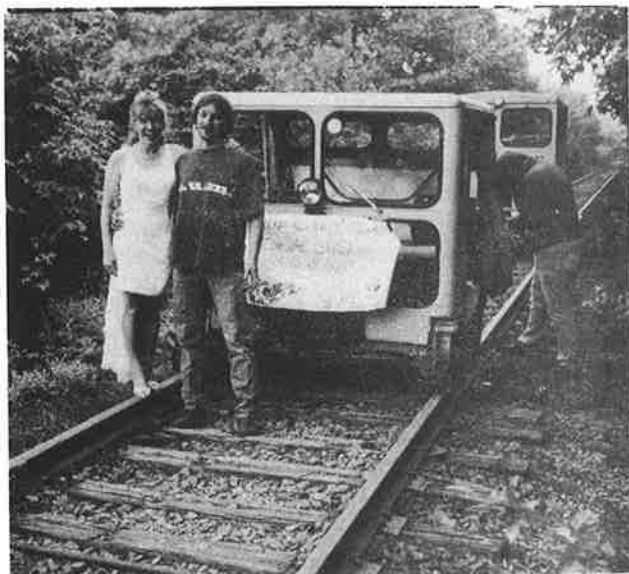
Saturday July 18, 1998 was the big day. At six PM, after the last excursion passengers were safely off the train and the train was shut down for the night, all of the volunteers climbed aboard the gang car and four motorcars for the trip south to the wedding reception.

The wedding reception was unusual. Dress-down instead of dress-up. Kim was wearing a white dress and Mike white shirt and black Levis. Three rows of hay bales were arranged in a semi-circle around a Blue Grass band. Picnic tables were set under awnings decorated with wild flowers. Food consisted of corn on the cob, slaw, beans and Brunswick stew. It could have been Hobo stew as we were so close to the tracks. It was charming and unique idea.



The Blue Ridge Railroad volunteer crew stops eating long enough to have their picture taken at the wedding reception. Photo by Dottie Wershing

After the train people had eaten and been entertained it was time to leave. The new Mr. and Mrs. Michael Cheves and their dog, Peaches, were escorted to their personalized motorcar with the "JUST MARRIED" signs placed on front and back. Everyone boarded the motorcars for the trip to Blue Ridge. Could there be anything better than starting life's new adventure on steel ribbons of track – on a motorcar?



The Bride and Groom, Mike and Kim ready for their Railcar Getaway. Photo by Dottie Wershing



Wedding guest, Yuliga Marchenka from Belarus, Russia. She's in the U.S. for testing because her parents lived near the Chernobyl nuclear power plant during the melt down. Yuliga will have some unusual stories to tell when she gets back home. How do you say Railroad Motorcar in Russian? Photo by Dottie Wershing

More on the Georgia Northeastern Railroad

By Bobby Moreman

The City of Kennesaw, Georgia, has named NARCOA Member Dick Hillman of the Georgia Northeastern Railroad and the Blue Ridge Scenic Railroad "Man of the Year".

Mr. Hillman recently published a book on the Glover Locomotive Works that was located in Marietta, Georgia.

Through his research he located almost all of the old blue prints and casting patterns from the Glover Locomotive Works in a building that was to be torn down. Because of his tireless efforts these patterns and blue prints have been saved and stored.

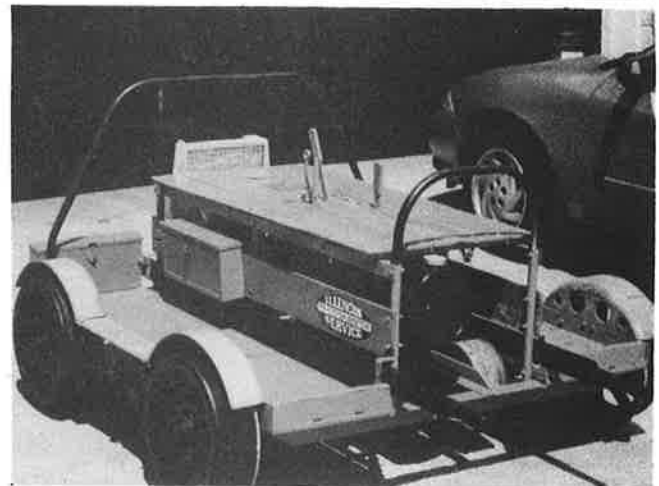
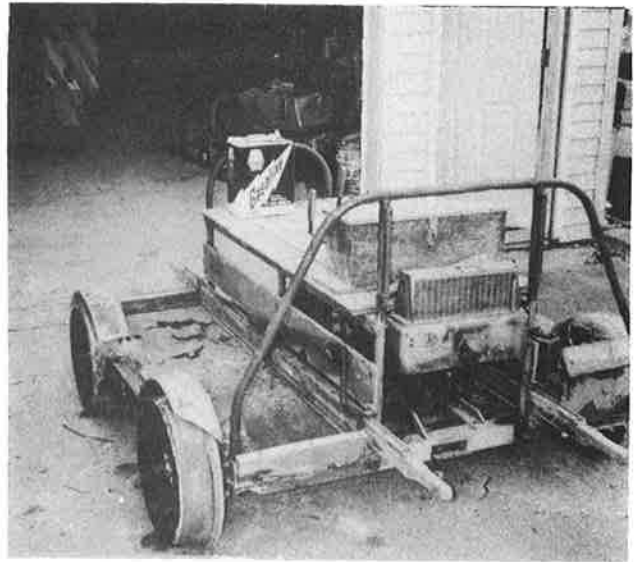
He and the City of Kennesaw have raised enough funds to construct a museum, which is now being built, to house these artifacts.

The Glover Locomotive Works produced small steam locomotives for over 75 years in standard and narrow gauges. Many of the Glover Locomotives are still in operation today.

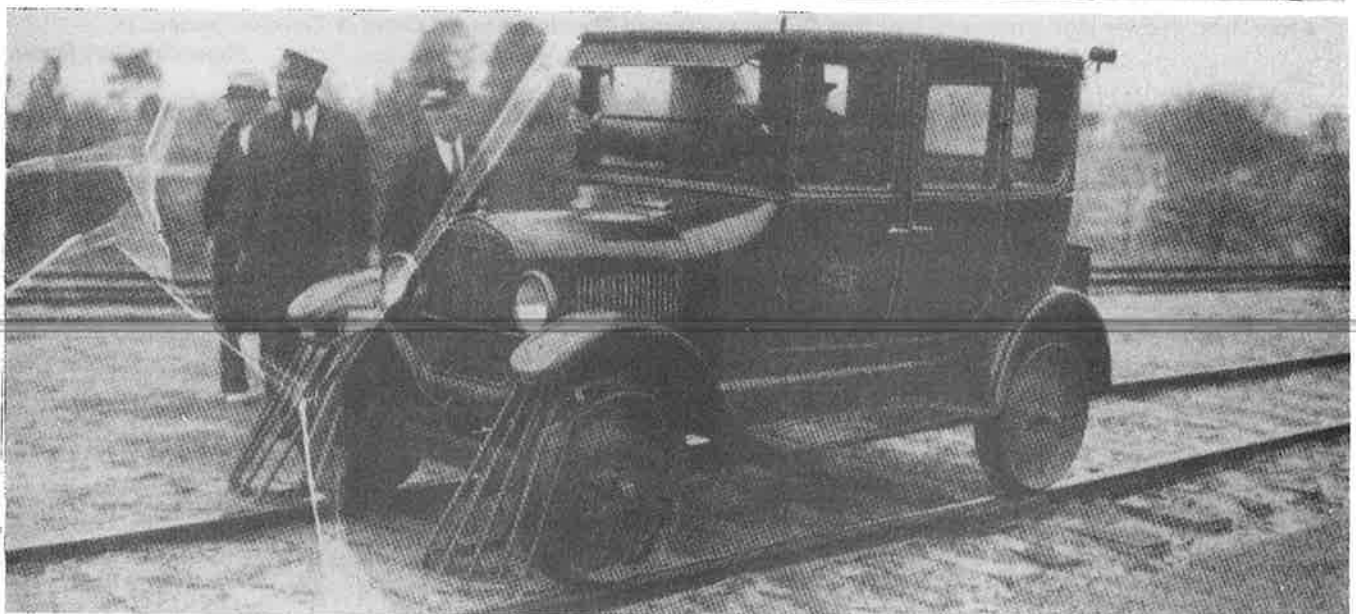
The City of Kennesaw is also the location of the war between the States famous locomotive, the "General" which is housed in a museum of railroad trivia about "The Great Locomotive Chase".

Dick Hillman is a strong supporter of NARCOA and has been responsible for continuous motorcar excursions on the Georgia Northeastern Railroad and the Blue Ridge Scenic Railway for the last five years. He owns and operates a Fairmont MT-19.

Mark Barnett's Before and After photos of his 1940 Fairmont M-19. It was owned by the Illinois Terminal Railroad and stationed at Gillespie, Illinois. Notice the broken cast aluminum fender. Mark is looking for replacement fenders. See his Want Ad in this issue.



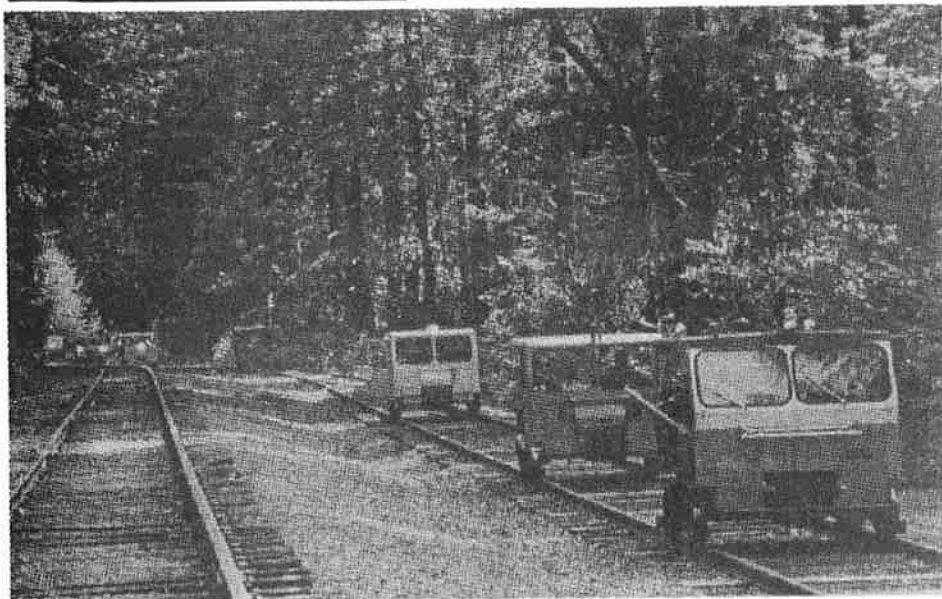
Nostalgia:



1920's inspection car on Norfolk-Southern Rail line at Pinehurst - called 'Dixie Car' - waiting for

train to move to get by. Courtesy Tufts Archives - Given Memorial Library.

Photo Lineup



MOW excursion on the California Western Railroad. The motorcars are seen here taking to the siding at Alpine for a meet with CWR equipment.

Photo by Kathleen Owen

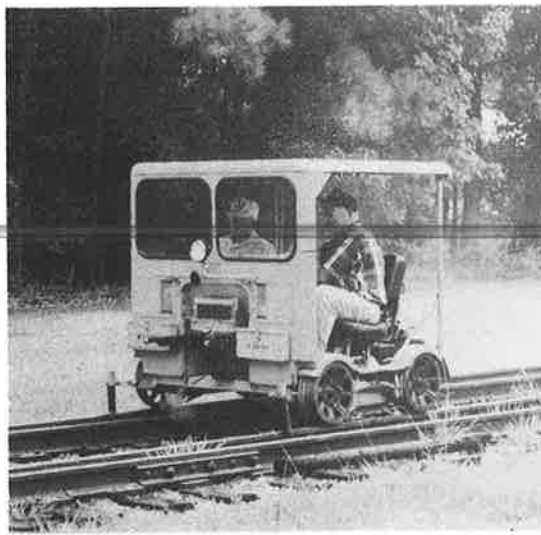
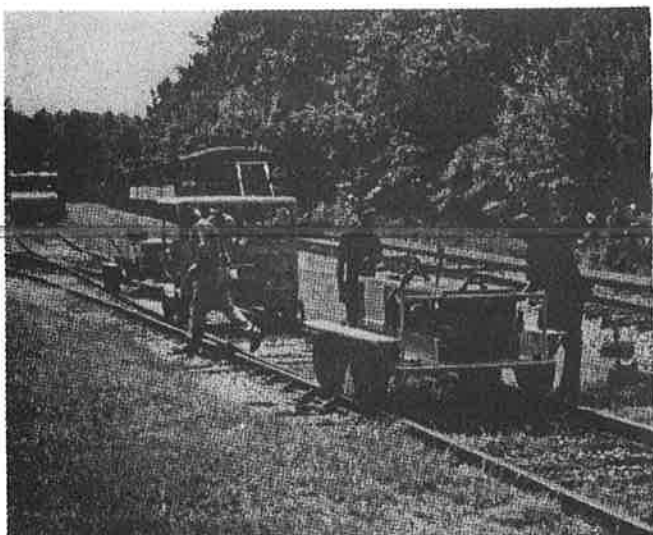
Editors note: Picture prints are usually sent to the printer who photographs them. This picture was sent by email and put onto the page electronically—a first for THE SETOFF



Above left: Set-on site of Ohio Valley Railcar's excursion on the Oil Creek & Titusville at Corry, Pennsylvania

Above right: Former Erie eastbound high line crosses westbound line along the Oil Creek & Titusville excursion

Photos by Gary Shrey



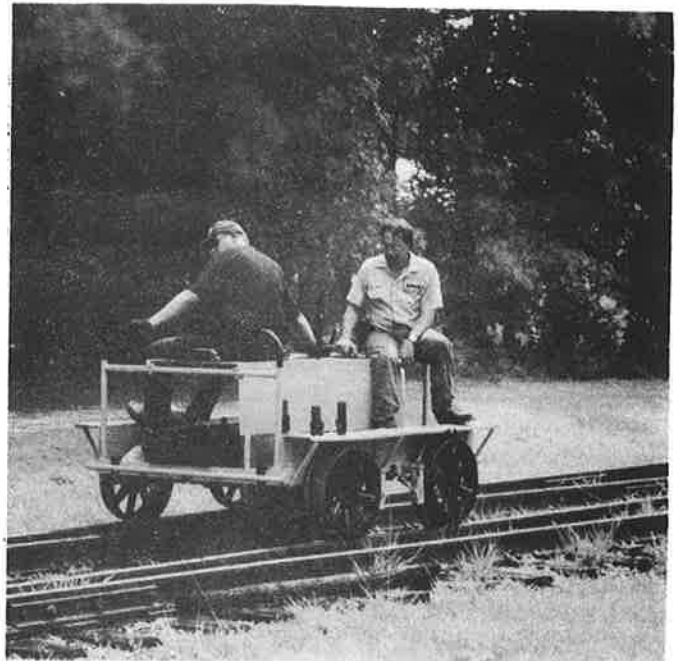
Carolina Speeders work/ride trip on the New Hope Valley RR. Far left: The set-on at Bonsal NC. Left: Earl Barber's M-19 with Ben Boney, Passenger.

Photos by Rick Tufts



Above: A mint condition Northwestern owned and operated by Ed and Walter Rosenberger

Photo by Rick Tufts



Above: Tom Stallings sliding base S-2, ex Aberdeen & Rockfish. Shown are Tom and New Hope Valley employee John Van Doren

Photo by Rick Tufts



Above: Thomas Grenfell's beautifully restored MT-14 decorated in green and yellow for his favorite football team, the Green Bay Packers. – Notice the "G" on the door.

Photo by Stan conyer

Left: Wendel Stahler's restored Sylvester motorcar. Check out the Sylvester Pussycat cartoon.



Sylvester the Pussycat on the side of the 2 cycle engined Sylvester, Notice the cigar says "Onan"
Photos by Stan Conyer



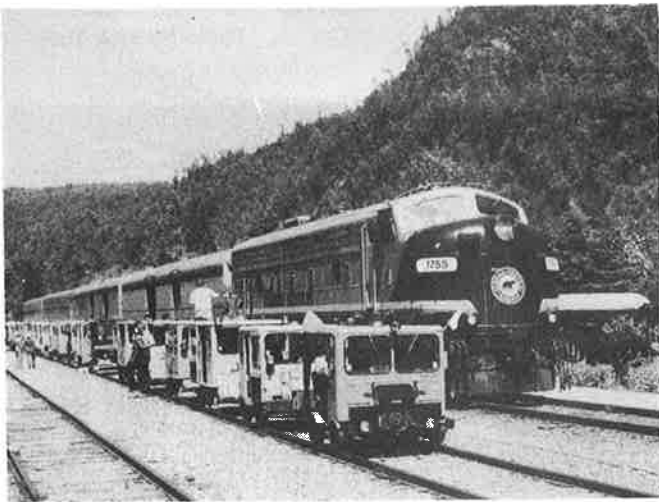
If it can be done safely then do it!

Algoma Central 1998

by Stan Conyer

The Algoma Central Railway has been hosting motor car excursions for years but this trip is still on the "must do" list of most rail car enthusiasts. The Canadian railroad stretches 295 miles from Sault Ste Marie to Hearst, Ontario, with a 26-mile branch to the Michipicoten Harbor on Lake Superior. Over the years, excursions have spent from one to four days to tour various sections of the line.

On July 14, 33 motor cars and 3 hy-rail trucks left Sault Ste. Marie, Ontario for a three-day trek through the Canadian wilderness. I chose to organize the three day trip as it includes the best of the scenery the line has to offer and two nights at the same motel which reduces the cost and luggage hassles. This rail vacation actually started on July 13 as 14 of the group took the optional train trip in ACR's new dome passenger car on the regular scheduled tourist train. The train trip gives the riders two different perspectives of the trip to the Agawa Canyon. One from the dome and another from the seats in the coach section of the car. While spectacular, neither of these perspectives can match the view from a motorcar.



Train #2 southbound passes motorcar extra 716 at Agawa Canyon Park All photos by Stan Conyer

The line up of cars included the normal mixture of Fairmont MT 14's and 19's with a sampling of M19's and a couple of Woodings cars. The group also included a beautifully restored Sylvester car owned by Wendell Stahler, and a home made car built by Stephen Weiss. Steve built the car without ever seeing a manufactured motor car.

July 14 proved to be a perfect day to make the trip to Hawk Junction, MP 164. We traveled from Sault Ste Marie through the Canadian wilderness passing numerous lakes and vistas. There were a few expected mechanical problems, which delayed the group slightly, but we did get to spend an hour at the Canyon Park and arrived at Hawk Junction about 6:00 PM. The motor cars were stored in the engine house for the night. The bus was delayed and the group arrived at Wawa Motor Inn about 8:00 PM. after a long but enjoyable day of railroading.

The next morning the bus took the group back to Hawk Junction. A gas tank truck brought fuel for the cars. The morning was overcast but the rain stayed away until the sun came out in the afternoon. Due to morning delays with the gas truck the intended trip to Oba was shortened to Franz, MP 194, where the cars were turned for the return trip. At Hawk Junction the cars were turned again for the trip to Michipicoten Harbor. Always one of the highlights of the trip is the run through the Magpie River Valley, which was lined with a variety of wild flowers.



The barren hills of the Magpie River valley

The hills, which were stripped of their trees by the emissions from a sinter mill at Wawa, get greener each time I visit the railroad. We passed a couple picking wild blue berries along the right away. I was lucky to be able to purchase some and they are much more flavorful than the grocery store variety. The trip was topped off by motoring to the end of the dock at Michicoten harbor on Lake Superior.

The third day was another picture perfect day. The return trip to Sault Ste. Marie included a another stop at the Agawa Canyon park and chance to take pictures from the Montreal river bridge. By 8:00 PM we arrived back at mile post zero at Sault Ste. Marie. All of the motor cars except one returned under their own power. A broken clutch was the only problem that our group of mechanics could not repair. Onan engine cars suffered the usual problems with plugs, points, condensers, and fuel pumps. A wiping block in the timer nearly sidelined a M19, but a friend who drove from Sault Ste. Marie to Hawk Junction with the needed part rescued the car.

The final day consisted of a tour of the railroad's shops, which include the very rare roundhouse with the covered turntable. After the group dispersed my partner Steve Douglas and I visited the Bushplane Heritage Museum in Sault Ste Marie before heading for home. The museum is dedicated to forest fire fighting and the role floatplanes play in putting out the fires. In addition to several airplanes on display, there were 3 motor cars and a velocipede because they were used in transporting men and equipment that fight the fires. A Casey Jones, Sheffield 44B and a Fairmont M14 have been restored to beautiful running condition and are displayed in the museum.

The trip on the Algoma Central remains one of the most beautiful and popular motor car vacations east of the Mississippi.

Riding the Old Ann Arbor

By Jeremy Winkworth

A Second Excursion on the Tuscola and Saginaw Bay Railway.

On September 13th, a group of 14 motor cars rode the 50 miles between Cadillac and Clare, both in mid-Michigan. This stretch of rails was part of the main line of the Ann Arbor Railroad, which stretched from Toledo to Frankfort on Lake Michigan, where the fleet of Ann Arbor ferries continued to Kewaunee, Manitowoc, Menominee and Manistique. The railway between Cadillac and Clare is now owned by the State of Michigan and operated by the Tuscola and Saginaw Bay Railway Co.(TSB). In September 1997 we rode the TSB from Cadillac northward to Kalkaska on the main line of what used to be the Grand Rapids and Indiana.

Last year the weather was overcast and cool but this year it was perfect. Under a cloudless sky we loaded our cars on the connector track from the GR&I to the Ann Arbor, just south of the TSB engine house in Cadillac. We faced the cars northwards, so we could then back down about half a mile to the Ann Arbor line and be facing east, the planned direction of travel.

There were car owners from Michigan, Indiana, Ohio, Illinois, Minnesota and Ontario. I was glad to see those cars from out of state, as the number of Michigan cars attending was disappointingly small. Loading was accomplished, the safety meeting held and we were off right on schedule at 10:00am. Our TSB host this year was Tom Ritter.

First up on the Ann Arbor line in Cadillac was a small yard, containing mostly covered hoppers full of fine sand from further west at Yuma. As we wound through town, we rode through a park where a basketball tournament was underway. Boy, were those people surprised. We stopped at US-131, the main north-south traffic artery in the western part of the state. Our host set off the crossing lights and bells while we employed flaggers to stop the road traffic. On this day, I rode as a passenger in Tom Weaver's ex-Grand Trunk MT19 (thank you, Tom) and I can report that it's fun to be a passenger once in a while!

Condition of the rail and trackbed were excellent, reflecting significant investment by the State of Michigan during the 90's. The track southeast of Cadillac did not follow any highways, and for the most part, there were only minor roads to slow for. The countryside was a mixture of fields, woods and marshes. At the 10-mile mark, we passed a sawmill, which had a rail spur containing one empty BN pole car. We then stopped at McBain, a tiny hamlet, for a bathroom break. The crossing lights went off at our approach, which concerned me but our host explained that some of their crossings used motion detectors. We rode on and stopped ten miles further on at Marion, another small town, then took off for Lake George. Here we waited for the tail end to catch up and for a couple of ailing Onans to receive new spark plugs. Nothing serious though and we were soon on our way. After Farwell, we rode within sight of US10, the main East-West highway, on the other side of which was

the trackbed of the ex-Pere Marquette line from Saginaw to Ludington. Much of this line was closed down by CSX in the 80's. The weather was still beautiful and about 80 degrees by this time.

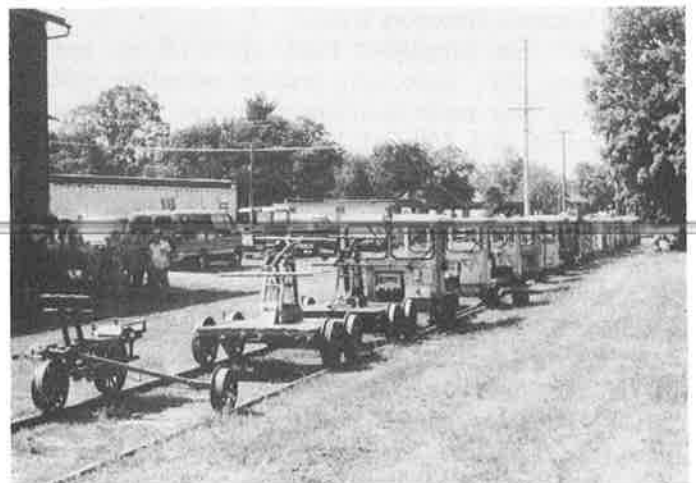
We reached Clare at 1:30 and took a one-hour lunch break. Our TSB host opened the depot for us to use the bathrooms. This depot is situated at the diamond of the old Pere Marquette and Ann Arbor lines. The diamond is still in place so that a local plastics company can be reached. This company is receiving so many cars of plastic pellets that a new siding had to be installed to hold them all - obviously a good customer for a small railroad. Northbound and southbound TSB trains usually meet in Clare and swap crews, but on a Sunday we were the only traffic moving. Incidentally, the Pere Marquette and Ann Arbor Railroads both have active historical societies.

We promptly moved off at 2:30, now heading northwest. A couple of miles out of Clare, between the railroad and U.S.10, was an old completely wooden billboard, advertising the Ann Arbor Car and Passenger Ferries from Frankfort to Wisconsin. Although faded and warped, it is still complete and functional long after the demise of the ferryboat fleet. We stopped to let everyone catch up at Marion, 30 miles out, and to get some liquid refreshment. The temperature was mid to high-80's by now and avoiding dehydration was an issue, an unusual circumstance for mid-September in Michigan. Just before McBain, trouble with a CN MT19 from Ontario forced that car to be put under tow, but only a couple of minutes were lost. We arrived back at Cadillac, flagged everyone across U.S.131, stopped in the AA yard and then reversed to our starting point. Our return to Cadillac before 6 PM allowed many people to get home that evening.

I didn't think that it could have gotten any better than last year's excursion on the TSB but it did, This was due to great weather, beautiful countryside, excellent track and no significant delays. A big thanks to the TSB for allowing us to ride on their rails again.



Pictures from the past



Memorial Day weekend, 1985, Southern Michigan RR.
The first private-owner motorcar meet ever held.



Excursions

Members who have organized meets are encouraged to advertise those events here. We will publish all notices received. Include details of the trip such as time schedule, total mileage, costs, restrictions and conditions for attending. State whether or not NARCOA rules will be in effect and whether insurance is required. Send meet notices to: Bill Hurtig, SETOFF Editor - P.O. Box 81 - Delphos, KS 67436

PLEASE NOTE - Advertisement of a meet in THE SETOFF does not constitute responsibility by NARCOA and/or its officers, or THE SETOFF and/or its editorial staff for meet conditions. Meet attendees must exercise caution in the observance of safety conditions and rules, and must accept full responsibility for themselves, their guests and their equipment when attending any meet.

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.

MOTORCAR OPERATORS WEST (MOW)

Operations Coordinator. 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 fire extinguisher, spark arrestor, headlights, automatic brake lights, usually apply, as well as NARCOA insurance and rules. Make checks out to Motorcar Operators West.

Mar. 6-7: Sat: Silverbend Farm: (pvt. 1.8 mi. line): Clarksburg: Car inspection; practice operation skills, mentoring. Sun: south (Clarksburg) side of Yolo Short-line; several runs. \$50 incl. lunch: Eugene Volz (Phone 916-991-4343)

GREAT LAKES RAILCARS

Great Lakes Railcars has been formed from the merger of Hoosier Railcars and Illinois Division NARCOA. GLR will be organizing excursions in IL, IN, OH, MI, KY, and Canada. To be placed on the mailing list please send \$5.00 with your name & address to Stan Conyer, 9333 W. ST. RD. 46, Columbus, IN 47201.

July 27-31: Algoma Central Rwy, Sault Ste. Marie, ON, Canada: Tentative approval has been given by the Wisconsin Central RR to repeat the successful 3-day flip from Sault Ste. Marie to Oba. Also, a separate 1-day trip

from Searchmont to the Canyon will be held, for antique motorcars. (This is an advance notice.) See information above to be placed on the mailing list, to receive details on either trip. These excursions sell out quickly.

NEW ENGLAND MOTOR CAR ASSOCIATION (New group) NERCA, Inc. 39 Brookside Ave., North Providence, RI 02911: Charter membership \$25.00, 1999 dues will be \$15.00.

PACIFIC RAILCAR OPERATORS (New group)

PRO is a non-profit, incorporated affiliate of NARCOA, which hosts motorcar excursions primarily in the western regions of North America. NARCOA insurance program, releases, and rules are observed. For information about the group, including governance, dues, and membership, please send LSASE to Pacific Railcar Operators, PO Box 5111, San Jose, CA 95150-5111. The PRO web site is www.pro-online.org, and will be used for timely excursion announcements and news. PRO charter membership deadline has been extended to March 1, 1999
Mar 21 Southwest tour: Joint excursion with PRO, MOW, SWRC - all welcome. Possible RR's: Apache, Arizona Eastern, San Pedro and Southwestern, Copper Basin, and AZ & CA. Send LSAE for prices and details to: Ron Zammit, 469 Campana, Arroyo Grande, CA 93420

May 15 McCloud Railroad Classic. Burney-Lookout. 180 miles. PRO membership. NARCOA Rules. NARCOA Operators Certificate and Insurance. Cancellation policy. Fine railroad, fine track, exquisite scenery. For experienced operators and strong cars. 20 cars maximum. Details January 1999.

September 4, 5 (Labor Day weekend) Portland & Western/Willamette & Pacific RRs. Routes to be chosen. Details in March. PRO membership, NARCOA Rules, Operator Certification, and Insurance.

WOLVERINE MOTORCARS

Membership dues are \$5.00/year, which includes issues of *The Buzzbox*. Dave Strobe/Wolverine Motorcars, 1694 Broadmoor St., Muskegon, MI 49442. A future excursion is planned on the Tuscola & Saginaw Bay RR (ex-Ann Arbor RR), from Cadillac eastward to Clare, MI.

WILDERNESS TOURS:

Wilderness Tours requires that all operators have NARCOA insurance and Rulebook Certification Cards. We have a 25-car limit on all tours. If you would like more information, call (608) 839-4939, or FAX (608) 839-5595. E-mail: wilderness@inxpress.net, or write to Wilderness Tours, Box 25, Cottage Grove, WI 53527.

March 23-24 Tour of New Orleans with special emphasis on the Charles St. Trolleys and the barns where they are stored.

March 25 The M & B L.L.C. (formerly the Meridian & Bigbee RR) from Meridian, MS to Myrtlewood. Total mileage is 102

March 27 The Arkansas Midland RR from Malvern, AR to Mountain Pine to Hot Springs. Total mileage is 112.

June 27-July 3: THE LOOP (ONTARIO RAILROADS)
Algoma Central Rwy, Ontario Northland Rwy, Ottawa Valley RaiLink & Huron Central: Begin & end at Sault Ste. Marie. (6 days; 944 mi.) \$1,300US, incl. lodging in Wawa, Hearst, Cochrane, Englehart, N. Bay & Sudbury, plus transport from RRs to hotel as needed.

THE TRIP OF THE CENTURY ACROSS THE NORTH AMERICAN CONTINENT July 1-August 4, 2000:
Vancouver, BC to Halifax, NS: CN Rwy (3 portions), Algoma Central Rwy, Ontario Northland Rwy, Ottawa Valley RaiLink, New Brunswick East Coast Rwy: (34 days on the rails, plus several days before & after trip; 4,464 mi. total); M9 to A6 type cars only, no large vehicles; 10-car limit; \$3,000US, ind. lodging, Logistical services & transportation. Application deadline 2/1/99; participants to be selected based upon the following criteria: 1. Names must be submitted by February 1, 1999. 2. Must have been on a Wilderness tour prior to 2000. 3. Contribution to NARCOA. 4. History of mechanical ability with motorcars. 5. Availability for a meeting in Chicago in January 2000. 6. 6. Compatibility with group selected. 7. Conversant with the media. 8. Cooperative nature with advertisers. 9. Insured by NARCOA Insurance Program.

Note: All applicants will receive a response by 3/31/99. Also, there will be positions available for backup motorcar operators, logistical support, and other functions connected with this tour. Please submit name, address, phone number and a brief description & why you would like to go on the trip.

SOUTHWEST RAILCAR, LTD.

Mar 23 San Pedro and Southwestern RR. 120 miles round trip. \$85 per car. Limited to 25 motor cars. Set-on in Benson, AZ. Open to all NARCOA insured and NARCOA rulebook certified operators. Spark arrestors and brake actuated taillights required. Smoking NOT permitted in motor car or on RR property. To register, send LSASE with \$0.55 postage and check made payable to Doug Stivers, 1548 Fuchsia Drive, San Jose, CA 95125-4833, (408) 264-1048.

Mar 24 Copper Basin Rwy. 80 miles round trip. \$60 per car. Limited to 25 motor cars. Set-on in Kearny, AZ. Open to all NARCOA insured and NARCOA rule book certified operators. Spark arrestors and brake actuated taillights required. Smoking NOT permitted in motor car or on RR property. To register, send LSASE with \$0.55 postage and check made payable to Motorcar Operators West to Doug Stivers, 1548 Fuchsia Drive, San Jose, CA 95125-4833, (408) 264-1048.

March 26th Arizona & California Railroad

105 miles on welded rail east from Parker, AZ to Matthie (near Wickenburg, AZ) and return. On Saturday we'll run from Parker west to Rice on 33 miles of welded rail, and then south on the Blythe subdivision on 49 miles of good Class II rail. The Blythe leg includes several grades. Due to train schedules, the Saturday evening return from Rice to Parker will probably be a night run!

March 27th run from Parker west to Rice, then south on Blythe sub. Evening return from Rice to Parker.

Because of the long days, be sure your car is in top mechanical shape. A headlight and a lever-activated brake light are required. Security will be provided Friday night. Meet coordinator is Wayne Parsons (818.368.5942) with Al McCracken 408-249-2953) and Sal Jacobs (415-924-4701) as assistant coordinators.

Total cost for the two days is \$185. Friday or Saturday only is \$96. No reservations will be accepted without payment. Reservations close Friday 5 March 1999. Please indicate the type of motorcar you will run. Make your checks out to Southwest Railcar, Ltd. and mail to: Al McCracken, 2916 Taper Avenue, Santa Clara, CA 95051

**Board of Directors
nominations open**

By Carl Anderson, Nominations Committee

Nominations for the NARCOA Board of Directors for all EVEN numbered areas are open until March 31, 1999. It would be great to have at least two candidates for each area.

The incumbents are automatically nominated unless they decline.

Requirements are: Must be in good standing with NARCOA membership, at least 18 years old, and willing to perform duties of the Area Representative. The latter includes keeping area members informed of NARCOA events and issues and soliciting members opinions.

To nominate an area representative, contact the person and get their acceptance. Then send me a letter informing me of the nomination.

Carl Anderson

1330 Rosedale Ln. - Hoffman Estates, IL 60195
I will request the nominee provide a brief write-up about themselves to be included with the ballot

**Please submit materials
for the next issue of
THE SETOFF
by February 20th**

Send to:

**Bill Hurtig
SETOFF Editor**

410 N. Custer / Box 81

Delphos, KS 67436-0081

**If you have timely material, for the next
issue (Jan/Feb) send directly to:**

Joel Williams

Box 82

Greendell, NJ 07981

FAX 908-852-9185 - email Joelwilliams@lucent.com



Want Ads

Editor's Note: *THE SETOFF* is happy to print all ads received from members. Send ads directly to: Bill Hurtig, Editor - P.O. Box 81 - Delphos, KS 67436. FAX 785-523-4386 or email: wedjihurtig@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. No full page ads are accepted. Use the present issue's ads as a guide. 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: 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: 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: 1985 Woodings CBL (ex-CPRR): Rebuilt trans. w/new gears, bearings & seals; new starter & solenoid; new alternator, brake shoes, rotating beacon, brake lights, many new parts; seats installed; car needs paint job; fully NARCOA-ready. \$3,000 OBO: Bruce Nollman (Phone 860-870-5512 after 7:30 p.m.; e-mail: bnollrr@juno.com)

FOR SALE: Fairmont hy-rail gear, Model 305/307-\$700 OBO + shipping. Kent Olson (Phone 920-231-0695; e-mail: CJ570@hotmail.com)

FOR SALE: Fairmont ST2 (ex-BCRail) motorcar: 1-cyl; needs restoration & TLC: \$700CAN OBO. Rick Bennett, 634 McGowan Ave., Kamloops, BC, CAN V2B 2P8 (Phone 250-376-5867 after 8:00 p.m. EST)

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 mounted 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: 1955 Fairmont MR19A3 (ex-N&WRR) w/ROC engine, stored in depot since 1983; "R" reversing belt; has cab, top, curtains, new seats, rebuilt engine & carb, fuel system, coil wiring, 6-V P.G. ready to go: \$2,800

Also: 2 M19s, fair to rough condition @ \$1,050 ea. Partial delivery possible on motor cars.

Also: Push cart trailer w/light axles.

Also: Tool/coil boxes, like reproductions of heavier-gauge sheet metal: \$50 or 2 for \$85 + S & H.

Also: Fairmont caps, good quality wool-cotton blend, embroidered logo in yellow/gold on black, red, blue, green, or now tan w/black bill: \$15 + \$2 S & H.

Also: Complete gasket sets for ROC engines; made of tested laser-cut superior quality material. \$50/set incl S & H. Special gaskets available upon request. Jeff Shelton, 1348 Cados Dr., Roanoke, VA 24019 Phone 540-362-2774; FAX 540-563-2932; e-mail: JSHELTON3@aol.com

FOR SALE: Authentic RR logos, made by James Quinn, using tempered masonite; multi-colored. Class 1's, regionals, short lines available; for exterior use on motor cars apply 2 coats clear polyurethane; mount w/small stove bolts & nuts. Average size approx 12" round or oblong shape, \$10 + \$4 shipping: Signal Signs, 727 W Garland Ave., Spokane, WA 99205 (Phone 509-327-6689; FAX 509-327-4148) Send for FREE brochure.

FOR SALE: Kalamazoo 56WNS, car #01F12, Wisconsin THD engine #4638632 (stored 10 years), complete, needs cosmetic & mechanical restoration: \$1,200 OBO. Belmont Shore Model RR Club c/o Richard Billings, PO Box 2687, San Pedro, CA 90731 (Phone 310-521-0230).

FOR SALE: Digitally-Recorded Videos:

Northern Vermont & Twin States RRs (6-98): \$16
St. Ann & Quebec City (the day prior to our tour: 6-98)
2 hrs: \$16, St. Lawrence Riv. /Clermont (6-98) \$16,

Matapedia to Gaspe & return (6-98) \$16 Santa Fe Southern & Tex/Mex (3-98) \$16

Copper Basin & San Pedro Southwestern (3/98) \$16

Following were recorded from 8mm:

Lycorning & UCIRR, White Deer, PA (5/98) \$15

North Bay to Swastika (1997) \$15

Peace Riv. to Coppermine, NWT: 2 hr. \$15; 4 hr. \$25

Coppermine, NWT: 2 hr \$15; 4 hr. \$25. Peace Riv. to

Roma Jct., CN Cab ride: \$15 Copper Canyon, Mexico (3-96), 2 hr. \$15; 6hr. \$35

Please add \$3 shipping first tape, west of Mississippi

\$4, Canada \$5; \$1/each additional tape. New York

state add sales tax. Credit card or check to PICTURE

THIS/ William Kozel, 23 Lee Ave., Rexford, NY

12148-1209, phone 518-399-5836.

FOR SALE: Fairmont S2, w/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: Fairmont A4, 4-Cyl. Ford, 4-speed Trans. & reverse bar; completely enclosed cab w/4 doors, 10 windows w/windshield wipers front & rear; head lights, tail lights, rock sweeps front & rear; heater, running boards, operator's manual, extra brand new set of brake shoes, turntable, tow bar & pins. Completely re-decked push truck w/side boards. This outfit is in excellent condition; turn the key and go. Robert Hoffman, PO Box 162, Valley Bend, WV 26293; (Phone 304-335-2017)

FOR SALE: 1982 Fairmont MT14, restored in Great Northern colors: new chain, clutch, wiring, seats, glass, lights, horn, bell, power turntable; everything works; dependable; ready to take on any trip: \$3,500. Wes Lucken, 3410 Amana Ct. N.W., Cedar Rapids, IA 52405.

FOR SALE: Fairbanks-Morse engine: 2-cyl (opposed), 4-cycle OHV (external pushrods), 42-in. CID; built 1966 for military w/attached portable generator; appears same as those used in F-M motorcars; engine runs great; generator does not charge; all for \$1,000 OBO: Thomas Schmieder, PO Box 282, Long Valley, NJ 07853 (Phone 908-850-6462).

FOR SALE: C-5 check valves #EZ455, made of Delrin; proven to work as well as the original: \$15 each + \$3 S&H for any quantity. Send large SASE for price list of parts for C-5 and C-8 carburetors: Rockfish & Pender Rwy. Co. Carey Boney, 1605 Powers Rd., Wallace, NC 28466. (Phone/FAX 910-285-8242).

FOR SALE: Fairmont A-3 motorcar with a Waukesha ICK motor for sale. The car only requires minor work on the throttle linkage and fuel line to have it operational. No cab, 12 volt alternator equipped, however car is a hand crank/start version. Two boxes of spare parts go with the car. \$1500 FOB Blue Ridge, Ga. Contact: Hugh Cain 510 Austin Street Norfolk, Va. 23503 or e-mail at EVRHS003@aol.com

FOR SALE: 1949 Fairmont S-2 motorcar, built for the B&O R.R. road No. 937. Originally an open car with hand rails which are still intact. Comes with a Kalamazoo cab which was installed later by the B&O. The cab is off the car right now and needs sheet metal, but the framework is good. The car is in running condition but could stand a good once over. Has wood lift handles and crank. Price \$650. Call Scott Patsolic (330) 262-2101 evenings (Ohio).

FOR SALE:

1. Fairbanks-Morse 40B, restored in 1986, new friction wheel, rebuilt mag. \$1500.
 2. Early Fairmont wood/canvas cab; 17" wheels, sliding base motor, \$1200.
 3. Very early Fairbanks Single cyl., 2 cycle, \$800.
- Charlie Hulsizer, RR7, Box 117, Sherow Rd. Pleasant Valley, NY 12569, 914-635-3662 after 7 PM EST

FOR SALE: MT-19A Track Inspection Car (1983); S2E (1938) and S2 Frame Trailer for Sale. Cars are located in Houston, Texas. please contact Mark Edwards 281-537-1600 (home) or email mbe1@hommil.com for details.

FOR SALE: Sheffield-40-B Eng 18126 Shop 3895, Fairbanks Morse & Co Chicago, Ill. Crank Start, Twin Cylinder, Horizontal Twin Engine, 6'3" high, 7'7" long, 5' wide. Car is located in Northern NY. Price \$3,000 Contact Steve Premo, Van Buren Rd., Gouverneur, New York 13642-3116 (315) 287-0172

FOR SALE: New NARCOA Logo vinyl decals for your motorcar. They measure 1 7/8" x 8" and are available in black or white. \$5.50 postage paid in US. Fairmont and other railroad decals available. Send SAE for more info. Mike Mitzel - P.O. Box 79 - Waterman, IL 60556. Phone (815) 264-7979

WANTED: 4, 20" Fairmont wheels, new or good to excellent condition. Brad Heller (Ph 781-246-4187)

WANTED I'm looking for a Fairmont MT-19 preferably or MT-14 in running condition in the Central States area. Jim Rowley 605-745-5899 jimmare@gwtc.net

WANTED Cast aluminum fenders for 1940's Fairmont M-19 (right side) Mark A. Bennett - 1124 S. Barker - Bloomington, IL 61701 phone (309) 829-2728



Safety: Using Railsweeps

By Dick Ray

There seems to be a general feeling that rail sweeps are mostly decorative and serve no useful purpose on a group tour. Clearly the first car or two can sweep any debris off the rails and it will remain clear for the others.

Unfortunately that is not always true, as some owners have found the hard way. Where brush-cutting has occurred a limb can be caught by one car and flipped onto the rail, where it can cause the following car to derail. Another derailment was caused by the car ahead crossing a gravel grade crossing and dislodging a stone that landed on the rail. The following car derailed on that stone. How about kids who see a bunch of motorcars go by and run out and place stones, spikes, etc. on the railhead. Kids seem to get pleasure in doing this but fail to think of the consequences of a serious derailment.

Running with the rail sweeps down would have prevented those derailments. Of course that does not replace being vigilant and slowing for all grade crossings. Remember that safety is your responsibility. If you feel that you are safe enough at grade crossings, consider that your sweeps will deflect the errant squirrel, rabbit, groundhog, or a small dog. The two larger animals can derail you as easily as a rock.

Two types of sweeps are found on motorcars. One is the blade type which uses a flat piece of heavy rubber belting bolted between two steel plates on the end of an "L" shaped arm which is hinged to an extension bracket on the front frame. The other type uses a short section of air hose in a bracket, which is similarly hinged.

Which one is better? We don't know. Fairmont lists both for the M series cars, but calls the blade type "Heavy Duty", citing the wider design as giving "full protection due to increased blade width". Those who want increased protection can insert a piece of pipe or wood dowel inside the hose style for increased rigidity, or can bolt a longer backing plate behind the blade style.

If your car was not equipped with rail sweeps, consider fabricating some. They aren't hard to make for anyone who is handy. Just take a look at some sweeps on cars at a meet, make some measurements and go to it. A little bit of work could save your neck.

None of the sweeps are useful if they are not lowered, adjusted to be centered over the rail and close to it. If your car is equipped with sweeps and they are mangled, as they sometimes get, straighten and adjust them so they are useful.

Remember: **Safety is your responsibility.**

North American Railcar Operators Association

(NARCOA)

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President – Stan Conyer
Vice President – Mike Paul
Secretary – Joel Williams
Treasurer – Tom Norman

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10059 Aldridge Dr.
Columbia Station, OH 44028 |

Committee Chairs:

Insurance: Tom Norman
Judiciary: Jack Whitt
Safety and Rules: Mike Mitzel
FRA and Railroad Liaison: Ron Zammit

THE SETOFF William E. Hurtig 410 N. Custer / P.O. Box 81 Delphos, KS 67436-0081	NOMINATIONS (ELECTIONS) Carl Anderson 1330 Rosedale Ln. Hoffman Estates, IL 60195
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OPERATIONS Hank Brown 622 Oak St. Cottage Grove, WI 53527	LEGAL FORMS Mark Springer 143 N. Arcadia Wichita, KS 67212
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OPERATOR CERTIFICATION TEST
Mike Mitzel
P.O. Box 79
Waterman, IL 60556

NARCOA Licensed Radio Call Sign WPHT745 – 151.625 mHz