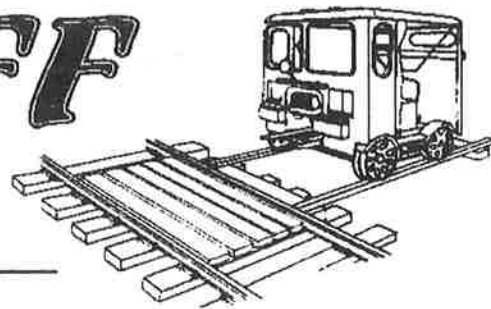


THE SETOFF

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

September/October 1998 Volume 12 - No. 4



Western Maryland Scenic RR steam locomotive backs into depot track at Cumberland, MD.

John Kemmet's MT19 waits for a clear track at the 8/30/98 excursion. Photo by Gary Schrey

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Views from the President's Car

By Stan Conyer

I would like to start my first report to the membership by thanking the directors of NARCOA for expressing their confidence in me by electing me to the office of President. I will do my best to continue on with the leadership demonstrated by my predecessor, Ron Zammit. It will be a big job trying to fill Ron's shoes, especially since I do not own a pair of sandals, but only combat boots. Seriously though, Ron has done a lot of hard work during the past few years, to guide this organization to where it is today. Therefore, I hope to build on the solid foundation Ron and the rest of the Board have laid for us. "Thank you," Ron!

For those who do not know me, let me tell you something about myself. I am 48 years old, married, with two children. My wife, Ruth is a secretary for an injection-molding corporation. Our daughter, Michele, 24, is in the Peace Corps in Nicaragua, teaching conservation and environmental protection. Our son, Jeremy, 16, is a junior in high school. He has accompanied me on most of the excursions I have attended over the last 12 years I have been in the hobby. He is also the Central Region Representative for the Teenage Association of Model Railroaders. I have been employed by an electric utility in southern Indiana for 21 years, as an electronic communication technician. I serve on the Board of the Indiana Railway Museum, and also am a member of the Whitewater Valley Railroad and the Monon Railroad Historical Society. I served in the military for 14 years, including a tour of duty in the Gulf War, in a transportation company. This might explain why I view a motorcar excursion as being more like a military convoy, except a lot more fun.

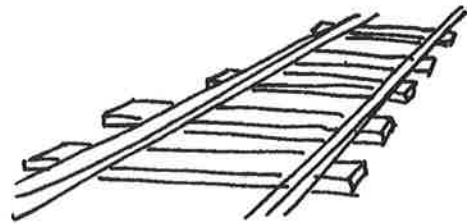
I have been a Director for NARCOA since its organization, and was appointed vice-president at its first meeting, which I did not attend. I think I have attended every meeting since, to make sure I was not drafted again. I have served as chairperson of the Safety and Rules Committee for the past four years. I founded Hoosier Railcars and also Great Lakes Railcars, which organizes motorcar excursions in the Midwest and Canada. I currently own three motorcars: M9 (my son's), M19, and MT19.

At our Board meeting in Chicago September 18-19, Mike Paul was elected vice-president. Joel Williams will continue as Secretary, and Tom Norman as Treasurer. All of your Board members have worked well together in the past, and I envision a smooth transition. The newly elected Director from Area 11, is Gil Dominguez. He was promptly drafted to the Judiciary Committee, to assist Jack Whitt, Chairperson. Tom Johnson attended, to carry the proxy for Ed Taylor, who could not be present. Carl Schneider, Area 7, and Jeff Robertson, Area 8, were unable to attend. All other elected Directors will continue in office. Ron Zammit was appointed Director

at Large, succeeding Bill Holdren, who had resigned due to health problems. Ron will chair the newly created FRA and Railroad Liaison Committee. I have asked Mike Mitzel to assume the Chair of the Safety and Rules Committee. He will supervise the Rule Book and the Operator Certification Test. Bill Hurtig agreed to be the Recording Secretary. All other committees will remain the same as before. Dave Verzi, also a Director at Large, has agreed to assist with applications from groups who wish to affiliate with NARCOA.

I pledge to work with the Board and all of our members, to continue to help NARCOA grow as an organization. I believe we have worked through most of the difficult issues of protecting our club and its members with our insurance programs. Work remains, to attempt to simplify the organization and its association with regional groups. I believe most of our members simply want to bring their cars to the railroad, and ride with as little hassle from the organization as possible. I pledge to work with all of our members and organizations, to develop a single set of rules and qualifications for participation. If we accomplish this before it is time for me to step down as your President, I will consider my term to have been a success. I value your input, and welcome your comments. You may contact me at my address listed on the masthead, or on the web, at sconyer@juno.com.

Keep it between the rails! —Stan Conyer



**Please submit materials
for the next issue of
THE SETOFF
by January 15, 1999.**

**Send them to:
Bill Hurtig
SETOFF Editor
410 N. Custer / Box 81
Delphos, KS 67436-0081**

A NOTE FROM THE EDITOR

By Bill Hurtig

First, an apology: This issue of *THE SETOFF* is very late, and I am sorry for the delay. Many things happened during all of autumn 1998, which have taken such a toll of time and energy that nothing much remained for our newsletter. Since the NARCOA Board meeting in Chicago September 18-19, I have spent the fewest recreational days of any similar period in my life. Motorcar excursions have been neglected, and family visits have often been pushed aside. It has been one of the most frustrating periods of my life. Suffice it to say, I am glad to be back at the computer, preparing the LATE September/October issue of *THE SETOFF*. The November/December issue will appear soon, and I hope to return to a normal schedule with the January/February issue.

Thank you for your many articles, news items, and photographs. My congratulations to those of you who edit and publish the regional newsletters. Thank you for sending them. Thank you, also, to the NARCOA Board and officers, and to Ernie Jeschke, our printer. I am indebted to my wife, Doris, whose own patience and understanding has kept me alive this fall.

Perhaps the highest point of the season was the surprise 70th Birthday Party (with 50-60 guests!) we were able to squeeze in for her on November 1, thanks to lots of help from our kids and my brother. Nearly every day otherwise has been filled with work from early until late, and when I have quit at 9:00 or 10:00 p.m. after a busy day beginning around 7:00 a.m., I have not even had energy to check the e-mail for days at a time.

Looking back, I think it might have been better for me to have delayed my assuming the Editor's position for a year. But here I am and here we are, and things will get better! Thank you for your indulgence, your patience, and your help!

So long for now.....Bill H.

PS: See the great human interest story on pp. 7-9. When life dishes out lemons, make lemonade.

PS: Note the good news about our insurance. See the story on p. 20, and send in the insurance application enclosed with this issue.

Guidelines for Submitting Materials For Publication in *THE SETOFF*

1. Our policy is to publish in *THE SETOFF* all materials received, subject to editing for considerations of space, grammar, spelling, and common editorial practice.
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. Photo prints should be clear black and white or sharp color. Please list photographer, date, subject(s), location, and other pertinent information. Slides cannot be used.
6. Please send materials to *THE SETOFF* editor to arrive by the 15th of each odd-numbered month (January, March, May, July, September, November). If you have questions, please contact the Editor, William (Bill) Hurtig. Thank you!

THE SETOFF

Volume 12 Number 4

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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>

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



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 SET-OFF 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.

MOTORCAR OPERATORS WEST (MOW):

Operations Coordinators: Gil Dominguez, 8672 Fairmont Way, Fair Oaks, CA 95628 (916/965-3949); Vic Neves, PO Box 23721, Oakland, CA 94623-0721 (510/352-4373 or e-mail: Winterall@compuserve.com) Contact one of these persons FIRST! MOW membership, license, and other requirements, such as fire extinguisher, spark arrester, headlights, automatic brake lights, usually apply, as well as NARCOA insurance and rules. Make checks out to Motorcar Operators West.

Feb. 14: McCloud Rwy annual winter run: Mccloud to Lookout (126 mi. RT) Deadline 2/5/99; 30-car limit; \$75/car; Greg Brahms, 3350 Jaylee Dr., Santa Rosa, CA 95404 (Phone 707/539-8519)

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)

Also see announcement from **Southwest Railcar, Ltd.**

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 trip 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. Also see announcement from **Southwest Railcar, Ltd.**

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.

NARCOA RADIO LICENSE (call sign WPHT745)

by Joel Williams

NARCOA has had a radio license for some time, but it has not been well known. In order to change that, we are going to list the frequency and call sign on *THE SETOFF* masthead. We are authorized to operate up to 1,000 radio units. When I say we, I mean NARCOA members operating at railroad excursions and NARCOA-related events. The frequency is 151.625 Mhz. Radios may put out 110 watts maximum, and have an antenna gain of up to 9, for a total of 1,000 watts effective radiated power.

EXCURSIONS SPONSORED BY OTHERS:

WILDERNESS TOURS

Box 25, Cottage Grove, WI 53527; Phone 608/839-4939; FAX 608/839-5595; E-mail wilderness@inxpress.com. [25-car limit; unless otherwise mentioned, lodging is not included in the cost of RR excursions.]

SPRING FLING and THE BIG EASY

March 20: Apalachicola Northern RR (entire line: 192 mi. RT): Port St. Joe to Chattahoochee, FL. \$85/car.

March 21-22: Alabama & Gulf Coast RR (Old Frisco line from Pensacola, FL to Kimbrough, AL. Sat. 21st from Monroeville, AL south to Pensacola & return. Sun. 22nd to Kimbrough & return (280 mi. total); \$140/car.

March 23-24: Tour New Orleans: 2 nights lodging on Bourbon St.; 2 days & nights vehicle & trailer parking; 3-day unlimited pass on St. Charles Ave. & Riverfront streetcars & city bus lines; private tour of St. Charles Ave carbarn; Jazz brunch. (Est. cost: \$450 double occupancy)

March 25: M&B L.L.C. (former Meridian & Bigbee RR) RR is devoted to advancing a cure for cancer. Wilderness Tours will donate \$100/car to American Cancer Society in RR's name. Run from Meridian, MS to Myrtlewood, AL (102 mi. total); \$110/car.

March 26: Arkansas Midland RR: Jones Mills to Mountain Pine, AR; then south to Malvern & return to Jones Mills (112 mi. total); \$70/car.

THE LOOP (ONTARIO RAILROADS)

June 27-July 3: Algoma Central Rwy, Ontario Northland Rwy, Ottawa Valley RailLink & 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.

Excursions on the Web

By Rich Stivers

The NARCOA internet web site (www.narcoa.org) lists NARCOA-insured excursions, sorting them by NARCOA area of representation. Over 8,300 visits were logged during the first half of 1998, remarkably good for a non-profit corporation of our type and size.

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

The excursion calendar needs more material from all the North American regions. Please send excursion announcements to me, as well as *The Setoff* editor. *Thanks!*

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 RailLink, 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, incl. 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. 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 of why you would like to go on the trip.

SOUTHWEST RAILCAR, LTD.

March 26-27: Arizona & California RR (376 mi.): Fri. 26th set on at Parker, AZ; run to Matthie (near Wickenburg) and return. Sat. 27th run from Parker west to Rice, then south on Blythe sub. Evening return from Rice to Parker. NARCOA membership & insurance required; headlight & lever-actuated brake light required. Contact Wayne Parsons (wparsons@ix.netcom.com).

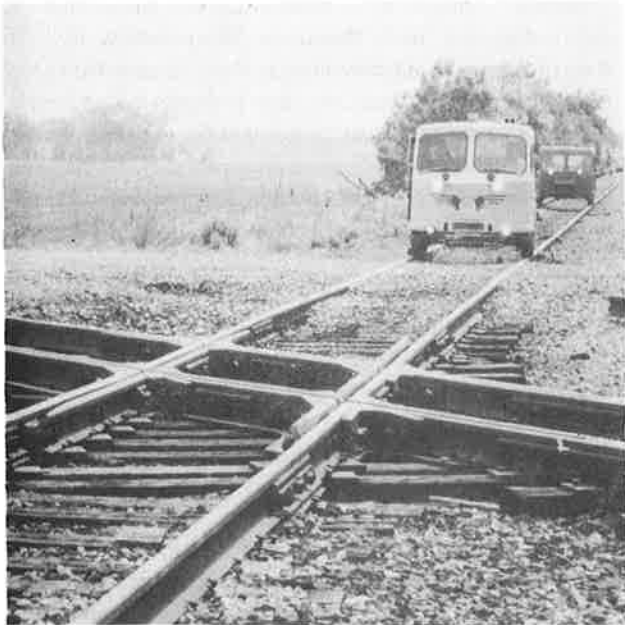
• IF IT CAN BE DONE SAFELY, DO IT

NARCOA e-mail ADDRESSES

By Joel Williams

NARCOA is not a computer club, but a number of us use computers in keeping the membership, publishing *THE SETOFF*, and maintaining the roster. We also make use of e-mail to communicate with other members. Increasingly, members choose an e-mail address, and are going online.

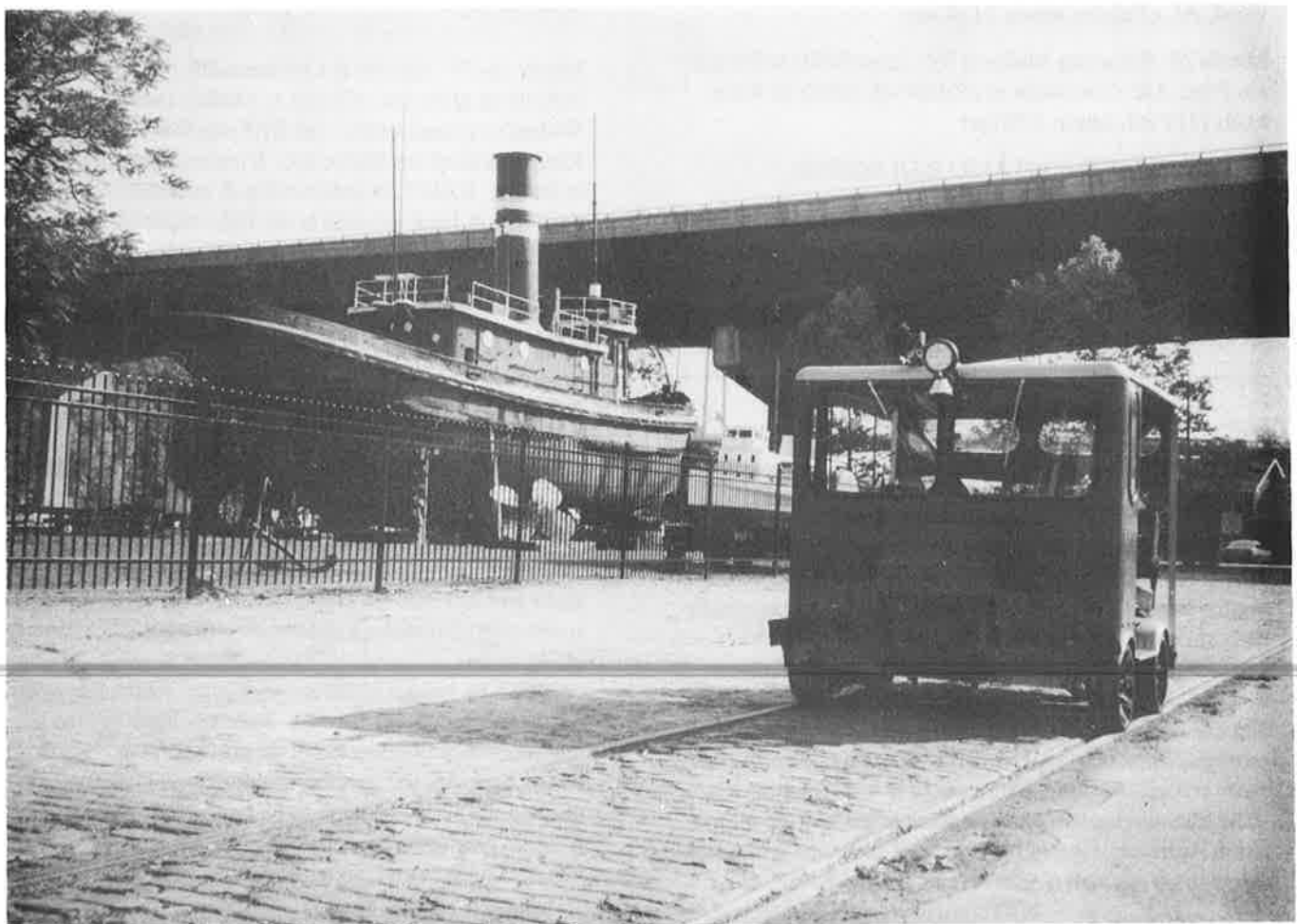
NARCOA has an excellent web page, which has been put together by Rich Stivers. Recently Rich started a members' e-mail address list on our web page. Each listing includes the member's name, city, state, and e-mail address. If you wish to be on the list, please notify Rich at: rich@stivers-bros.com. Please include your full name, city and state, so he doesn't have to look it up.



ABOVE: During the May 24, 1998, Ohio Central meet.
BELOW: Tom Healy's MT19 along Roundout Creek, Kingston, NY. (All photos on this page by Tom Healy)



ABOVE: Dick Wilhelm in his MT19 along the West Shore RR (warming up for Canada) on May 31, 1998.



J.F. WHITT, SR., D.D.S., P.A.
1018 WEST DIXIE AVENUE
LEESBURG, FLORIDA 34748
352-787-3310

July 20, 1998

Bill Hurtig, Editor
SET Off
P. O. Box 81, 410 N. Caster
Pelphos, Ks. 67436-008

Dear Bill,

I want to share with you one of the most special motorcar rides I have ever taken.

Enclosed are clippings from our local paper. When I saw the picture of James Webb, age 5, selling lemonade to earn enough money to buy a "Thomas the Tank Engine" train set, I called his mother to see if he could go for a ride in my motorcar. She said yes.

This little fellow has been fighting leukemia since 2½, had bone marrow transplant, chemotherapy and the whole works. He loves trains and gets excited when he sees or hears one.


When I asked Ben Biscan, general manager for Florida Midland RR he said o.K. and added why not give him an engine ride. James has had one other engine ride granted by the "Grant a Wish Foundation". Ben faxed the release for me to sign for our motorcar ride and we had our day June 6. I made all the arrangements for his engine ride June 20. I missed out on the best part because I was in Vermont & Canada with you and Hank Brown's group on the 20th.

You will note from the article in the paper that Ben had to change his train schedule to a Saturday and they made a special stop to pick up James and his parents on their run to Wildwood.

Now don't tell me mountains can not be moved. Here was a freight train that had to reschedule its deliveries and add a special stop to fulfill a wish for a great little guy 5 years old.

This may not seem like much to some but it was mighty special to me.

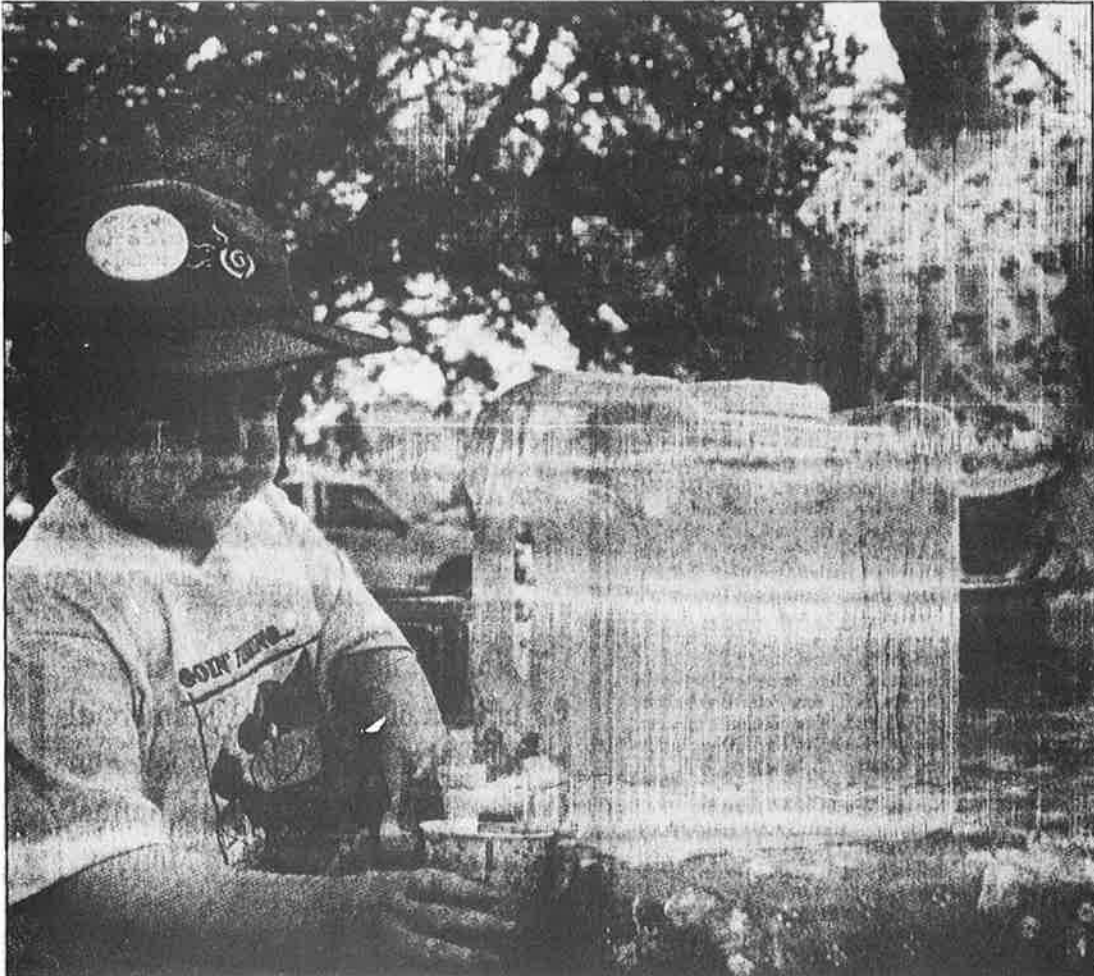
Sincerely,



Jack

From *The Daily Commercial*, Leesburg, FL. (Reprinted by permission.) Submitted by Jack Whitt.

Lemonade heals soul



Staff photo by Chris Livingston

James Webb was busy Tuesday filling orders for lemonade at his stand in front of his Leesburg home.

Boy, 5, undaunted by life with leukemia

By JOE RADA
Daily Commercial Staff Writer

LEESBURG

James Webb isn't letting leukemia stop him from opening a lemonade stand in front of his home at 709 Scenic St. at Coachwood East.

The 5-year-old businessman uses his own recipe of 16 freshly-squeezed lemons to make a gallon jug, and sells a cup of fresh lemonade at a quarter a cup. Cookies are also available for two bits each.

His goal is to make enough money from selling lemonade to get a wooden "Thomas the Tank Engine" train set to replace the current metal one he has.

"James loves trains," his mother, Cindy

Webb, said. "He has a whole set of metal trains which are from the British TV show 'Thomas the Tank Engine.' His grandfather used to work for a railroad and used to take James to the rail yards. We also took him to Union Station in Washington, D.C., so I guess he's always had a thing for trains."

It has been a long, rough haul for Webb since he was first diagnosed with acute lymphocytic leukemia in his spinal column in March 1995. He was doing well with major chemotherapy treatments, and was 18 months into it when he developed acute myeloid leukemia in December 1996 and had to receive bone marrow transplants.

Now he is completely off chemotherapy. "He could hardly walk when this started but now he doesn't even have to use a wheelchair," Mrs. Webb said. "The neighborhood kids have been great in coming over to get him to ride his bike with them. It's a wonderful way to get his physical therapy."

James' 93-year-old great-grandmother has not seen him since he was 6 months old.

There is hope for a reunion in Tennessee in the near future. It will give them a chance to celebrate their birthdays together, which are only a day apart.

Meanwhile, James keeps his lemonade stand open and his goals firmly in mind.

From *The Daily Commercial*, Leesburg, FL, June 19, 1998. (Reprinted by permission.) Submitted by Jack Whitt.

Leesburg boy to get free train ride - in locomotive

By **JOE RADA**
Daily Commercial Staff Writer

LEESBURG

James Webb loves anything about the railroad.

The five year old has his own "Thomas the Tank Engine" set from the British television show and was given a wooden train set, which was hand-carved by 88-year old Robert Bailey. He also has visited the historic Union Station in Washington, D.C.

On Saturday, young James will have a chance to ride in the cab of a real locomotive on the Florida Midland Railroad.

Ben Biscan, general manager of Florida Midland Railroad, has arranged a trip to Wildwood for the youngster, who has been fighting leukemia since he was 2½.

The plan for his ride in a railroad locomotive began when Leesburg dentist Jack Whitt read the June 3 Daily Commercial article about James' battle with leukemia.

Whitt called the Webb family and offered to give them a ride in his railroad motorcar.

Then Whitt went one step further and contacted his friend, Biscan.

"Jack brought James to see us and asked if we could do something for him," Biscan said.

"We talked to our customers and said we wanted to run the train on Saturday instead of Friday, and they agreed."

Florida Midland makes regular weekly trips to industrial and commercial clients in this area during the week.

Because Webb could only make the trip Saturday, Biscan contacted his clients and they agreed to switch the day.

"Dr. Whitt said he was going to try to get James a ride on the the locomotive and he kept his promise," James' mother Cindy said.

"James gets excited about trains every time we go across the railroad tracks near our home.

"He is really happy about this train ride."



Webb

Leesburg leukemia victim gets dream ride in locomotive

By **RICK REED**
Daily Commercial Staff Writer

LEESBURG

Five-year-old James Webb loves everything about trains.

So Saturday morning's ride in the cab of a big red locomotive wasn't the reason he changed his mind about being an engineer one day.

In fact, James thought the ride was "pretty neat," akin to a five-star review in kid's vernacular. It's just that choosing new career paths is a kid's prerogative, according to the precocious James, who has been battling leukemia 2½ years.

And although he's thinking about a new vocation, it's still on the same track as the old one.

"I changed my mind — I want to be a chef on a train," he said while sitting in the cab of a locomotive Saturday. "A kid can change his mind."

Saturday's train ride was the result of a news story about James' lemonade stand. He began selling lemonade so he could raise enough money for a wooden "Thomas the Tank Engine" train set.

"He's paid for about three-quarters of it," said his mother, Cindy.

Supplementing lemonade sales has been the generosity of people who read the story, she said.

Cindy purchased the special train set, which is from a British television show, in Tampa about a week ago because she received too good of a deal to pass it up. But they are waiting for James to raise enough money to get it paid off.

"He may have it opened by August, that's his birthday," she said.

James wasn't yet three when he began his fight with leukemia. He was diagnosed with the disease in March 1995. He went to Shands Hospital in Gainesville, where he received a bone marrow biopsy and a spinal tap. After chemotherapy and radiation treatments, James was put on a battery of medications.

About 18 months into the process he suffered a relapse. The chemotherapy had mutated the cancer into another form. Cindy and James' father, Mike, were faced with some difficult decisions. James needed a bone marrow transplant, which meant more radiation and chemotherapy. Although there was a chance the bone marrow was contaminated with hepatitis, they decided they had no other choice and "put it in God's hands."

The first bag of bone marrow broke, and the doctors used a smaller bag, which took longer. James' parents prayed. Eventually they got positive results. And James, who was in a wheelchair in November, was walking Saturday.

The train ride wasn't the only gift the story prompted. James also received a hand-carved wooden train set from 88-year-old Robert Bailey.

He was able to hitch his ride Saturday because Leesburg dentist Jack Whitt contacted the general manager of Florida Midland Railroad, Ben Biscan, after reading the story.

Biscan had to make special arrangements because Webb could only ride on Saturdays, and the local train only makes runs for commercial and industrial clients during the week.

Allied Chemical and 84 Lumber gave the OK to wait for their loads on

Saturday. James' father was also able to accompany him because of the scheduling change.

In addition to letting James blow the train's horn, engineer Vernon Wimberly also let him name the train. James dubbed it "The Red Train."

While Cindy has been surprised by the outpouring of love her son has received, she wasn't too surprised by the offer of the train ride.

"This is how railroad people seem to be," said Cindy, whose father worked for the railroad. "They just seem to be a generous group."

WILDERNESS TOURS group, June 30, 1998, standing between the motel and the beach at Perce, PQ, preparing to board the bus which returned the group to the station a few miles away, where motorcars would depart on the return trip to Matapedia, PQ. Perce is a celebrated tourist destination, and is one of the major ports occupying the east end of the Gaspé Peninsula. (See story pages 14-15.)

Perce Rock stands in the background. At low tide, one may walk out to the rock. The motel where the group stayed is behind the photographer (the bus driver). On June 29, the sun rose at 4:15 a.m., shining through the hole in the rock. The group came to Perce via the Baie Des Chaleurs (Charles Bay) RR.



First row, kneeling, L to R: Tom Norman, Zelma Gates, Bobby Moreman, Dave Stroemer, Cindy & Bill Kozel, Dick Wilhelm kneeling behind Bill, Fred Furminger, Paul Schramm kneeling behind Fred, Ralph Goneau, Camelia Lockwood, Mike Heaton, and Ron Zammit. **Second row**, standing, L to R: Brenda Moreman, Lorn Gates, Kathryn Norman, Helen Batchelder, Helen Taylor, Karen Stroemer, Jack & Susie Whitt, John & Judy Bailey, Allissa Palmer, Idella LuBrandt, Rose Marie & Arthur Brodrick, Kathleen & A.C. Marshall, and Carol Brown. **Third row**, standing, L to R: Bill Evans, Norm Batchelder, Craig D'ooge, Walter Powell, Alan Freed, Warren Chiesa, Barb Welch in front of Warren, Bill Hurtig, Doris Hurtig in front of Bill, Ted Bailey, Howard Harper, Rusty Schramm, Bob Layfield, Betty Layfield in front of Bob, Mike Craner, Jim LuBrandt, Bob Hixenbaugh, and Hank Brown.



SCRAP BOOK MEMORIES

AN OLD CLIPPING WITH A CURRENT MESSAGE

By Kevin B. Page

While unpacking some boxes the other day, I sat down to reflect on the memories I had saved during adolescence. One particularly memorable item was the February 17, 1976 clipping (used by permission) from *The Richmond Times-Dispatch*, which reported the February 16 derailment of a Southern Railway motorcar and the untimely death of its passenger as he jumped or was thrown from the car as it bumped along the right-of-way. This clipping conveys the grim reality of safety issues for which we must constantly remain alert.

I vividly remember this accident, for I used to see Mr. Bland and his co-worker weekly as my bus ride to and from school crossed the Richmond-Danville, VA line of the Southern Rwy (Now NS) several times. Although reports could not be confirmed from the shaken operator, it was speculated that Mr. Bland jumped off as the car headed towards an embankment on the north side of the track. His body came to rest with his head against the ball of the south rail. The operator of the motorcar remained on board, and was not injured.

Several lessons may be gained from the 22-year old clipping:

1. Keep a constant lookout for debris on the railhead.
2. Maintain a proper speed to allow for safe, prompt braking.
3. Rail sweeps do not always work well when several pieces of ballast or rock are lying close together on the track. The sweep may dislodge the first rock, then bounce over the next one(s).
4. Children love to place things on the track. This derailment occurred behind a school, on an otherwise secluded one-mile portion of straight track.
5. Rail skids under motorcars don't always keep you bumping between the rails; your motorcar may go flying!

L to R: Ed Rosenberger, Tom Stallings, Carey Boney, Rick Tufts, after clearing 0.9 mi. west of Bonsal, NC, on the old Norfolk Southern RR Durham Branch, 8/8/98.



Many of us have written or spoken of safety concerns. The enclosed photo and caption provide a rare glimpse of dangers our railcar hobby works diligently to address.

(Copying The Richland Times-Dispatch photos used by Permission)



Staff Photo by P. A. Gormus Jr.

Railway Employee Killed

A Southern Railway Co. Employee, Tom Bland, 65, of Rt. 1, Amelia County, was killed yesterday afternoon when he was thrown from a motorcar which left railway tracks after running over rocks which had been placed on both rails, authorities said. Bland and another

employee, who was not injured, were inspecting tracks when the motorcar derailed about 2:15 p.m. behind Huguenot High School. Chesterfield County police said they were trying to determine who placed rocks on the tracks.

Two scenarios appear inherent in this fatal derailment:

1. If Mr. Bland was thrown from the motorcar while the operator kept a firm grip and thus stayed on board, it conveys a strong message to study the practical application of seat belts for motorcars.
2. If Mr. Bland did choose to jump, his choice was fatal.

Carey Boney and Ed Rosenberger on Walter Rosenberger's newly restored Northwestern 532-R at New Hope, NC, 8/8/98. Photos on this page taken by Walter Rosenberger; submitted by Rick Tufts.



Railroad Motorcar Excursions: The Changing Role of the Railroad Motorcar

By Ron Zammit

"What's that on your trailer?" is a question frequently asked when I travel. That's because I bring my railroad motorcar. My hobby, my passion is exploring the rails from the vantage point of a motorcar. I travel the continent, joining other owners in operating on the track in a group. Other frequent questions include: "Do you have to pump it?" ("No.") "How do you get it on the rails?" ("It's similar to using a wheelbarrow, with built in handles.") "Do you worry about the trains?" ("No, we have permission and are scheduled as a train, with meets arranged by the dispatcher.")

How did I get interested in motorcars? As a kid early in the fifties, I noticed them working on the Missouri Pacific RR, around Kinder, LA, near my home town of Baton Rouge. I've wanted to ride one ever since. During middle age, my dream came true with the first car coming from the Illinois Central in Slaughter, LA. It cost \$125, a typical price in the 1980s.

Since then, the motorcar excursion hobby has matured, and now I have many chances to operate. My enjoyment comes from many sources: the ability to operate my own restored motorcars, the unique scenery on unusual railroads, seeing a railroad in operation, meeting railroad personnel in their own environment, and meeting other motorcar owners - an eclectic group. Let's face it, I'll never own a railroad, or a locomotive. This is as good as it gets!

For those of you new to railroad maintenance-of-way, motorcars have been replaced with hy-rail vehicles, especially since the 1980s. From the beginning of this century, these functional little cars served to transport section maintenance crews, track inspectors, signal maintainers, and track personnel. They had replaced the infamous hand or pump car, a number of which were converted to motorcars by removing the pump tower, with its handles, and replacing it with an engine.

So how did a machine that had a service function evolve into a conveyance for touring the rails? That is a rather involved, lengthy story. Briefly, people have been interested in riding the rails since rails were laid. The story behind the velocipede is that George Sheffield invented the thing because he couldn't catch the scheduled trains to and from work, so used his machine to commute.

He once saved a train by reporting a break in the rail, and was "caught." Rather than pursue him legally, the railroad worked with him to place the machine in production. Others were interested, also. Many pictures from last century show railroad workers with wives or sweethearts on a hand car, touring the line.

In modern times, people have been using motorcars for seeing the sights, especially on lines which have no passenger trains. Thus the hobby has evolved. The act of

"bootlegging" or traveling without permission is frowned upon by the hobby, and, of course, by the railroads.

Those in the hobby actively discourage bootlegging and encourage all motorcar owners to use the rails legally. By the way, even "abandoned" rail is not appropriate for use by a motorcar. Someone owns it, and therefore bootleggers are guilty of trespassing, with such cases usually ending in court. "Abandoned" refers to "abandoned service;" there's a big difference.

Legal excursions take several forms. In the past, a railroad official might permit a few cars to make a "private run." Sometimes a railroad employee would gain the right to run an excursion. Or sadly, during salvage of an abandoned line, some railroads would allow a run before the rails were pulled. However, most runs today are excursions in which motorcar operators pay to operate, and do so with railroad employees as escorts.

Another type of excursion is operated by museums or historical societies, usually with membership required, and for which liability issues are handled by the museum. Since it is usually their railroad, the legal issues are a lot less complex. Finally, in certain places, state-owned track may be used under various conditions, but this is rare for most of us.

For the hobby to develop, the big issues involved protecting railroads from liability, and assuring safety on the rail. To address the issue of various liabilities, we have copied procedures from other hobbies which are successful in operating in today's society. All excursion participants must sign releases which render the host railroad immune from liability. These releases are the same type as those used by such hobby groups, as skydiving and mountain climbing. They are legally binding upon the signer and his/her relatives, since they apply to hobby, not employment activities. Third parties, such as someone trackside not connected with an excursion, are covered by our liability policy, which names the railroad as an "additional insured." This policy protects the railroad, its employees, and the operators from third party law suits.

As to safety on the rails, we must remember that railroads occupy an industrial environment, with dangers, rules, and a unique culture. Based upon thorough study, we have our own rule book, modeled after railroad rule books. We used FRA regulations and railroad rules for motorcars as a beginning, but our operation in convoy with dozens of cars required distinctive rules for safe excursions. There have been a few accidents, but no deaths. Our hobby has been good at self regulation and providing a safe operating environment. The insurance program and the releases have worked well when needed.

The national organization which provides the insurance is the North American Railcar Operators Association, or NARCOA. NARCOA insured excursions are the standard, and the NARCOA rules form the basis for safe operation.

(continued on page 14)

ation. NARCOA has begun a system of operator certification, similar to the locomotive engineer programs. There are currently over 700 operators with their "ticket." All operators are made aware of the serious requirements of safe operation through newsletter communication. There is a judiciary procedure for rules violators.

Local groups around the continent actually run the excursions; those groups do most of the work. Running an excursion is a handful from start to finish. Arrangements must be made with the railroad, and for parking, lodging, meals, and portable johns (some are trailered behind a motorcar). Potentially dangerous crossings must be considered. Operators must be informed of special track problems, slow orders, and any special grade crossing issues.

These crossings are particularly special problems for us. Motorcars do not have the right-of-way at highway crossings. Also, motorcars are insulated at the wheel/axle interface, meaning they cannot activate crossing signals. As formerly used by the railroads, motorcars could safely traverse most crossings, because they usually ran alone. With a group of motorcars, busy crossings must be flagged, to let the whole convoy cross safely.

Most motorists are entertained by the distinctive sight of motorcars, but some become irate, and may try to jump the crossing. We've all heard accounts of trains hitting cars trying to make it through the crossings. For us, being struck by an automobile is a disaster, since the motorcars are not that heavy. Grade crossings are always a concern and receive special attention in our operations.

What's it like on a motorcar excursion? My 1998 summer vacation included two excursions in the VT/NH area; then up to Quebec for two more. The trip on the Charles Bay Rwy in Quebec, from Matapedia to Gaspé was a favorite, with the track right along the southern coast of the Gaspé Peninsula.

These excursions were coordinated by Hank Brown, who has probably arranged more excursions on more railroads than anyone in the world. As is typical of their trips, his wife Carol, had done all the homework for us: Motels, meals, and many other details were planned, making an enjoyable time for all. Fred Furminger, with his ever-reliable motorcar, "No. 303," ran at the tail end, to help those in need.

The first night, we stayed at an inn with a restaurant, near the rail set-on site. Excitement was in the air as the operators began to arrive with trailered motorcars. Of particular note were Alan L. Freed and Craig W. D'Ooge, with their perfectly restored 1957 Pontiac station wagon, with hy-rail gear, one of only a dozen or so customized by the Fairmont Company. (Fairmont Tamper is the sole surviving motorcar manufacturer, although motorcars are no longer in regular production there.) Not all excursions allow hy-rail vehicles. Two of these Pontiacs are known to exist (are there more?) and this one served on the Nor-

thern Pacific RR, near Yellowstone. This car features gear which drops or rises to/from the rail hydraulically, with the push of a button. Most hy-rail gear is operated manually, by levers, although a lot of the new machines now have hydraulics. The Pontiac was ahead of its time, and very expensive. Freed and D'Ooge wrote a magazine article in the early 1980s that provided the encouragement for me to purchase my first motorcar, and this was my first chance to meet the two.

The next morning dawned clear and cool, with no bugs. What a wonderful change from other years, when we have set-on in the rain, with mosquitoes and black flies on the attack. Set-on was no problem for the approximately 30 motorcars. My partner for the trip, Bill Evans, and I set his motorcar on in front of Fred's 303, at the tail end of the convoy.

The safety meeting was held, a necessary part of each excursion day. Beside crossing dangers, we were told of the towing rule for the trip: Should a car break down, it must be towed at once (each car has a hitch and tow bar). We had to meet a train, and there would be no chance taken in delaying it. (We did have one breakdown: an operator lost a rod in his car's brake rigging. The car was towed to a station along the route, set off, and the operator obtained a ride back to Matapedia to get his truck and trailer, to recover the motorcar.)

Leaving Matapedia, the rails followed a stream where folks were fly-fishing, then traveled along the north shore of Chaleur Bay. Later, the bay opened into the Gulf of St. Lawrence. The railroad passed through small villages, over clear streams, and along seaside cliffs. Lunch was a picnic, and we were prepared. The site was perfect, a sandy, driftwood-laden beach, along the Gulf. (See the July-August *SETOFF*, pages 10-11.) Most of us had tasty Quebec snacks, although some had traditional railroad foods, like "beanie wienies" from the States.

By the way, NO alcohol is allowed, period. That's in the railroad rules and it's in our rules; this is a work environment. After a wonderful lunch, our railroad hosts, one at each end in hy-rails, started us on to our destination for the evening, Perce. I noticed the French on the radio, since many of the motorcars have railroad radios, and reflected that language really doesn't change the culture of the rail. It is interesting to hear operations done in French.

We stopped at the edge of Perce, with lots of sunlight left in the day, having run 165 miles. Actually, the station is at a distance from town, so Carol arranged for a bus to meet us and take us to the motel. A.L. and C.W. set off the Pontiac and headed into town on their own. That night Bill and I lucked out: our room faced the gulf, right on the beach. After a pleasant meal, we sacked out until wake-up, to catch the bus back to the motorcars at 6:00 a.m.

We traveled 78 miles round trip the second day, to Gaspé, which is the end of the line. After a quick lunch, it was back to Percé, for a hike out into the Gulf at low tide. Some of our group also took a whale-watching trip, and saw quite a few.

The third day we ran back to Matapédia, for set-off. However, this day was special, because a local paper ran an article on our trip. While write-ups are not unusual, the three days required for this trip provided time for area residents to be informed of our schedule. So, for this final day, at almost every crossing and station, there were groups of waving, smiling people. Some had small U.S. flags.

The children had great fun: they were fascinated with the motorcars, when we had a chance to stop. Fred kept them entertained with his Nathan air chimes on the 303, but he was always careful to operate them outside the villages, lest the noise bother residents. It was very clear that this area is family-oriented; the parents cared for their children, everyone was well behaved. I waved so much my arm was sore.

How does one begin at this hobby? An excellent way is to visit the NARCOA web page at: www.narcoa.org, or write NARCOA, Box 82, Greendell, NJ 07839 for more information. For the usual, insured excursion, each operator needs to know the rule book (take a rule book exam), bring his/her motorcar up to standards, purchase the insurance (\$160 for the 1999 year), and sign up for excursions (\$30 to hundreds of dollars, depending on railroad fees). Of course, you'll find a lot of other purchases will be emptying your wallet: new vehicle for towing, trailer, and maybe a new garage to store all the equipment. Then, of course, there's the motorcar itself.

As mentioned above, the one surviving American manufacturer is Fairmont Tamper, of Fairmont, MN. Fairmont will build a new car if someone pays the price, but they are not in regular production. The hobby has to rely on used motorcars. While a few machines survive from Kalamazoo, Fairbanks-Morse, Buda, Adams, and others, most cars are Fairmonts, with some late arrivals from two Canadian firms: Woodings and Beaver.

The Fairmonts fall into the following categories: M cars, MT cars, and A cars. The M cars are belt driven, with two-cycle, water-cooled Fairmont engines, having one or two cylinders. Cooling water boils in the engine, and rises to a condenser, where it condenses, falling back into the engine water hopper as water droplets. There are no moving parts in the cooling system.

Models in use are: M-9 (small inspection car, 2 people), M-19 (larger car, 4 people), and finally, the M-14 and S-2 (heavier construction, but with no spring suspension). Power is applied to the rear wheels via a wide belt, with idler pulley. To reverse, the engines are run backward. They are crank start (watch that arm!), designed in the early part of this century, but manufactured into the '80s. Sometimes these can be a challenge to run, but when

running well, they are the best. They make the characteristic "putt-putt" sound, from which another nick-name for motorcars came. Ordinarily, the M and S cars came with no windscreen. Most railroads purchased aluminum windcreens (canvas was also available), and perhaps an aluminum roof. Fairmont also supplied curtains for the sides and rear, making an enclosed car. The engine cover was called the "seat," with real seats an extra-cost option.

In the MT cars, the T stands for transmission. The MT19 and MT14 are similar to the M cars, but have an Onan, 2-cylinder, 4-cycle, air-cooled engine, dry clutch, 2-speed, straight-cut gear transmission, with chain drive to the wheels. These are the most common, and are easy to run and maintain. Some have the following luxuries: enclosed aluminum cab, with doors, windshield wipers, gas-fired heater, sound insulation package, turntable (for turning the car around on the track), and nice seats.

The A cars (Advanced) run from A3 up to A8. The smaller of these have wheelbases similar to M cars, lack spring suspension, and have 4-cylinder engines. The "Cadillac" is the A8, with a Ford 6-cylinder engine, 4-wheel drive, long wheelbase, and two frames, one suspended above the other, with springs and shock absorbers for smooth riding. These usually were ordered from Fairmont with front and rear windshields and roofs. Curtains enclosed the sides.

Among Canadian cars, Woodings cars use a snowmobile clutch and simple transmission, with driveshaft to rear wheels. They have spring suspension. Beaver cars (rare) have a hydrostatic transmission, air bag suspension, and enclosed fiberglass cabs. There are some Canadian-built Fairmonts of all models, a good many with fiberglass cabs.

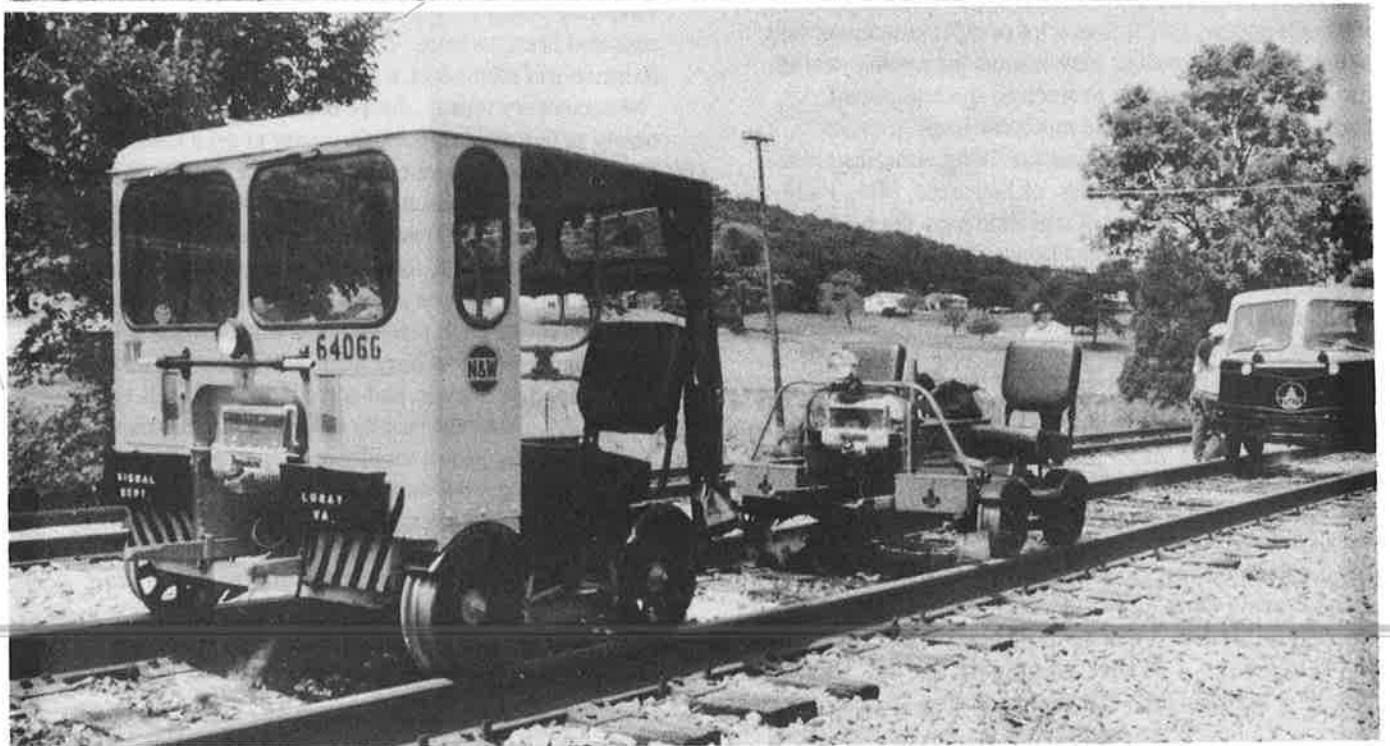
Motorcars are mostly phased out in the U.S., and they are nearly so in Canada. While it is easy to get a Canadian car now, once these are gone, they are gone! There are probably 5,000-10,000 motorcars in existence today, with about 2,000 in the hobby. Prices range from around \$500 for "near junk," to \$8,000 for a restored car with nice features. Availability depends on where you live; most unrestored ones on the market at present are in the midwest. Most of the motorcars we now have were built in the 60s and 70s. There are a few dealers, and some individuals sell via the newsletters. Parts are usually available, but expensive.

The hobby has grown rapidly in the past few years. Surely some operators will be critical of me for writing this article, since it may attract some new members. But there has been a lot of curiosity about the hobby, and it is time to take it out of the closet.

However, I doubt the hobby will continue to grow at such a high rate. Not many young people are attracted to railroad hobbies, and fewer motorcars remain. It is a serious hobby, so my wish is that if you choose to join us, do so with safety first in mind. If you desire to party on the rails, ride the observation car on Amtrak or Via.

But in any event, I hope to meet you someday, trackside.

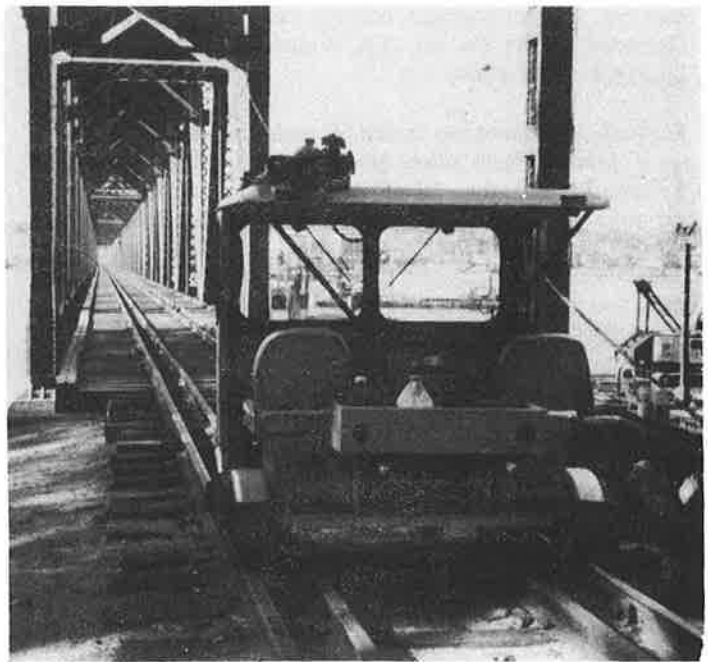
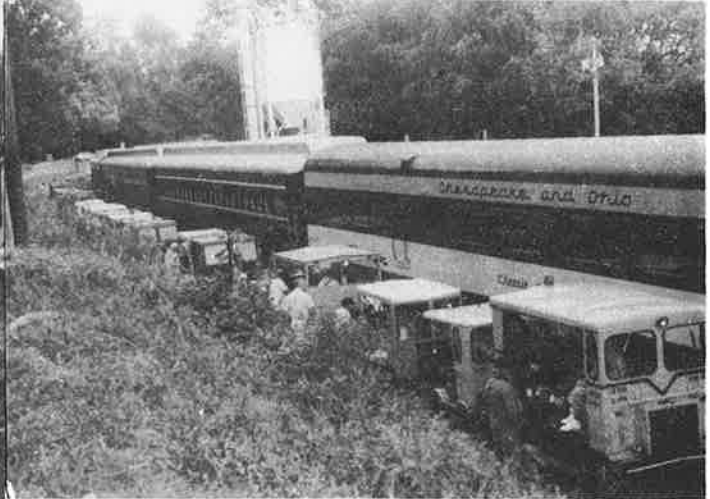
L to R: Hank Brown, Dick Wilhelm, and Fred Furning-
er at the Greentree Tunnel, Pittsburg, PA, at the start of
the 8/8/98 run on the Wheeling & Lake Erie RR. Photo
by Tom Healy.



Jeff Shelton's MR19 and M9 at Green Springs, WV, 8/8/
98, on South Branch Valley RR "Almost Heaven," on a
motorcar tenth anniversary excursion. Chuck Badgers'
Woodings is in the background. Photo by Jeff Shelton.

If it can be done safely, do it!

Upper Left: Set-on time at Petersburg, WV, for the "South Branch Valley RR" 8/8/98 104 mi. RT excursion. **Upper Right:** Waiting for the "Potomac Eagle" excursion to go south, so they may continue north. **Lower Left:** Northbound speeders crossing the trestle south of Romney, WV, SBVRR. Photos by Gary Shrey **Lower Right:** Sam Powers' former CPRR M9 waits for the Bridge Tender's OK to cross the Carleton Bridge over the Kennebec River, Bath, ME, on the state-owned Rockland Branch (former Maine Central now operated by the Maine Coast RR). Oct. 1998 photo by Sam Powers.



IF IT CAN BE DONE
SAFELY THEN DO IT



Want Ads

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

FOR SALE: Track charts and profiles. Railroad-issue map books of graphic and technical information highlighting track arrangements, gradients, curve degrees, bridges, signals, facilities, stations, crossings, abandoned lines, etc. Short lines to major roads, past and present. Large catalog, \$2.00. Contact Dave Cramer, 2114 Sheridan Drive, Madison, WI 53704.

FOR SALE: 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: Fairmont #EZ455 poppet valves; plastic, same weight as original. \$15 + \$3 postage (100-piece lot run). Carey Boney (Phone 910/285-7489; FAX 910/285-6242)

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)

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

FOR SALE: New parts for Fairmont cars: M9 brake shoes & liners @ \$20; M9 flange brake shoes & liners @ \$20; M14, M19 flange brake shoes & liners @ \$20; M14, M19, MT14, MT19 brake shoes & liners @ \$12.50; #46500-46501 setoff skids @ \$30; #46556 lift handles @ \$75; #98397 lift handle bracket @ \$6; #M-18457 brake pivot stud @ \$12.50; #M-17082 brake shoe hanger @ \$12; #M-18930 brake hanger pin @ \$6.00; #46565 fuel tank (4-1/2 gal.) @ \$110; 6-gal fuel tank @ \$125; #F-13212-F9085 black seat cushions @ \$32.50; folding seat frame @ \$35; non-folding seat frame @ \$27.50; M19 & MT19 seat mounting brackets @ \$30/set; M19 & MT19 side curtains @ \$175/3 pc. set. Gas tank guard, attaches to the rear of the engine box extending across the rear of the car, covering the fuel tank. It is 8" high, formed of 10-gauge (1/8") steel, finished in red powder coat paint. It is easily 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 Carlos 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 ones, 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: Canadian National MT14-L motorcar, completely restored, ready to run; also new trailer, professionally built, \$3,900 OBO (Phone 707/448-7123; e-mail VACAFARM@AOL.COM)

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

FOR SALE: 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. /Clemont (6/98) \$16
Matapedia to Gaspé & 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:

Lycoming & UCIRR, White Deer, PA (5/98) \$15
North Bay to Swastika (1997) \$15
Peace Riv. to Coppemine, NWT: 2 hr, \$15; 4 hr. \$25
Coppemine, 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, with trailer: Electric start, hydraulic turntable, rebuilt engine, great shape; asking \$3,300. Glen Goodell 419/668-9848, or Paula Goodell 440/988-8240; 46895 Cooper Foster Park Rd., Amherst, OH 44001. e-mail: TheGoodL@aol.com.

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

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

FOR SALE: 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 910/285-6242).

Bill Evans' MT19 heading toward the Ford, KS, elevator, on the Dodge City, Ford & Bucklin RR. "Where's the track?" June 1998 photo by Bill Evans

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

FOR SALE: Fairmont ST2, running, very good mechanical condition, 6-V dry cell; open car (no cab), several boxes of misc motorcar parts incl; presently in dry storage. \$1,500. Also, homebuilt trailer for motorcar, 3,500# capy. springs, axle, hubs & bearings; single drop axle design, skeleton framed; hand winch, fenders, spare tire, loading ramps; ready to be titled; has hauled MT14 easily. \$1,250. Both items FOB Blue Ridge, GA. Contact Hugh Cain, 510 Austin St., Norfolk, VA 23503 (Phone 757/588-6579 after 6:00 p.m.)

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

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).



SAFETY CORNER

By Jim McKeel, Director NARCOA Area 9

Don't forget to take some time for a good look at the motorcar several days before that first excursion! A good inspection of the car then could save a lot of problems later in the season when you might have little spare time to make repairs.

Put the motorcar up on some jack stands, and crawl under it for a good look. Check for bolts that have vibrated loose, and tighten those up as you go. Make sure your chain/belt is properly adjusted and in good condition. Lubricate everything with a good grade of grease, and change the engine oil (if you have a 4-cycle engine).

A thorough check of the electrical system might also save you some stress in a few weeks when you get to an evening excursion, and switch on the headlights or your tail/stop lights, and nothing happens.

Things are starting to fall into place for another exciting season on the rails, so don't be caught short with a motorcar that isn't ready to roll when you are! A little preventive maintenance can save a lot of headaches later!

INSURANCE NEWS

By Tom Norman, Insurance Coordinator

Just to let everyone know, we have insurance for the next three years at \$160.00 per year, per person. The insurance is with *General Accident Insurance*, as *Reliance* dropped us. Coverage includes Personal & Advertising injury, and products-completed operations insurance added to our commercial general liability.

Each occurrence limit is still \$10,000,000, but the general aggregate limit is now \$20,000,000. Hy-rail coverage is included in the general liability, personal liability, and physical damage policies (again while on the rail only.)

There is no exclusion for underage operators, so NARCOA can allow 14- to 17-year-olds to operate under the supervision of an insured parent, subject to having a drivers license, passing the rulebook test, and gaining the prior approval of the meet coordinator and the host railroad, as originally approved at the 1996 Board meeting.

Area Insurance Representatives will have more detailed information within the next few weeks. Insurance applications are included with this issue of *THE SETOFF*. Current insurance expires January 31, 1999.

North American Railcar Operators Association (NARCOA)

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Vice President - Mike Paul
Secretary - Joel Williams
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