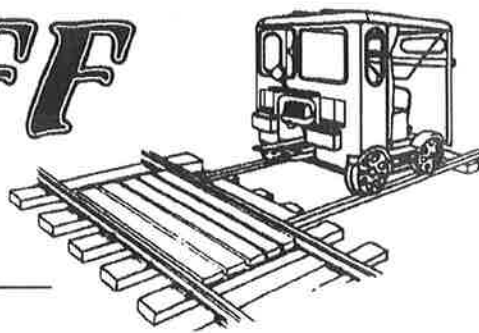


# THE SETOFF

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

January/February 1999 Volume 12 - No 6



*Cold January day on the old Delaware Lackawanna & Western main line through The Pennsylvania mountains east of Scranton.*

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## Views from the President's Car

By Stan Conyer

When I took the reins of NARCOA from former president Ron Zammit things were going pretty smoothly. It is surprising how fast problems can arise. Our first problem was with our insurance. Luckily, this was handled by our insurance coordinator before I even knew there was a problem. We all owe a debt of thanks to Tom Norman for all his work with this program.

The next problem was with our newsletter. Our editor Bill Hertig ran into problems and needed help. Once again a member stepped up to help. Joel Williams took the problem upon himself and put together a wonderful issue with insight only he could offer. This issue marks the second and final one put together by Joel. He will go back to his old job of Secretary and keeping our membership straight. Thank you for effort above and beyond your normal duties. Bill Hertig once again will keep us all informed on the latest news for our hobby through THE SETOFF. This publication is vital to our hobby and must continue to be published in a timely fashion.

If you wish to keep up with our hobby in a real time fashion I invite you to go on line and join the Speeder List. NARCOA is not a computer club, but our members are into gadgets and many have computers. The Speeder list enables interested persons to send e-mail to others with like interest, share their thoughts with others, exchange restoration tips, maintenance ideas, sell motor cars and parts, find out about upcoming meets, and comment on the hobby. To join is easy if you have a computer and the Internet. Just send an e-mail message to: [speeders-request@lists.cirr.com](mailto:speeders-request@lists.cirr.com) with nothing in the message field and the message; subscribe speeders (your e-mail address@your.com) This enables those with computers to keep up with what going on with the hobby and is a great pastime during the winter months.

Attention all directors, committee chairs, meet coordinators, insurance coordinators, and local organizations. I am developing an address list of the above people so we can send out organizational news, which those who put on meets, need to know. The easiest and fastest way to do this is with e-mail. I know that not everyone has or even wants to have e-mail but this is the fastest and most efficient way to get information out. If you are in this group and have not placed your e-mail address on the list on the NARCOA web organizational page please do so. See last months issue, page 5, instructions on how to get your e-mail address on this list. If you do not have e-mail maybe you have a friend with an e-mail address. If not, please send me your name and I will put you on my special mailing list so you can get the information too. These mailings will involve insurance, FRA, membership, and other information of interest mainly to those in the organization. Stay in the know, get on the list.

Some more organizational news. The 1999 annual meeting of the NARCOA Board of Directors will be held in Chicago IL. September 17 & 18, 1999. All elected directors and committee chairpersons need to attend. Everyone else is welcome. Mark your calendars now, Hank Brown will fill us in on all the details later.

Be careful out there, Stan

## STATE OF WISCONSIN ADOPTS NARCOA RULES

On January 21, 1999 the Department of Transportation of Wisconsin adopted the North American Railcar Operators Association's rules and regulations for all motorcar excursion permits on state-owned rail lines.

Through the efforts of Mike Paul and others, the state DOT is modifying their Administrative Rule TRANS 31 to include: "Vehicles operated on rails for pleasure or recreation include railcars, railroad motorcars, railroad handcars, and railroad speeder cars".

It goes on to say in Section 19, Trans 31.04(1)(h)5, "Other powered or non-powered vehicles operating as excursion trains are in compliance with the North American Railcar Operators Association latest book of rules, and motorcar inspection reports for each vehicle are available.

This is excellent news for a hobby that has evolved as far as it has. It is assumed that other states will follow Wisconsin in adopting our rules. This change will enable more members to use state-owned track legally.

### Important insurance notice

Insurance coordinator, Tom Norman will be off running his motorcar on Hank Brown's Southern Tour in March. Tom will be gone from March 13<sup>th</sup> through April 5<sup>th</sup>. If you want your insurance applications processed be sure to get them to Tom by early March or wait until after April 5<sup>th</sup>.

### The Track Inspector Sez:

Why do they always want to know:

How fast  
does  
that  
funny  
looking  
thing  
go?



## Editor's Notes

By Joel Williams

I want to thank all those who came forth with material for THE SETOFF for these last two issues. I made a number of requests and response was enthusiastic. There is no need to list the names here. You just have to look in these pages to see.

Remember you don't have to be anyone special to contribute material to THE SETOFF. There is no inner circle of contributors.

What is more likely to get published? Pictures that are fresh and different or show spectacular scenes. The snow scene on the front cover of this issue is an example. It's different and seasonable. Pictures of a member posed next to their motorcar are good. However, remember to identify the people. An explanation about the railroad accompanying the picture is very desirable.

Have something to say but you think you can't write. Our Editor will correct the English so why not give it a try. The female point of view is always welcome. THE SETOFF is not just read by men. Articles must be positive and reflect the good image that NARCOA has established. A piece criticizing the excursion coordinator on a particular run will probably not be published.

So let everyone see what is going on in your part of the country. Let me thank those who have taken the time to send their pictures and write those articles. Without you THE SETOFF would just be four pages of want ads and excursions

### 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 13, 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 the 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

Please submit materials  
for the next issue of  
**THE SETOFF**

by March 15<sup>th</sup>

Send to:

**Bill Hurtig**

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### 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 15<sup>th</sup> of each odd-numbered month (January, March, May, July, September, November)

# THE SETOFF

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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>

## 1999 NARCOA Insurance

by Tom Norman, NARCOA Insurance Administrator

NARCOA has the insurance program successfully setup for 1999, however with a new carrier. This year General Accident Insurance will underwrite the program. The coverage is in place for three years, although NARCOA members may purchase insurance on a twelve-month basis.

I'm happy to report that the premium has dropped from \$187 to \$160. All current NARCOA members should have received the insurance application information in the last issue of *The Setoff*. If you did not receive an application you may download the forms from NARCOA's web site at [www.narcoa.org](http://www.narcoa.org) or contact any one of the NARCOA Area Insurance Representatives listed below:

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

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

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

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

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

**Dick Wilhelm**, PO Box 209, Bearsville, NY 12409  
Phone: (914) 679-2870

The insurance coverage is similar to the previous policies with Reliance, but with substantial improvement in several areas. First, the commercial general liability coverage also includes personal injury and advertising injury liability, and products-completed operations coverage. Second, the General Aggregate limit is \$20,000,000 double last year's \$10,000,000. Third, hy-rail owners are now covered under the Commercial General Liability, Personal Liability and Physical Damage Coverage, however only while the hy-rail is supported by and operating on the rail. Hy-rail owners will still be required to show proof of automobile liability insurance to confirm coverage when the hy-rail is off the rail.

Basically the new program strengthens our coverage beyond third party injury and property damage. Personal injury liability insurance covers nonphysical, non-economic harm, such as libel, slander, and invasion of privacy, discrimination, and false arrest. This protects NARCOA excursion coordinators, officers, directors, and

members from claims alleging psychological harm or presumed damage.

Products-completed operations insurance is coverage against loss for injury or damage resulting from the use of a product, or from improperly performed work. For instance, an excursion coordinator (or any NARCOA member) is covered for making repairs on a motorcar (say to enable the motorcar to complete the run) if at a later date a claim arises alleging improperly performed work.

Advertising injury coverage protects NARCOA and its members from statements made in our publications, excursion announcements, newsletters, etc, that cause loss to another by libel, slander, defamation, violation of right of privacy, piracy, or misappropriation of ideas, or infringement of copyright, trademark, title or slogan.

NARCOA is pleased to offer this additional coverage at a lower rate than in previous years. And United Shortline Insurance Services (our agent) has promised to push General Accident for even lower premiums in following years if our good claims experience continues.

For those interested in statistics, last year's policy saw 571 insured participants, the highest ever, up from 539 in 1997. We issued 141 Certificates of Insurance to 104 different railroads, also a record, including 40 new railroads! During the last four years NARCOA has issued 466 Certificates of Insurance to 177 different railroads!

As we approach the new operating season, I'm asking for your cooperation in working with me and the area insurance reps. Please remember that we are all volunteers. We process applications and other paperwork in our spare time. We try to complete our work in a timely manner, but we have other obligations too, both business and personal. There will be times when we are on motorcar runs and/or family vacations. Please try to allow at least three weeks of turn around time, not to mention mail delivery time, for processing your applications. Thanks, *Tom*.

## Affiliate Status Now Available for NARCOA Excursion Sponsors

By Dave Verzi

The difficulties in setting up a motorcar excursion aren't just related to the actual right of way on which we operate and how it is to be done. In certain instances, insurance and liabilities have been a great obstacle in hosting an excursion.

~~Now a roadblock has been lifted in our efforts to host various excursions while protecting our local organizations through the availability of General Liability coverage for Affiliate Groups.~~

In the past, only participants and the host railroad were covered, not the excursion coordinator or the local organization. Coverage for coordinators and local clubs is now afforded for losses that are not third party related. Some railroads have required assurance of the coordinator that such losses would be covered. An example of this

would be damage to host railroad property incurred because of a NARCOA Insured excursion.

To obtain this coverage your local group must become a NARCOA affiliate. Benefits of affiliate status include general liability insurance, membership in NARCOA for the Local Organization, subscription to THE SETOFF, and the use of the NARCOA name when hosting and advertising an excursion.

Costs to obtain affiliate status are \$20.00 per year for NARCOA dues, and payment of the annual insurance premium for coverage of the local group (1999 fee \$160).

Requirements of the affiliate applicant include a completed Affiliate Membership form, Affiliate Agreement to Indemnify, and Open Membership form. Copies of the following (if they exist) are also required: Charter, articles of incorporation, safety rules, releases, and by-laws. Open membership is a must in obtaining affiliate status.

Open membership requires that affiliates excursions will be made open to any NARCOA member in good standing, subject to the local group's individual membership and excursion requirements.

Though not presently required, other steps in organizing a formal local group are recommended. These include incorporation and obtaining tax-exempt status from the IRS.

As a benefit to those groups who have obtained IRS, 501(c)(7) tax-exempt status, NARCOA is working on extending Directors & Officers coverage to the local groups. NARCOA has D&O coverage for its Board, and hopes in the near future to extend it to the local Affiliates for a nominal fee.

With this coverage, NARCOA has come full circle in providing complete coverage for its organization and its local affiliates. Protection for both individuals and groups from any liabilities incurred in the pursuit of our hobby.

This covers the major points and benefits. If any local group or individual would like further details or is interested in obtaining affiliate status, contact Dave Verzi, Affiliate Coordinator.

A review of Affiliate requirements:

1. Agreement to allow open membership in affiliate Groups, subject to local requirements.
2. Submittal of pertinent documents such as by-laws, operation policies, articles of incorporation, etc. of the NARCOA affiliate.
3. Payment of both annual dues to NARCOA and insurance fees

Assistance in forming an Affiliate (and obtaining 501(c)(7) tax-exempt status) Is available by contacting Dave Verzi -10059 Aldridge Dr. - Columbia Station, OH 44028-9639 (440) 236-3374.

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

## Brake Light Installation

By Jon Labyak

I have found an easy way to hook up brake lights. All you need is a switch that is used on heavy equipment for back-up alarms. The one I used is make by Velyac, New Berlin, Wisconsin. The part number is 697011. You won't find this switch at an auto parts store but at a heavy equipment or truck parts dealer. It is a spring shaft mounted on a plastic base which has two mounting holes.

On my MT-19 A, it is simply bolted to the left inside of the engine cover. Mount it so the spring contacts the brake lever as it is moved ahead. This activates the switch. Power for the brake lights is supplied from the ignition switch. If there is not an in-line fuse, install one. (14 amp). You can then run a wire to a pair of regular taillights.

*Editor's Note: On two stroke Fairmonts with buzz box ignitions, the ignition switch is on the ground side. You will have to go directly to the battery for power.*

If the spring on the switch is not long enough to reach the brake lever, as on my car, install a spacer block under the switch base. I hope this advice simplifies your brake light installation.



## Pictures from the past



Early motorcar run on West Virginia's South Branch Valley RR. The motorcar sits on the bridge at the entrance to the "trough". Those who have been on SBVR excursions may not recognize this bridge. It was washed away in the big flood in the '80s



## Motorcar Tech-Talk



### With Dick and Ron

Dick and Ron, "The all-knowing Motorcar Brothers" who are distantly connected to the Tappet brothers, Tom and Ray from Boston, will answer those tough motorcar technical questions. Please submit your questions to either:

Dick Ray	Ron Zammit
5 Hemlock Place	469 Campana
Randolph, NJ 07869	Arroyo Grande, CA 93420
<a href="mailto:ray_r@rocketmail.com">ray_r@rocketmail.com</a>	<a href="mailto:rzammit@polymail.cpunix.calpoly.edu">rzammit@polymail.cpunix.calpoly.edu</a>

### UNDERSTANDING ALTERNATORS-1

Joel Williams submitted our first question as to how generators and alternators work. The information for this article was supplied by Joe Porhammer of Glendale, OR who had, as additional sources, the book *AUTOMOTIVE ELECTRICAL AND ELECTRONIC SYSTEMS* by James Halderman and his own experience with several MT-19's. Additional credit goes to Editor TomHull of "Quarter Inch Drive", a technical publication for the Tri-Cities, OR school district.

Before we proceed, we must understand that electrical voltage is generated when a wire loop crosses through a magnetic field. The voltage can be increased by speed of crossing, the numbers of wires, or the strength of the magnetic field. This voltage provides the current needed to operate electrical devices. First, the difference between the old, pre-1970's auto generators and the present alternators:

- A) The generators had fixed field (outside) magnets surrounding rotating coils of wire. These coils, parallel to the shaft and the outside magnets, were connected to their individual commutator segments on the rotor. Carbon brushes rode on the commutator segments for transmitting all the generated electrical current to the voltage regulator and thence to the rest of the electrical system, including the battery. Some old generators could generate several thousand watts at high RPM. There is many a home-made DC arc-welder still out there using a heavy-duty automotive generator for power. The catch here is "high RPM". With the proliferation of air-conditioning and countless other electronic goodies now in cars, it was necessary to provide adequate power at idling speed. Along came the alternator, a device developed in the '30's for low RPM applications, such as Onans, tractor motors etc.
- B) The alternator has no permanent magnets. It creates and rotates an electromagnetic field (rotor) inside the fixed coils around the outside (stator). Think of it as a generator turned inside out. Power is drawn directly off the fixed stator windings instead of the

rotor winding and brushes. The rotor is composed of alternating-polarity electromagnets that look like large teeth in a weird jaw. Instead of permanent magnets (remember, you had to polarize your old generator which established magnetism in the generator outer case) battery power is used to generate the electrical field. There is only a single coil, wound around the rotor shaft, therefore the commutator does not have any segments, giving much longer brush life. Also, the brushes now conduct only low-power field current to energize the coil. Because of the opposing sets of electromagnets on the rotor, the alternator produces alternating current which has to be rectified for the battery, and regulated as before.

As mentioned above, alternators create their own magnetic field by energizing sets of opposing magnets on the rotor. This is done by connecting battery current through carbon brushes riding on two insulated slip rings on the rotor shaft. Output voltage increases with the magnetic field and with rpm. An alternator regulates its output voltage by changing the rotor current through a regulator. The greater the rotor current, the higher the output voltage, rpm remaining the same. This brings up a problem observed not just with cars, but too often with motor cars. An alternator has difficulty charging a seriously run-down, or worse, dead battery. There is not enough voltage to get the rotor (field) current up, therefore the output may remain below the 13 volts needed for proper charging. An alternator often so abused will have a black rotor winding. This has sold millions of batteries when they were not the problem. A depleted battery should always be first charged with a battery-charger. Of course, a fresh battery will make the charging circuit work as it should. The field current is usually between 2 to 3 amps, or 24 to 40 watts which is what it takes for your brake light (flashing or otherwise).

Let's proceed to the power side of the alternator. So far, we've supplied current to the electromagnets only, the "pump handle". Now we must supply the muscle, and that is done by your engine. As you know, the faster we rotate and the more current to the electromagnets, the more electricity we will generate. Unfortunately, here we run into a natural law that prevents the existence of perpetual motion: inductive reactance. Basically, there is rising magnetic resistance for more current generated. It is similar to trying to push like-magnetic poles together, they will repulse. Output power is generated in three stator windings located around the outer core. The three stator windings may be connected either in series, that is, one after the other, or one end of each to a common point. In a schematic, the former is drawn as a triangle (Delta wound), the latter as a "Y" or "wye". The "wye" is the more widely used, and the one we will refer to. The common-point output connection is usually stamped STA on the terminal ring and is used for indicator circuitry. The stator's three windings produce three-phase alternating current due to the design of the opposing field magnets. This current is full-wave rectified with 6 diodes, (a neat trick in electrical design) and goes to the battery.

Unlike DC generators, current regulation is virtually self-actuating because of inductive reactance affecting the

field current. However, high voltage (over 250 V) is possible and must be controlled. This is simply done by either dropping or opening the field current to the rotor winding, thereby eliminating the magnetic field. Most alternators have integral regulator/rectifier circuits in a small case but some have them mounted on an external circuit board, with the power diodes on a heat sink.

This ends the first installment on the operation of alternators.

The next issue we will continue with repair of alternators, and we also hope to have some questions from other members. So send us your questions on mechanical or equipment issues, and we'll do our best to find the answers.

Dick and Ron

---

## FRA Meeting

by Ron Zammit

Last fall I attended the FRA meeting for short lines held in Phoenix. This meeting was similar to the one held in 1997. My attendance was by invitation from the FRA and I went representing NARCOA. There were familiar faces and as before I was welcomed, even though I do not operate a railroad. As I've said before, the motor car excursion hobby is now a known part of the railroad community.

There were many topics covered, but two relate to our operations: Roadway worker protection and trespass/grade crossing issues. I'd like to briefly discuss these here.

On the roadway worker protection plan the primary concern is work done within the right of way. While trains operate you need a safety plan filed and approved with the FRA. If you do work, and are caught without a plan, or are not following your plan, you personally may be fined (We are talking about thousands of dollars) and the railroad may be fined.

What is "the plan?" It is essentially an assignment of tasks. For example, five people removing trees and litter from the right of way. One person in this group would be assigned to watch for and control trains. This person would warn the workers of oncoming trains, and clear the area before allowing trains to pass. It is not much trouble to file a plan, and to follow it when working on the right of way. It is really too simple to ignore and risk the fines.

Plans may be filed via you and your railroad, or if there is enough interest, NARCOA could file a plan for the country. Is there any interest?

How can you avoid this whole thing? The easiest way is to avoid working when trains are running! If there are no trains, then there is no need for the plan nor its requirements. The FRA is primarily concerned about trains hurting people.

On trespass/grade crossing accidents, the FRA is shifting concern to the trespass issue\*. The statistics bear this out, as there are more people being killed by trespassing than crossing accidents. Grade crossings are

getting upgraded and safer. However, more and more people are getting into trespassing problems. This ranges from railfans trying to get a good angle for a photograph, to a family taking a short cut across the track to get to the grocery. Two things are working against the railroad here, the land alongside tracks is increasingly urbanized, and there are more trains running.

Now I realize, as does the FRA, that we are not trespassers. However, we need to be aware that increased scrutiny on this issue will lend more exposure to bootleggers, and possibly reflect on our operations. I urge all of you to keep this in mind. Years ago, there were very few legitimate excursions. Now with the insurance program, releases, and organization there are many excursions. There is no excuse for anyone to be bootlegging but it is still occurring. When someone gets caught, some railroads and some federal or state folks point the finger of blame at all of us. Unfair, but it happens.

The reason I mention "state" is that a lot of states are regulating their railroads more and more. It looks as though Wisconsin will impose inspections and fees for motor cars using state owned rail. This is in response to an alleged bootlegger problem in that state.

We, in the hobby, need to separate ourselves, as much as possible, from bootlegging. If a NARCOA operator is caught, there is a procedure to remove that person from our ranks. Bootlegging should also be reported to the railroad, with an offer to help find and discipline the offender. In this way we, in the hobby, may be seen as helping solve the problem and not causing it.

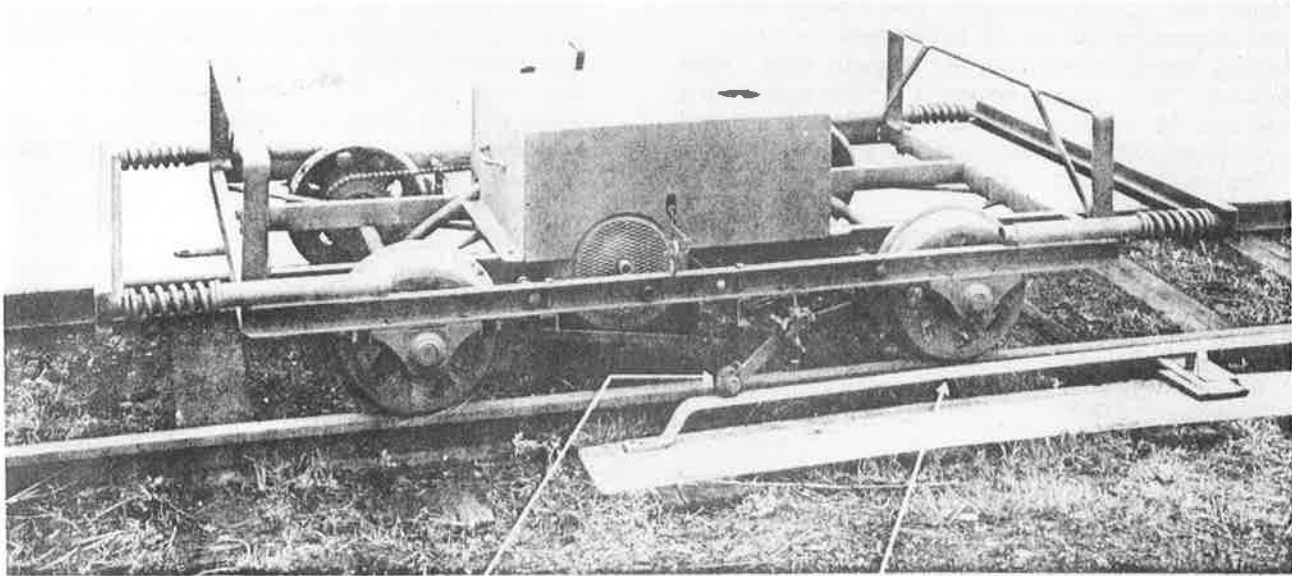
One last comment: A good many states are, or will soon certify flaggers. Some of these programs involve railroad flagging, others do not. Please know the flagging rules for the state you operate in. In some places if you are not certified and make a mistake while flagging it could become a big liability for you.

\*In 1995 there were 559 fatalities at grade crossings and 489 trespassing deaths. (Nowhere near the 1995 death toll of 42,000 on highways, but that's another world.)



Don & Sean Elliott on their Farimont M-14 emerge from the ex ICRR tunnel near Monticello, Wisconsin

Photo by Cheryl Watson



No. 27 Target Car, 48" Gauge

Brake Control

Patent Applied For

Brake Ramp

Print No. 1509

## Kalamazoo Target Cars

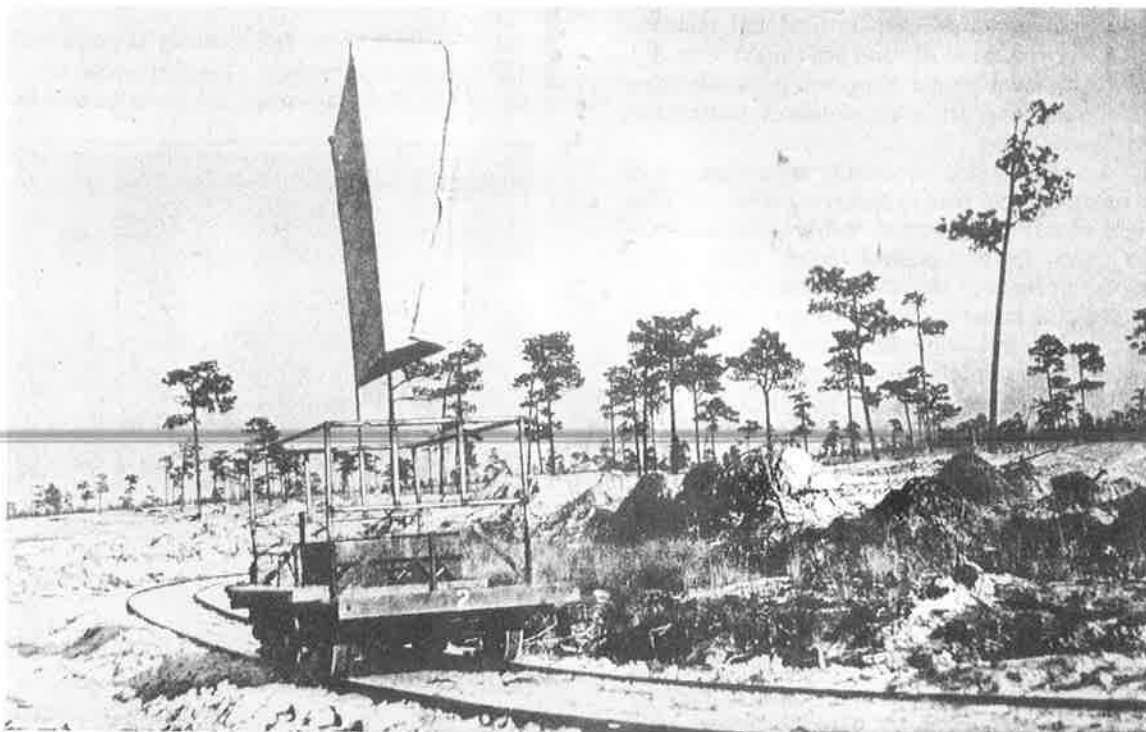
By Joel Williams

This is not a picture of an incomplete motorcar missing its body. No it's one of the strangest applications ever thought of for a railroad motorcar. Give a big military salute to the *Target Car*.

During World War 2, Kalamazoo Railway Supply built a series of target cars that were used to train US Army tank crews, anti-aircraft crews, and machine gunners.

The target car was not the target, but towed or carried a target so gunners were able to practice hitting moving targets. A sunken track was laid on the firing range. Along the track were ramps which engaged control levers extending from the car. The unmanned target car traveled along the track and could be sped up or slowed by a ramp engaging the throttle or stopped by ramps engaging the brake and ignition cut-off switch.

The cars pictured here were powered by Wisconsin air cooled V-4 engines. Kalamazoo claimed speeds between 3 and 45 miles per hour. We have no records of how many were destroyed by errant gunners.





## THINK BEFORE YOU START!

by Tom Norman

I learned my lesson! How many of us have blindly jumped into a restoration project without fully researching its history? Back in 1984 I purchased my first motorcar, a Fairmont M9-G. It came from a surplus equipment auction at the Idaho National Engineering Laboratory near Idaho Falls, Idaho.

In 1984, of course, I was unaware of the motorcar hobby, but I was still a railfan. The car was definitely a railroad motorcar, but had been extensively modified by the addition of a second method of propulsion. It had a 3/4-hp electric motor connected to the rear axle in addition to the belt drive ROC Fairmont engine. Besides the traditional Fairmont seat board there was a tractor seat that cantilevered off the rear of the car allowing the operator to sit between the rails, just above railhead height. Part of the cantilevered assembly included an aluminum hood surrounding the operator and some obviously missing electronic equipment.

The car had the center bearing removed, and all springs were replaced with a solid sleeve to provide a rigid frame. There was a separate liquid spray system with limit switches and squirt nozzles under the car.

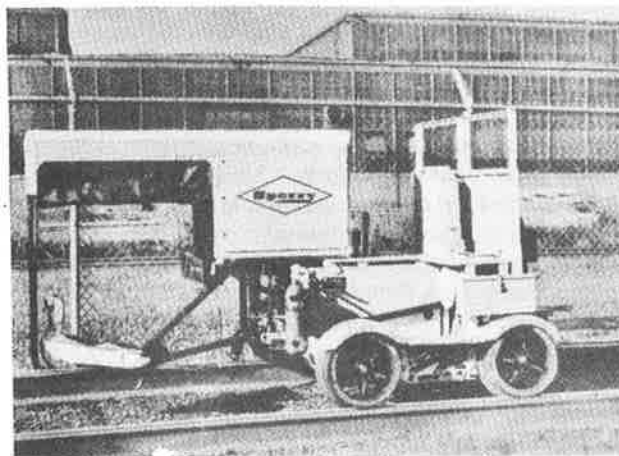
All the modifications suggested a motorcar used to test, oil, and/or maintain rail joints. I had heard rumors of atomic powered airplane engines being tested on rail mounted sleds. The ANP project (Aircraft Nuclear Propulsion) ended when funding was killed in 1961. I assumed this M9 was used to test the track. The time frame seemed about right. Thinking that the additional equipment was added by the US Atomic Energy Commission in the fifties, I jumped into restoring the car back to a straight Fairmont M9-G. I wanted a railroad motorcar not some oddball piece of test equipment!

I wrote Fairmont, getting the builders card, parts books, and service instructions. I found that the car was built 12/30/57 and shipped to Sperry Products, Inc at Danbury, CT. There was my first mistake! Isn't that where Sperry Rail Service is? Oh sure, Sperry probably just had a sales division that furnished equipment to the Atomic Energy Commission. Let's get to work and strip this thing of all the garbage. So after working through the winter, I removed everything that wasn't Fairmont, reinstalled springs and center bearing, and hauled everything else to the junkyard. Now I had a real M9!

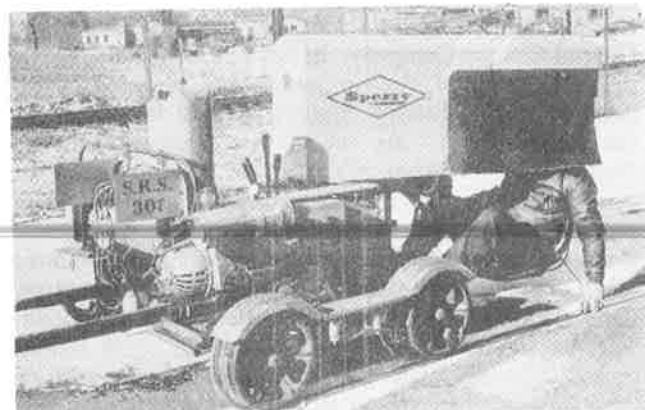
Remember that this is 1985. The first issue of *The Setoff* wasn't published until spring, 1987. I'm just happy to have a railroad motorcar. I don't know that others are interested in this hobby, or even that other motorcars are available to purchase. It isn't until 1990 that a motorcar excursion is close enough for me to attend. That year I actually operate the M9 on the Nevada Northern.

By this time other motorcar owners are telling me histories of their cars, the original railroad owner, car numbers, divisions, and even original operators. Maybe I should write Sperry Products about mine? January 1992,

I send the letter to Sperry Rail Service, because I couldn't find any record of Sperry Products, Inc. A week later comes the reply. My heart sinks as I read. They respond that I am the owner of SRS 311, an ultrasonic detector car, one of 15 built in the fifties and retired in 1967. They include pictures, specifications, employee magazines, and a roster of the 300 series detector cars, which they nicknamed "kitty cars".



Now I discover the reason for the original modifications. The operator would run the SRS 311 to the test site with the Fairmont ROC engine. At the test site, an Onan gasoline engine powered generator set mounted on the left front of the M9, furnished electrical power to an electric drive motor and a Sperry "400" dual channel "Reflectoscope". When testing, the operator would push a button to run the car forward with the electric motor. A mechanical "finger" on a limit switch would cut power to the motor when the "finger" was tripped by a rail joint. At the same time, a small amount of fuel oil was automatically sprayed on the railhead for ultrasonic coupling. The operator would then test the rail ends for defects with the "reflectoscope", push the button, and swing to the opposite rail as the car automatically advanced to the next joint, and the process was repeated. The seat height placed the operator at easy arms length above the rail joint to perform the test.



ONE OF THE EARLIER ULTRASONIC DETECTOR CARS

The employee magazines give additional information, with a regular feature "The Sperry Fleet-Crew Assignments". The SRS 311 starts service 3/17/58 testing on the New York Central. Operator Clark tests on the Chicago North Western November 1958. By July 1962, SRS 311 is out west on the Great Northern with operator Revell. Sperry's roster shows SRS 311 being retired 12/67 and sold to Idaho Power Company 8/68, but no indication of how it ended up at the Idaho National Engineering Lab auction in 1984. What I thought was just a government modified railroad motorcar was actually a Sperry ultrasonic detector car with historical significance.

The moral! Don't start any motorcar restoration project until you've done your homework. Make every attempt to know the history of your car before removing that first bolt. I kick myself continuously for scrapping what I thought were non-railroad modifications. If I had just written Sperry first, then today, instead of a plain M9-G, I would have a Sperry Rail Service "kitty car" #311 in operation!

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## A HISTORY OF SPERRY RAIL SERVICE

Author Unknown

Dr. Elmer A. Sperry invented the rail flaw detector car. Born October 12, 1860, in Cortland, NY, Dr. Sperry passed away June 16, 1930. In his lifetime, he founded eight manufacturing companies and took out over 400 patents. Having a keen interest in machinery and electricity from an early age, Sperry developed dynamos and arc lamps. He established Sperry Electric Mining Machine Company in 1888 to manufacture electric rotary and chain undercutting machines he had invented for the mining industry.

In 1890, Sperry began to apply his vast knowledge and skills to transportation. First he designed an electrical industrial locomotive and motor transmission machinery for streetcars, founding the Sperry Electric Railway Company in Cleveland, Ohio. He soon sold this to the General Electric Company. In 1894 he turned his interest to the building of electric automobiles powered by his patented storage battery. Sperry's greatest invention was the gyrocompass. He set up his Sperry Gyroscope Company in Brooklyn, NY, in 1910. He extended the gyro principal to the guidance of torpedoes, gyropilots for steering ships and for stabilizing airplanes.

To railways and railfans, the name Sperry is more likely to be associated with the Sperry Rail Detector car. Early efforts in the late 1800's to develop a rail defect-detecting device had proved unsuccessful while serious train derailments, blamed on transverse fissures, were on the increase. In addition to previous derailments, one occurred in Manchester, New York, in 1911, killing 29 and seriously injured 60, while another killed 21 and injured over 100 near Victoria, Mississippi in October

1925. It was apparent that a dependable rail inspection device was needed.

In 1923, Dr. Sperry began work on developing a method of locating internal rail defects. In 1927, he contracted with the American Railway Association to build a rail test car. Construction on this first car, numbered 101, began in June 1927. It consisted of a metal faced plywood body mounted on a Kalamazoo motor car bed which was in turn towed by a larger motor car. Following completion, it was delivered December 17, 1927 for testing. An operator, laying flat on his stomach, held a "search unit" against the rail as he was moved along on a hand car. Fissures were found during the tests, but serious difficulties were also encountered. This method also had problems due to uneven rail surfaces. Dr. Sperry and his staff worked round the clock for several months, until in 1928, when they discovered a new principal for detecting transverse fissures, the "induction method". In addition to detecting transverse fissures, the induction method also found split-heads and other invisible defects. This system was used until 1960 when semi-automated ultra-sonic equipment was added to the Sperry fleet. Ultra-sonic rail testing was first offered in 1949, equipment being mounted on a motor car, with hand held inspection made at each joint.

It would appear that equipment based on the induction method replaced the original magnetic equipment on 101. Although it had been completed almost ten months earlier, the car was not accepted by the Rail Committee until October 2, 1928 following a test run by Dr. Sperry and his research engineer, H. C. Drake, on September 27, 1928. It soon began testing on the New York Central under the supervision of the ARA. So successful was the test with the modified 101 that construction on SRS 102 was begun almost immediately.

Dr. Sperry's original plan had been to build and sell the rail detector cars to the railways, as well as selling the testing service. However, the railways were reluctant to purchase the cars outright so Sperry decided not to sell the cars but rather the service only. In this way, testing would be consistent, as skilled, experienced, personnel would do it.

To market the testing service, Sperry Rail Service Corporation was created. The first commercial testing was done in November 1928, on the Wabash Railway over a 130-mile section of track between Montpelier, Ohio and Clarke Junction, Indiana, with SRS 102. The service soon spread and Sperry put two more cars into operation. At the beginning of 1930 four cars were in service. By the end of that same year, the fleet had increased to ten cars.

The fleet continued to expand, as did the area served. In addition to providing service to US railroads, the Sperry rail cars also traveled to Canada, Mexico, and even overseas. Smaller railways could not justify the expense of having their own rail detector car, which would see limited use, unlike the New York Central and the Union Pacific who did own such cars. Many Sperry cars were created by rebuilding existing railway cars; in particular, Doodlebugs, but also railroad motorcars were purchased and modified as seen in the previous article.

## Intercom Systems

by Wayne Parsons

When you're getting started in the motorcar hobby there're many items competing for your budget dollars. One of my last optional purchases was an "aircraft type" portable intercom system. I wish it had been my first. Your conversations when operating the motorcar compete with track, wind, and car noise. You find yourself asking, "say again" and "what did you say?" With the aircraft type intercom system you can speak in a near normal tone and hear the radio clearly.

The basic system consists of two headsets connected to a portable intercom box the size of two cigarette pecks. Order a "portable" system as opposed to one that mounts in the airplane instrument panel. The headset earmuffs reduce the outside noise by 24 decibels; a similar noise reduction to that of pistol and rifle muffs. The headset boom microphone cancels out the background noise and is voice-activated (VOX) meaning it turns on only when you speak. I recommend headsets that have individual volume controls. A nine-volt battery that will last up to 40 hours powers the intercom box. Some boxes will take inputs from CD players, cell phones and railroad type two-way radios.

My system connects into the back of my Motorola radio enabling me to listen, and with a push to transmit (PTT) button, broadcast directly from the headset just as airplane pilots do. Not all radios have connections that the intercom can plug into. Sometimes modifications to the radio and intercom are necessary; consult a technician.

The cost of a suitable intercom for two people is between \$270 and \$525, plus tax. That breaks down as headsets between \$95 to \$165 and intercom boxes between \$90 and \$190. More expensive headsets fit better and have better microphones. All intercoms have at least one plug for connection to a radio, the more expensive have inputs for CD's and up to four headsets. Push to transmit (P'TT) buttons cost \$10. Headsets for children cost \$95. Be wary of being "moved up" to more expensive equipment. Fancy headsets can cost \$700 each.

Headsets and intercoms can also have something called active noise reduction (ANR). This circuitry reduces perceived noise by generating "white noise" inside the earmuff: that is out of phase with outside noise. I don't recommend ANR on a cost benefit basis. Also mono systems will save you \$30 over stereo systems.

Here are some discount supply houses with toll free order numbers.

1. San-Val Discount Aircraft Parts, Van Nuys, CA 800-423-3281. Inside Calif. 800-924-9658. Sigtronics Headset S-40, \$162 ea. Sigtronics Transcom II intercom \$187. P'TT switch \$9. (This is my system.)
2. Aircraft Spruce Avionics, Griffin, GA 800-831-2949. Sigtronics systems with prices identical to San-Val.
3. Chief Aircraft Inc., Grants Pass, OR 800-447-3408. Flight Com. Combos of two 4DLX headsets, IIsx two place intercom, carry bag & PTT, \$345.

4. Pacific Coast Avionics, Aurora, OR. 800-353-0370. In-house brand package prices of \$295 and \$350 for two headsets, intercom, PTT and bag.

5. Man/Golden Discount Sales, San Diego, CA 800-348-0014. In house brand package price for MG400 intercom with low-end MG40 headsets \$270, with high-end MG20 headsets \$360. Price includes PTT button and padded case. Free surface shipping on some orders.

6. Eastern Avionics, Punta Gorda, FL 800-628-2667. Good prices on an in house brand called Millennia.

7. West Wind, San Francisco, CA 800-456-1665. Child's headset for \$94.

8. Hart Aviation, Savannah, GA 800-659-7102. Low prices on Sigtronics.

9. Gulf Coast Avionics, Tampa, FL 800-474-9714. In house brand package prices of \$295 and \$350. If you live near a general aviation airport, check out displays at the near by aviation supply companies. Pick up a copy of "Trade-A-Plane" (\$3.00) and look at the ads. The addition of an intercom system will make operating your motorcar much more fun.

## NARCOA Proposed Rulebook Changes

The following are proposed changes to the NARCOA rulebook. These changes are printed here to give the membership a chance to comment on the proposed changes before the Board of Directors votes on them. Make your comments known to your area director. The directors are listed on the back page of THE SETOFF.

NOTE: Changes are enclosed in [brackets].

### SECTION I - PART 12. STOP LIGHTS.

To read: "Stop lights are required for operation. Stop lights must be at least [3"] in diameter mounted on the rear of the motorcar, [must be clearly visible in daylight], and automatically illuminated upon brake application. [Bulbs must be equivalent to #1157, #1158, or #1156, 32 candle-power, and cast a bright RED light.] Stop lights may be integral with tail lights. Lights may flash with brake application."

Delete the phrase, [during hours of darkness and are strongly recommended otherwise.]

*Editor's note: The above rule change makes brake lights mandatory instead of just recommended.*

### SECTION II - PART 14. STOPPING.

To Read: "[An automatic stop light must be used to signal a stop during normal operation. Show a red flag to signal a stop if the automatic brake lights have failed or when signaling a stop during reverse movements.] When forced to stop on a curve with limited site distance, quickly walk back and flag following cars."

Editor's note: The following first appeared in the MOW Lineup.

## Copper Canyon trip report

By Al McCracken

There has been a lot written about the 1996 speeder trips to Mexico's Copper Canyon, I thank Carol and Hank Brown for assisting me in securing the trip for 1998. Their help was invaluable. The railroad has been privatized and even though the same individual was the contact person, we had to start from scratch in securing permission. The name of the railroad has been changed from Chihuahua Al Pacifico to Ferrocarril Mexicano.

A quick summary of the railroad: 87 tunnels, three of them semi-circular. Five of them are about a mile in length. In one 5-mile stretch there are 20 tunnels. There are 35 bridges, a loop, numerous horse-shoe curves and 690 miles of ribbon rail of the 710 miles traveled by the speeders.

This is the report on the 1998 trip and the differences between then and now. We parked our rigs a secured parking compound at Hotel Casa Grande in Chihuahua while we were on the rails. One could say this is not a speeder trip but touring a foreign country by railroad motorcar.

The group of 15 speeders met in El Paso and proceeded across the border as a group, where we were almost turned back. The border guards wanted a temporary import permit to be obtained in El Paso. In 1996 they waved us on through and we secured the temporary permits at a customs check point about 30 miles inland from the border. The border guards were impressed with the invoice from the railroad and discussed their predicament with us for half an hour. It turned out that the chief at this border crossing was fired the night before. We then came across the border with our speeders, which didn't fit anything described in their book. Eventually they decided to let customs make the determination and allowed us to through. Customs was cooperative and, in fact, quicker than in 1996. Thanks goes to John Hope for his outstanding efforts at the border and throughout the trip.

At the start of the trip we were half an hour late leaving the Chihuahua train station and the railroad people were very nervous. The railroad's speeder at the front cleared the grade crossings for us and we proceeded out of town. I thought we would go until we had the first breakdown, but we kept going and going until my bladder could not take it any longer. We had traveled 79.6 miles in 2 hours and 57 minutes with most of that up a 2 percent grade. We did not charge the farmer for the fertilizer left in his corn field.

With the new railroad owner, some changes were very noticeable. In 1996 the trestle style bridges had cross ties with approximately one-foot gaps. The bridges have been widened and filled in with ballast. Many bridges have had railings added to them. They are not as scary as in 1996. The railroad right-of-way is now private property. In 1996 hundreds of people could be found milling around train

stations, yards and crew change points. Not any more! There were a few people at the stations but they were there on business. The rest rooms at La Junta were very clean and upgraded.



Rest stop at La Laguna. Note the concrete ties, which are very common on this line. Photo by Al McCracken

The railroad treated us like a train. They had a speeder in the front and rear manned by three people each, including a conductor and railroad official. When the official stepped off the speeder, employees almost snapped to attention. The train crew was clean shaven, neatly dressed and very professional. We gave them hats, which was a big hit. When the new conductor came on duty, his first words were "Do I get a hat too". The next morning we had a new crew. We gave the conductor 6 hats and he was walking on clouds as he passed them out. Our crew became the envy of all the maintenance personnel on the railroad. Thanks go to Pete Kriger, Dave Hope and Dave Towle for the idea.



Three tiny figures against the cliff hit golf balls into the "rough" Photo by Al McCracken

Jack Cottingham deserves the "Most Fun" award. He brought along three dozen golf balls and a pitching wedge. In the afternoon at Divisidero he showed the locals how to hit a golf ball. They tried to hit it and missed more often than not. It was their first experience at the game. A small boy immediately started chasing balls and bringing them back. All the guys there had a least one turn at hitting the ball. The women were very shy. When offered the golf club, they would duck into the train station. That evening a group of us hit golf balls into Copper Canyon. Local Tarahumara Indians watched from

a nearby promontory. Down below were kids scrambling for the balls. Fun was had by all.



*View from the Bairancas Miradore. Each room has this view from the hotel clinging to the cliff-side*

Photo by Al McCracken

There were three Half-Bass Ackwards awards given on the trip.

Award #1. All Participants were advised not to drink the tap water. We stayed in first class hotels that provided bottled water in the rooms. Leo Wenzinger on the first night in Chihuahua drank a glass of tap water then proceeded to brush his teeth with bottled water. He took an Imodium A.D. and seemed to be O.K.

Award #2 Les King, Clair Good and Emerson Royer wanted to walk from the hotel to the train station at Divisidero a distance of 2.4 miles. Instead of taking the road they began walking north on the railroad track. They met a train going south – in a tunnel. They put their backs to the side of the tunnel and were all right but Les said he felt the breeze of the train as it passed by. Les, we always knew you wanted to kiss a train.

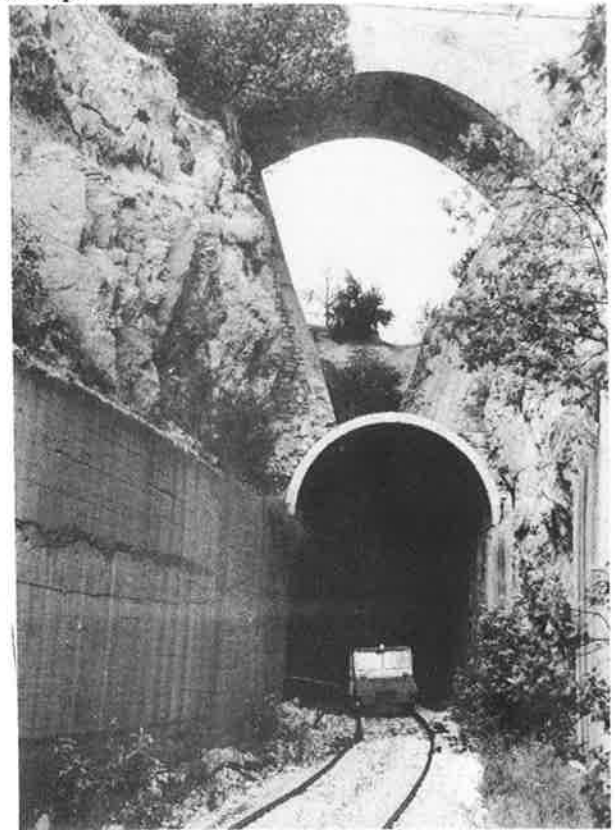
Award #3 was earned by the conductor. We pulled into a siding for what we thought was a train meet. About ten minutes later we backed out onto the main and proceeded on our way. Fifteen minutes later we passed the Sierra Madre Express containing two vista dome cars and a dinner parked on a siding. Our conductor apologized as we passed. The train was waiting on the siding for the speeders on the main line.

Show Off Award goes to Ann C. who does not take heat well. It could get very hot at some of the lower elevations such as El Fuerte. In going through the tunnels, Ann decided to hold up her blouse. This was fine until the eighth tunnel where the Mexican track crew was working. The sounds of whistles and “o-lay” echoed off the tunnel walls. Twenty seconds later Pete and Barbara Kriger came by on their speeder. The track crew now had their flashlights at the ready. Barbara noticed their unusual interest but did not know why until the next rest stop.

Endurance Award. The most amazing achievement of the entire trip was the fact that in seven days on the rail by 15 speeders traveling 10,710 cumulative miles, not one road breakdown occurred. Three spark plugs were changed on break or over night. Bill Evans changed one on the fly. Jim Wingo found a faulty ignition switch before we started at El Fuerte, which Jim Yokum and

Gene Roediger helped him bypass before scheduled departure time. Zero breakdowns, Zero time lost, and zero cars on the tow bar. We might start calling ourselves the *Varsity Speeder Club*.

This is the second trip I have taken on the Copper Canyon. Each time that I go there it is the trip of a lifetime. I have written the railroad and the hotel chain and hope to do it again in 1999.



*Photo stop at the loop where the railroad crosses over itself.*

Photos by Al McCracken



*Leo and Gloria Wenzinger on top of the bridge*



## Photo Lineup



**Above:** Fall Foilage trip on the Tioga Central Railroad from Wellsboro, PA to the marker post just outside the yard at Corning, NY.

Photo by Tom Healy

**Below:** Cars meet the Tioga Central train on the Wellsboro and Corning trip.

Photo by Tom Healy



View through the railcar window of the Winchester Railroad. Photo by Charlyn Sewell



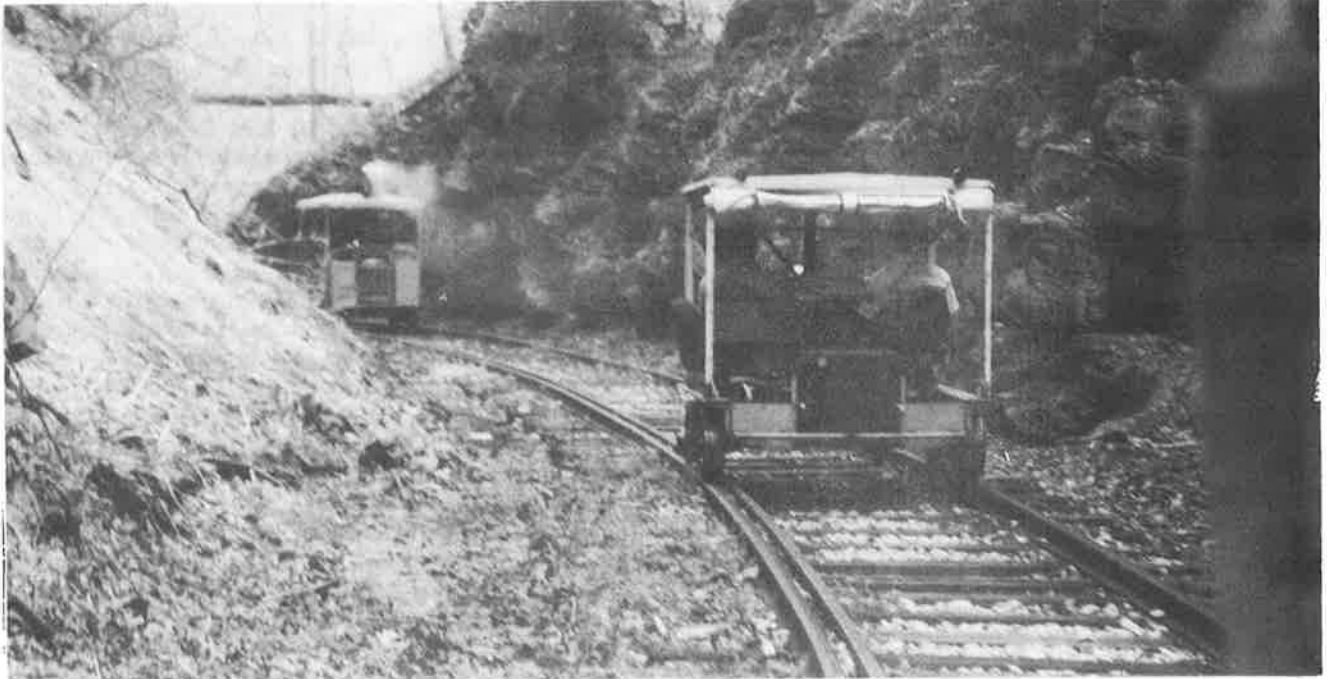
Woodings CBL owned by Eileen & Gary Shrey



Street running on the North Shore RR. At Berwick, PA.  
Photo by Gary Shrey



Motorcars follow the steam train back to New Hope, PA on the New Hope and Ivyland RR. Photo by Charlyn Sewell



*Ma and Pa Railroad Member's Day '96. The cars are shown here at Muddy Creek Forks, Pa. This line's narrow gauge heritage is evident by the sharpness of the curve with its guardrail inside the track. Photo by Charlyn Sewell*



*Lunch stop on the Shamokin Valley Railroad in downtown Shamokin, PA. The parking meters are not for railroad motorcars. Photo by Gary Shrey*



*Left: Speeders line up to turn on the turntable at Newport, VT on Northern Vermont RR. Right: Turning on the wye at Wells River, VT on the Northern Vermont RR. Photos by Gary Shrey*



## Northwest Memories

By Denny S. Anspach, MD

Chris Baldo's first Motorcar Operators West weeklong Northwest Tour in September 1997 was a knockout. For so many of us, anticipation of the 1998 version is an *event*. No one was disappointed. During the third week of September this year, the Tour covered the Lake County Railroad across the far northeast Oregon/California border; three branches of the Blue Mountain Railroad out of Walla Walla in southeast Washington, and all but a few miles of the spectacular Cascade & Columbia River Railroad out of Wenatchee in Washington's central Columbia Basin. The finish repeats 1997's successful trip over the Idaho Northern Railroad out of Emmet, Idaho in the Bitterroot Mountains.

Once again, Carol and I entrusted ourselves to our reliable Kalamazoo 56W car. Once again, I cannot help but wonder at the far flung adventures that this elderly car now experiences so readily after spending 28 years *continuously* running back and forth across the top of the Keokuk, Iowa Mississippi River power dam. - *And never* more than a mile in any direction!

My old motorcar trailer, a double snowmobile carrier adapted (some say *crudely*) with wood rails and ramps for motorcar carriage some 15 years ago, has at last substantially and professionally been rebuilt and strengthened. (with steel, much to my good wife's audible relief). There are new *radial tires* (more on this later). The Kalamazoo fits perfectly.

The first leg of our journey carried us into the farthest reaches of Northeastern California, some 400 miles from our home in Sacramento. We love this drive as it takes us through the lonely grandeur of some of the most gorgeous areas of the west. All but a few Californians will live out their entire lives in ignorance that this New England-sized area even exists!

With great relief we leave Interstate 5 at Redding at about noon to head northeast. Interstates are admittedly essential, but are the very antithesis of pleasurable touring. We also leave the Sacramento Valley and quickly ascend into the high valleys of the Cascade Intermountain region (an area of the Great Basin that interposes itself west into and between the southern extremity of the Cascades and the northern extremity of the Sierra Nevada).

We glimpse the familiar and rustic southernmost terminus of the McCloud Railroad at Burney.

The highway then climbs steeply to surmount an impressive escarpment through which the nearby Pit River carves a very deep and narrow canyon. Minutes later, the historic and awesome Pacific Gas & Electric Company hydroelectric Pit River Powerhouse #1 is viewed from a distance. We drive directly over the giant penstocks carrying the waters of the Fall River (far above) to the turbines of the powerhouse (far below).

As always, I wonder at this marvel of the industrial age, and the virtually unknown 23-mile long power house construction railroad that the utility company built from the McCloud RR at Cayton to this very difficult location. Regional and local histories mention the railroad only in passing. No pictures, rosters, or details have come to

light, and insofar, as can be determined, it probably was torn up in about 1929. Even the official histories of PG&E provide no details, or pictures.

To add to the long list of other things to do "when I retire", I determine (once again, I might add) to research this obscure railroad.

At lonely Bieber, we cross James J. Hill's ("the Empire Builder") Great Northern Railway's "California Extension" line where it butted end to end with its partner, the Western Pacific Railroad's "Inside Gateway". Because of the Union Pacific/Southern Pacific railroad merger this lonely line has taken on a new importance. The old WP portion of the line all the way to the Feather River Canyon at Keddie has been sold by WP successor Union Pacific to the Burlington Northern Santa Fe Railroad, which in turn, is the latest Great Northern successor. Consequently, after 71 years, crew and power changes no longer take place here and the old "standard" GN station, in use, just a year ago, has already disappeared like the snow in the midday sun.

We arrive in Lakeview, Oregon, just over the California border, in early evening. This is the starting point for our first excursion the next morning.

The Lake County Railroad is the northernmost remnant of the fabled Nevada-California-Oregon Railroad. In its time one of the very longest narrow gauge lines in the west. Parts of its original route alignment far to the south to Reno (Nevada) are today a major part of the historical Southern Pacific Modoc Line. This last remnant north to Lakeview was the very last to be standard-gauged (1929), at which time it became a branch of the SP's then new Modoc line to Klamath Falls, connecting at Alturas, California.

As coordinator of the first part of the Tour, I meet Kirk Simpson, the line's general manager, at 8:00 am at the set-on site, Milepost 509 (miles from San Francisco!). There I take possession of the Track Warrant that allows us to occupy the track and begin set-on. Already, operators and their cars are arriving. A number of operators camped all night in their RVs at the Lake County Railroad's "Ballast Pile /RV Park". As usual, we have prearranged for a portable toilet- appreciated by operators, passengers, and the railroad alike.

We have thirteen cars today. Carol handles the registration, and Steve Paluso manages the mechanical inspections, which will be good for the whole ensuing week. A great many of us have been over this line before, but this only heightens the anticipation.

Without escort, Steve Paluso leading, and Chris Baldo trailing, we whistle-off shortly after 10:00 am. The late start makes it possible for those in the Bay Area, who had to work a full day, to arrive in time. The line runs directly south along the east shore of Goose Lake, the largest lake totally within California borders. Like the Platte River, "mile wide/inch deep". The lake fills a high valley of broad grasslands hemmed in closely on the east by the alpine Warner Mountains, and on the west by the lower peaks of the intermountain Cascades. The Pit River, an ancient branch of the Sacramento River, arises from this lake.

Almost immediately, we are in the midst of broad ranches filled with cattle. The cautionary radio signal "cattle on right of way!" becomes common as we warily

pick our way through them.

Just ten miles out, we stop briefly at a State Park by the Oregon/California border. A number of people wander down to the shore to look at this vast, quiet, and almost unpopulated lake. Others wander in a vain attempt to find elusive restrooms reported to be "convenient".

Shortly after resuming travel, we observe, on a lonely dead tree, a magnificent and massive Bald Eagle. Its white head shining in the morning sun. Its attention is riveted on something along the shore, however, and it never turns its head to give us even a glance. A fledgling, flying parallel to us (and *faster*) lights on the next branch below.

A coyote bounds onto the track in front of us and instead of darting off, goes full-bore down the middle of track. I slowly gain on him (to take a picture), and he just keeps going "full-out" ("Don't run him over!"). There is yet no hesitation as we cross an open bridge. I then brake to a crawl, and he finally jumps off into the bushes. A fox is glimpsed. Birds of all kinds abound.

We pass Willow Ranch (MP 491), a ghostly site of a former large lumbering community, served at one time, by a logging railroad reaching far back into the Warner Mountains. The last station building at this site was a grounded narrow gauge parlor-buffet car of faded elegance. It was one of a pair that operated on daily passenger trains for many years.

The Warner Mountains now begin to close in on us. We now occupy a narrow shelf between high cliffs to our left, and narrowing pastures along the lakeshore to our right. At Milepost 486, cattle on a cliff-face "bench" above us are spooked and run, dislodging rocks. One rock, 12 to 15 inches in size cascades onto the right of way, bounces, and hits the front of Paul Zaro's oncoming motorcar.

Two windows are smashed, another is cracked and dislodged, the fiberglass body front is crushed and broken in several places, and the front steel framework is heavily bent out of shape. The headlight is "vaporized". Mercifully, no one is hurt (but oh so close). It is an intensely sobering moment for all.

Paul's car is mechanically sound and the Zaros are in surprising good spirits and determined to continue. After some cleanup, we are again underway. At Davis Creek, MP 479, delicious box lunches and drinks in a huge ice-filled wash tub are delivered trackside by the Davis Creek General Store. (Ordered ahead by cell phone as we left Lakeview).

We leave the lake and its pastures, and now traverse a gently curving right of way through dry hills along the Pit River. (Just a mere stream at this point) At about MP465, several miles north of Alturas (end of the line), we turn and have lunch. The crew of the nearby California Agriculture Inspection Station on Hwy 395 provides very clean and convenient public restrooms.

On the return trip the brass fitting on the bottom of Chris Baldo's brand new ST-2 gas tank separates and drops off and all fuel is lost. He sets out at Davis Creek, and we take him in tow. (I am glad that never happens to me!) While these rearrangements are underway, Chris engages in conversation with several men who came along in a pickup truck. One of them happens to be a maintenance foreman for a logging company. Chris is a

redwood mill owner. They immediately commence talking shop and share some industry "war stories".

Underway again, Chris and I stop briefly at MP 486 to inspect and photograph the site of Paul Zaro's accident. I will need to put together an Incident Report for the NARCOA insurance program.

Aside from this brief stop, we run the almost 50 miles back to Lakeview non-stop, reveling in the beauty of land and lake. At four o'clock, set-off commences and by four thirty I can call the railroad office and relinquish the Track Warrant.

We now have 435 miles to go to Walla Walla, where we are to set-on for the next leg of our trip on Monday. Some members leave immediately, while others first stoke up with food in town.

Chris Baldo's chance acquaintance at Davis Creek also pulls up with his maintenance truck and immediately fires up a soldering pot. Within minutes, Chris' faulty tank fitting is soldered back onto the gas tank and he is back in business.

Paul Zaro pulls his car over in front of a directly adjacent cement plant (operating on Saturday afternoon). He borrows an acetylene torch from their shop and straightens out the bent framework. ("Good enough for Government work!"). He also manages to get into town soon enough to purchase sufficient Plexiglas to cover the bare windows as well as the world's largest supply of duct tape to fasten them down. The fiberglass fractures and breaks are similarly "band-aided" with the same tape. It all works very well, even in the rain. I am constantly amazed (but never surprised) at the sheer ingenuity and determination that this hobby engenders in its operators in time of crisis!

As coordinator of this first trip of the tour, I am the last to leave, and after fueling, we head north 140 miles to Burns, Oregon. The scenery is magic. Soon after passing Lakeview's northern edge we encounter the vast central Oregon desert ("next services 85 miles"). To the east we pass just below the awesome Abert Rim, a sheer escarpment that rises for miles and miles 2500 feet above its base. The 800-ft. thick basaltic "cap" of the rim shines a very definite iridescent green in the setting sun.

About an hour out, I heard a thud, a repetitive "rapping" sound in the back, then nothing. I carefully, but promptly stop, dismount, and walk around. Everything initially seems OK. I then hear a very faint "hissing" sound from the starboard trailer tire. I look more closely, and to my horror see that it is totally without any tread whatsoever. The tire is running on the fabric/steel carcass alone! Before the tire goes down completely I manage to get a jack under the trailer.

It is getting dark fast. There is total silence, not even a breath of wind. Aside from the road itself, there is no sign of a human structure of any kind in any direction. The green glow of the cliffs a half mile above us is eerie. There is no traffic- none whatsoever- zip. I mused that I could probably safely take an uninterrupted nap on the road.

The howls of distant coyotes break the silence. Even in the absence of traffic, Carol sets out an orange traffic cone (part of my "kit"), and goes back several hundred feet to "flag". I put on the spare, and let the trailer back down. The spare is almost flat!

I pull out a 12v-air compressor that I bought about 25

years ago from a flyer in my Shell Oil bill. I break open the box (for the first time), and set it up. The cord will not reach the car!

Despair, until realizing that the Kalamazoo has a 12v receptacle for the cell phone and other accessories. I plug it in, praying silently that this unused gadget will work. It does! After about 15 minutes of labored pumping, the tire inflates (and subsequently holds).

I am now very wary of the radial tires, and I just hope that we can get to Burns (still 100 lonely miles) without further difficulty. We do. We note that in 140 miles there has not a single solitary open service station.

The only place to eat in Burns is the Dairy Queen. We catch them at 8:59, one minute before they turn out the lights and close the doors.

I am full of resolves about trailer tires, emergency roadside preparedness, etc. (if I were not, Carol would be rapidly making the resolves for me).

The next day (Sunday) we are able to find a used tire (better than none) to suffice as the new trailer spare. By noon, we are approaching Pendleton and the Columbia River Valley. The famous annual Pendleton Roundup is winding down, and we pass many trucks filled with horses and other livestock.

By early afternoon, we are traversing golden wheat fields extending as far as the eye can see. Unlike the wheat fields of the Dakotas, these fields lie on endless massive, rounded, very steep hills that in echelon form seem to march ever higher toward the Blue Mountains in the distant east and south. We cross into Washington, and are soon in Walla Walla, our destination.

During the heyday of immigration and exploitation of the Columbia Basin between 1880 and 1910, the Northern Pacific/Hill and Union Pacific/Harriman interests fought for rail access hand and fist. (utterly fascinating story of railroads as the weapons of titans!). Although population was sparse, the riches of grain to be shipped caused both railroads to cover the vast eastern part of the Basin with an incredible interlocking network of competing lines. Even the smallest towns were commonly be served by both lines. When space was tight, however, mutual self-interest caused many routes to be used via both trackage rights, and/or joint ownership.

Our next excursion is on the Blue Mountain Railroad, a regional amalgam of a number of former Union Pacific Railroad (and a smaller mileage of former Northern Pacific Railroad) branches around Walla Walla. The railroad hauls grain and frozen foods. We are immensely surprised to see the great number of active refrigerator cars thought by many of us to be the most threatened of species.

Our set-on is on an unused former Northern Pacific spur that happens to lie directly outside the back door of the Comfort Inn, our motel. Talk about convenient!

We are greeted warmly by Blue Mountain Railroad General Manager Steve Kahler. We retire for dinner in a handsomely rebuilt coach-as-dining car on the platform of the nearby former Northern Pacific Depot (itself a massive beautiful brick building with tower) now serving as Jacobi's Restaurant.

In the morning we leave from MP 47 for our first trip south on the UP's former Pendleton Branch. We climb into the same wheat-covered hills we just marveled at the previous day. This historic route was, at one time, the

main line for Union Pacific traffic from the east to Spokane, until it was superceded in the early part of the century with a less circuitous line via Umatilla and the south bank of the upper Columbia.

After some frustrating urban trackage, we finally step out among ripened orchards and onion fields. We stop in Milton-Freewater at MP 36.1 for a brief break, and the convenient use of their public facilities in a nearby community center. I look in vain for remnants of the crossings of the old Walla Walla Valley Electric railway (a former NP subsidiary) at MPs 47 and 44. We then begin a serious climb into the treeless golden hills passing a series of lonely grain elevators, old and new, active and abandoned. A spectacular horseshoe curve around and across the end of a very deep draw allows considerable gain in elevation in a very short distance. Because of slow track, we stop and turn several miles short of our destination, and current end of track, at Weston, MP 21.

On the return trip we leave several cars at the top of the horseshoe, while the rest run the mile or so down around the curve to pose for a portrait along side an ancient abandoned elevator at Blue Mountain, MP 27.

A brief rest stop at Milton-Freewater again, and we are back in Walla Walla by mid afternoon. Instead of stopping, we are switched onto the Blue Mountain's line (new MP 30.1) west to Wallula Jct. MP 0 (on the banks of the Columbia). This line is one of the very oldest in northwest It was originally an orphan 3'gauge strap iron line designed to get market-bound Walla Walla wheat down to the steamboats which at the time the only way to reach the outside. This line, although nominally Union Pacific during almost its entire life, actually completed its run to the river over a portion of yet another Northern Pacific branch ("Northern Pacific Railroad rules will govern").

We pass through orchards, and mixed farm lands, and it is obvious that this line still serves its original purpose, a trunk line to hustle agricultural products to distant markets (in this instance, UP and BNSF interchanges at Wallula). Because of potential operations interference, however, we turn short at Touchet, MP 15.3, and return to our Walla Walla motel spur.

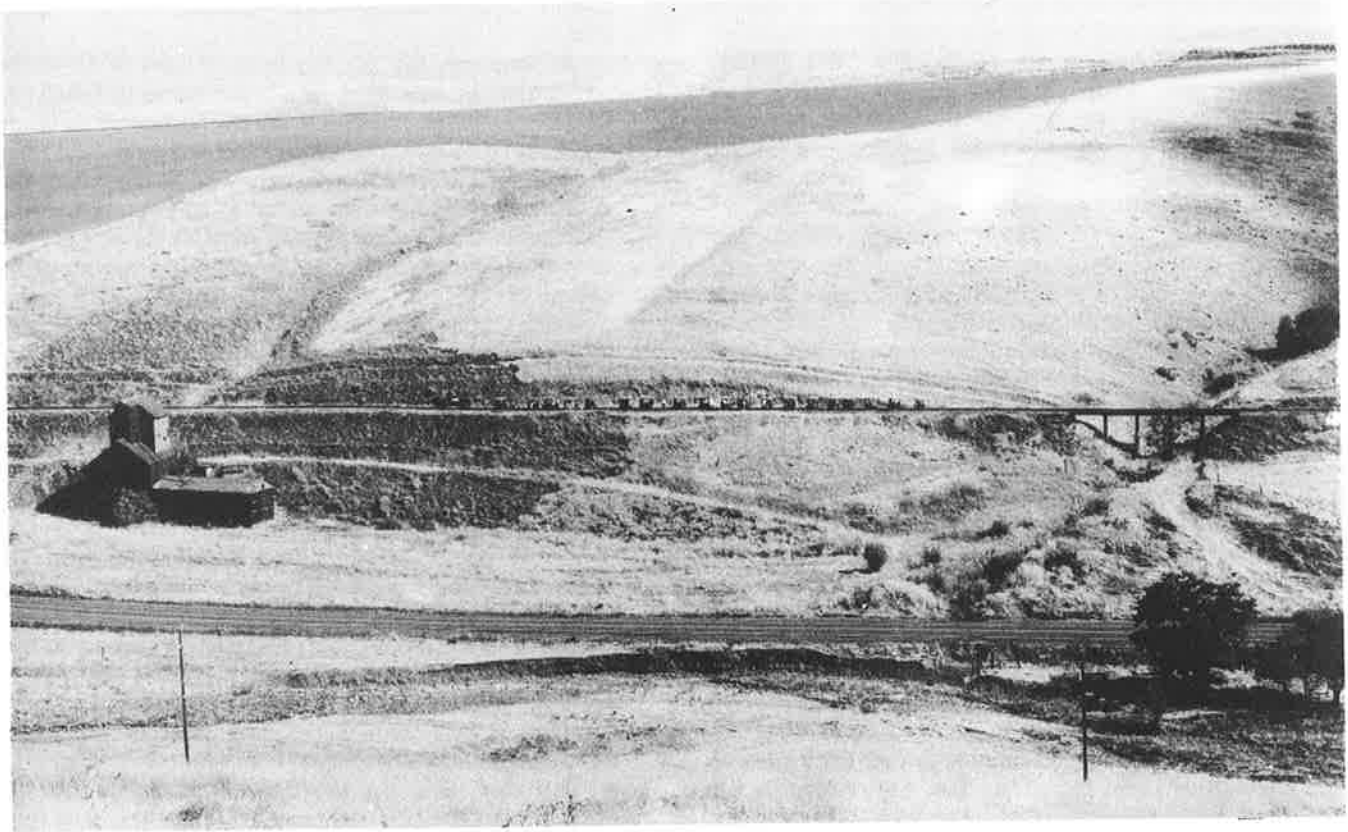
The next morning we set out again. This time a northern continuance from MP 47 of the same "Pendleton Branch" we had covered to the in part to the south the previous morning.

The scenery is spectacular. The railroad begins to follow the wanderings of multiple draws, all leading approximately in the same north-northwest direction. In the bright morning sun, waves of golden wheat cover the massive steep rounded hills as far as the eye can see Just *how* do they harvest those hillsides without turning over? There are no trees or greenery except along some of the stream courses, or in and about the occasional tiny community.

At Prescott, MP 67, we take a break in the shadow of bulging giant elevators. We walk into town over a mat of wheat grain. After Chris bribes the local bar/restaurant \$20 for the use of their restrooms by the group (including the return that afternoon) the entire group one-by-one promptly feels "much better".

Influenced by the vastness of this agricultural area, Bernie Null regales us with stories of his family farming and ranching in Oklahoma.





Blue Mountain Station, MP 27, on the Blue Mountain RR. at the spectacular horseshoe curve. Photo by B. Douglas Jensen

At totally abandoned Bolles, MP 71.3, we see the stub remnant of the main line that once continued on to Spokane, several hundred very circuitous miles away. We can only continue at this point (new MP 0) on to the Dayton branch, reaching the current end of line at Dayton, MP 13, a busy, clean and very attractive small town. The gem of the city is a very ornate gorgeously restored 1881 UP depot sitting on its original site backed by a very shady and elegant brick courtyard. The interior has been completely restored and contains a very interesting and welcoming local museum.

We are blocked from turning on the wye at MP 14 by a pickup truck parked on the tracks. We back into town to turn on convenient grade crossings where a reporter from the local newspaper snags me for an interview.

We lunch "on the economy" (an outstanding crab sandwich!), and bask in the warm ambiance of this fine place.

Our return to Walla Walla is swift, and the beauty of this vast land leaves its mark on all of us.

We set off, load up, and by about 4:30 head out for a three and one half hour drive to Wenatchee, our headquarters for the next Northwest Tour segment, the Cascade & Columbia River Railroad.

Our route carries us across the Columbia River at Pasco (of Spokane, Portland & Seattle/Northern Pacific fame), where we strike out north/northwest across the wide wastes of the Hanford Project, the giant reservation where the modern "atomic age" was born (and is now sustained). Even in the waning afternoon light, the sheer emptiness of this area (and the ominous warning signs about) makes this a somewhat eerie trip. We miss a turn,

and are stopped some twenty miles out of the way by huge signs and flashing lights to the rough effect that ~YOU WILL BE SHOT IF YOU PASS THIS SPOT". We do not argue. We turn around, chagrined at the sheer waste of time.

We cross the great river again, and at Beverly and pass beneath the eastern approach to the Milwaukee Road's original Pacific Extension Columbia River bridge, still impressive in its great size. The supports for the electric catenary are still in place! The Milwaukee has, of course, been gone entirely for many years, but my mind can see a long freight overhead led by a trio of ancient orange and black box cab electrics just entering the portals of the first span, gears whining and pantographs sparking. I am sure that the engineer is already preparing for the steep grade that will commence at the opposite bank.

We have a greasy dinner at a truck stop just short of Wenatchee. It is the very first eating establishment we have seen in almost 100 miles. We tie up at our motel well after dark.

Early the next morning, we cross the Columbia again to reach our set-on site at the Rocky Reach dam, MP 8, north of Wenatchee. We are warmly greeted by Charlie Moore; the road's General Manager, and a group of his senior employees.

The C&CRR is a very heavy duty former GN/BNSF branch line 137 miles long connecting Wenatchee on the south (on the BNSF (GN) main line- once the east end of the Cascades electrification) with Oroville, WA on the north. The line follows the west/north bank of the Columbia River to Brewster, MP 65, and then leaves the Columbia, continuing north along the Okanogan River

almost to the British Columbia international frontier. The line was constructed in about 1920 to tap the rich crops of apples on the irrigated bench lands along the rivers.

For decades, long trains of Western Fruit Express refrigerator cars filled the line, gathering apples from scores of packing houses for shipment all over the continent, and abroad. With the development of the Interstate highways, and the coincidental development of more centralized packing and marketing, the packinghouses closed and the refrigerator cars disappeared. Now, not a single apple from this area goes to market by rail. The railroad now thrives on large shipments of wood chips transhipped by truck from British Columbia. In addition, they have a fleet of 60 brand new blue center-beam flats for transporting packaged lumber, also reloaded from Canada.

We'll be gone for three days, so we carefully, line up and lock our cars and trailers in a nearby lot. Railroad personnel transport us back and forth in their Hy-Rail vehicles. Luggage is stowed and battened down.

Charlie Taylor joins his roadmaster in the lead Hy-Rail, and accompanies us each day. Charlie is a former Norfolk Southern superintendent from Kansas City, and most recently from Wabash territory at Decatur, Illinois. This is only his second week managing this dramatic railroad.

The morning is gorgeous, as we head north along the Columbia shore. Cliffs and mountains line both sides of the Great River, and incredibly vast apple orchards fill each and every piece of reasonably level land between river and mountain. The very heavy track is excellent, ballast lined almost into a perfect prism. Although the first segments are jointed, continuous welded rail becomes common.

Railroad personnel pacing ahead of the group on adjacent highways flag almost all "serious" grade crossings. Chris worries that we will become "complacent and soft".

We stop at Chelan, MP 39, for a leisurely lunch, carrying our picnics down to an expansive greensward and Public Park along the shore.

At times, the track literally creates a divide through the apple trees. Are there enough people in this world to eat all of these apples? We have read in the Wenatchee paper that there is a bumper apple harvest, but that the market is down because of the fall of the usual Asian export markets. Nevertheless, thousands (tens of thousands?) of standard apple boxes are already standing at the ready in the orchards, and the harvest is obviously beginning. Fronting scores of unused sidings are scores of abandoned packing and refrigerated storage houses. Great numbers of flatbed trailer trucks loaded with apple boxes, heading for Wenatchee, explain much.

We pass the Wells Dam, MP 51. Throughout its length above Portland, the Columbia is rarely free flowing. One dam after another (even in Canada) create vast still lakes. These impoundments have a beauty all of their own. Only the imagination can experience the Columbia of the early settlers where the river was the only highway, and the regular steamboats had to winch themselves upstream through the endless rapids and chutes.

We meet the daily southbound freight at Pateros, MP 59. (We hold the main; the freight is in the hole!) There is a healthy 40 cars. We are told that some ten days

previous, a 90-car train was loaded. Two handsomely painted RailAmerica (C&CRRR-parent) GP40s head the train.

At Brewster, MP 65, the historic head of Columbia navigation, we turn north in a broad curve to follow the Okanogan River. Located at the confluence of the rivers was Fort Okanogan, one of the most important and long-lived of the Hudson's Bay Company posts. The posts, that at one time lined the river, served as an important part of the historic supply route that ran from all the way at York Factory on Hudson's Bay to Astoria at the mouth of the Columbia.

Aside from quiet water in its lower reaches (backwaters from the Wells Dam), the Okanogan is free flowing, and we do not need our imaginations to visualize the great hardships that the early steamboats had on this river.

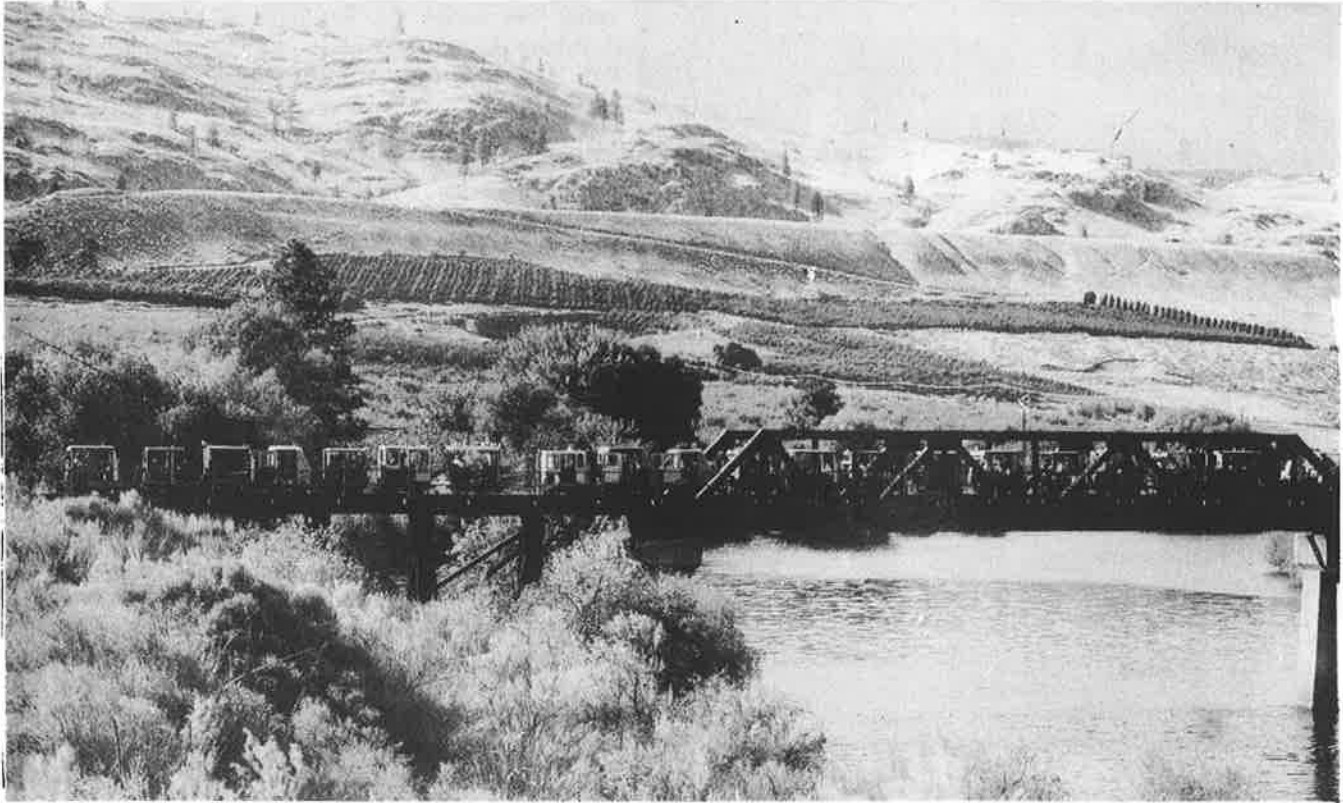
We cross to the east bank of the Okanogan at MP 77. Doug Jensen stops us on the bridge approach for a group portrait. By mid afternoon we have arrived at the town of Okanogan where we tie up on a long unused spur. The railroad's Hy-Rails shuttle us to our motel, about 1/2-mile away. Chris loads up not only his and Wendy's baggage, but also a large 12 volt battery and charger (his 6 volt ST2 will not support his 12 volt radio!). He has also figured out how to get his good sized and famous railroad dog "Mallet" (a she) through the back door of the motel. ("smalldogs allowed")

Chris has hired the town senior-citizen bus for the evening, and the next morning. By 6:00 PM, it is busy shuttling us senior citizens to various supper venues in Okanogan, and nearby Omak. We have a wonderful meal in an old industrial building. Mallet is tied securely to a bicycle rack outside the door. We keep checking to make certain that the rack is not suddenly moving down the street!

We have almost the entire next morning free. The bus delivers us for breakfast in town, and then picks us up to drop us off at the Okanogan County History Museum - specially opened for us early in the morning. It is a wonderful place. One of the more sophisticated and obviously well supported local museums I have yet visited. We buy a supply of good local history books in the gift shop, excellent reading the rest of the trip, and beyond.

Across from our Okanogan tie-down site, there is a heavily fenced area within which are piles of ancient machinery packed tightly beneath open tin sheds. A monster Rumeley Oil Pull tractor is visible, as well as a gigantic steam tractor. The local owner (reputedly wary of casual visitors) happens to be out photographing our motorcars (with an Argus C3 camera no less!). Chris approaches him, and within minutes he has unlocked the gates, and all of us are gazing in wonder at the echelons of ancient tractors, cars, trucks, machinery, and other "hardware" ephemera tucked into every kind of nook and cranny through many sheds and buildings. It is only with difficulty that we break away in time to "whistle off" on schedule.

We stop in Omak, MP 96, the railroad's operational headquarters, for a "footboard" lunch. We visit the C&CR's handsome new barn-red engine house, and admire a line of brand-new center-beam flat cars.



The Okanogan River, MP 77, with some of the numerous apple orchards in the background. Photo by B. Douglas Jensen

The valley narrows as we move upstream. We pass Riverside, MP 105, and the historic head of navigation for the Okanogan steamboats. We note the rapids ascended by at least one steamboat that went all the way to Oroville and then subsequently passed up the Smilakeen River to the gold fields near the international frontier.

At about MP 133 we pass by the large wood chip reload facility that provides a major part of the railroad's current business. Soon after, at the edge of Oroville, we traverse the east leg of a wye, the west leg and tail of which is a remnant of an ambitious line once built by James J. Hill to connect his Great Northern at Spokane to Vancouver, BC. The purpose of this lengthy route was to directly compete with the Canadian Pacific for access to pacific ports and to tap the mineral and lumbering wealth in southern British Columbia.

This once historic line, dramatic from its tortuous path through inaccessible mountainous country, runs back and forth across the international frontier. It lasted only a few years. The *only* through train being a single trip by Louis Hill (the Empire Builder's son) in his private car in 1916. The last remnants of the line lasted into the 1980's.

The roadmaster points out to us over the radio that if we look into the far distance to the northeast we can see the old roadbed climbing along the mountainside through a tunnel. This long ascent to Molson, WA (reportedly at one time the highest railroad station in the state) was one of the main reasons why this route failed.

We back around the wye, cross the Okanogan again, and tie up and tie down at End of Track just a few feet short of Main Street at about MP 136. A company Hy-Rail truck transports us to a service station to purchase fuel. After preparations for the next day, we walk to our

motel, one block away.

A Fraternal Order of Eagles member taking pictures of the motorcars invites all "to be his guests" at the Eagles bar several blocks away. A number take him up and enjoy the Eagles' hospitality immensely. When queried later, Charlie Jensen and Bernie Null could only say, "You had to be there!"

Chris has arranged for a group dinner to be catered by the local historical society in the Society's lovely restored former Great Northern standard station, moved from its original site to another location in the downtown area. We have generous helpings of beef, chicken, and several different varieties of apple crisp. No one starves!

Don Piercy joins us from his Whidbey Island Puget Sound home. He left a motorcycle at Rock Reach, and will leave his truck and trailer in Oroville once his motorcar is on the track. He then will drive the motorcycle back to retrieve his gear after his one way trip.



Denny Anspach's Kalamazoo 56W. Photo by Paul Jarmusz



*Cascade & Columbia River Railroad's only tunnel, MP 35.2.*  
Photo by B. Douglas Jensen

We are up early because we have 130 miles to cover today. We notice the headlight of a pair of GP40's switching down the track, corralling some center-beam flats now filled with reloaded British Columbia finished and packaged lumber. The crews have been called at Omak at 4:30 am so that they could make the turn to Oroville and then return in time to clear for us. The Oroville Kiwanis Club caters a generous breakfast for us.

Don Piercy is saved when one of the railroad personnel offers to drive his truck and trailer back to Rocky Reach. We whistle off in good time. Once more, the way is made smooth by friendly railroad personnel protecting all of the grade crossings for us. We hold the main and pass the freight at Omak.

Unlike the sunshiny days we have enjoyed so far, today is variably overcast with occasional bursts of blue sky. At Brewster, we again gain the banks of the broad Columbia River. There, suddenly and almost without warning, we are engulfed in a blast of very high wind from the northwest, and both the sun and the views of the mountains are immediately blotted out by a dark gray veil of first dust, and then rain. Just as we manage to hastily pull our curtains closed and get them buttoned up, the rain accelerates to a sheeting downpour. We pass our good railroad friends flagging in the rain, and we think of Bill Evans, up to now happy as a clam in his open windscreenless M-9. Bill is not dumb, however. He has already bailed out, quickly coupling his car to the car in front and then hitching a ride in dry comfort.

We stop for lunch in Pateros. Tom Norman, whose car we are following, gives me a non-verbal (but dearly understood!) hand signal to "turn out your damned headlight!" I comply. A second later, a "honk" from Ray Parsons behind reminds me that I am drifting back into him. Cannot a person be left to his lunch in peace?

Some have the traditional "foot board lunch", cozy from the rain, while others hike to nearby cafes. We are fascinated by our clear view through the Norman's rear window of Kathryn preparing lunch from scratch ("What do you think they are eating?"). The rain stops, and the mountain and river vistas are again clear.

The rest of the day is uneventful. Mile after smooth mile along the river continues to utterly fascinate ("I could go on like this forever"). An hour early, we are at our Rocky Reach set-off, and after a fond farewell to our incredibly gracious railroad hosts, we check in once more into our Wenatchee Motel.

The Normans and John Smith, fine friends all, join Carol and me for a wonderful evening of good conversation, story telling, and extraordinary Italian food. A fitting last night for us.

A smaller group, without us, heads out in the morning for one more day of motorcar running on the spectacular Idaho Northern & Pacific Railroad Cascade line from Emmett, Idaho. Reluctantly, however, we have to begin our 900-mile drive home across central Washington and Oregon.

#### Epilogue:

We had exemplary railroad support in each of our excursions from the general officers, the "field sergeants" and their troops as well. The support given to the group by the Cascade & Columbia River Railroad was



especially "above and beyond" and this railroad deserves the hobby's heartfelt thanks. The architect of these Northwest Tour efforts, Chris Baldo, is well known as one of the most experienced and wise excursion coordinators in the West, and he lived up to this reputation. His thorough and tenacious planning, his quiet and pleasant (but unmistakable) authority, his continuous concern for the safety, welfare, comfort, and pleasure of all (especially the families), and his ability to get the cars over the line on time made the difference between something merely good and something truly outstanding.

Also not to be forgotten, are the participants, who also deserve a big hand. For those of us who have been running excursions for many years, it should not be a surprise to suddenly realize that the hobby is growing up. For days on end, motorcar operators of varying levels of experience now operate safely for mile after mile without fuss of feathers. Leaders quietly caution on the radio about grade crossings ("slow and go", or "stop and go", "flaggers forward") and everyone listens and instinctively follows. Flags are always out when needed. When stopping on a curve, flaggers quickly and without other thought run back to protect the rear. Breakdowns are increasingly few.

It isn't always like this, of course, exceptions seem to be noticeably rare these days.

## Annual Super Days at Fort Eustis

By Hugh Cain

The Annual Super Days event at Fort Eustis was held on Friday, August 14<sup>th</sup>. Invitations were mailed out early enough and a few brave hardy souls made the trek to Fort Eustis this year.

We concentrated our motorcar operations at the west end of Hanks yard where we had plenty of room to unload our cars and putter around back and forth until the trains cleared the east end. Then we could venture down the James River subdivision to the Coal yard.

The "Carolina" gang and several local railfans had a fun Friday while we accumulated several miles of yard trackage running. After 2 p. m. we were given the run of the post.

The line down to the Third port was found blocked by fallen trees, necessitating a reverse movement back to the main line. Back at Hanks yard we added mileage to our previous totals by looping around the tracks several times.

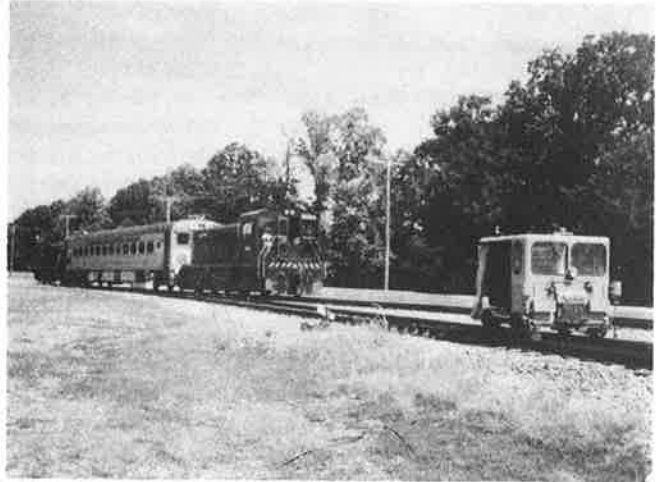
The post had just finished a total rehab of the railroad. All new trestles, new ties, new, relay rail and good ballast had been put down. The tracks are now single track instead of double track. All of the sidings that had not been used in years have been removed. The Mulberry Island line is still intact as a loop. The James River line is a stub now, cut just past the wye at the rifle range and just beyond the coal yard.

Regardless, the tracks were in good shape and we made several passes around each direction. We even took time out for a guided trip through the EVRRHS's former hospital cars, stored temporarily at the Coal yard.

All in all, we had a good day for running. Tom Stallings had the chance to test his recently restored S-2 under less stressful conditions. Carey Boney had a chance to test his newly fabricated carburetor check valves and Earl Barber just added miles to his M-19.

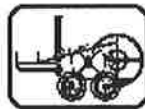
As a side note, 1998, might very well be the last year we have a chance to run at Fort Eustis. The entire Utility Rail division was closed later in the year and now all rail operations have "officially" been combined with those of NWS Yorktown.

Good running and good run had by all. Thanks guys for the support and let's hope we can come back again in 1999.

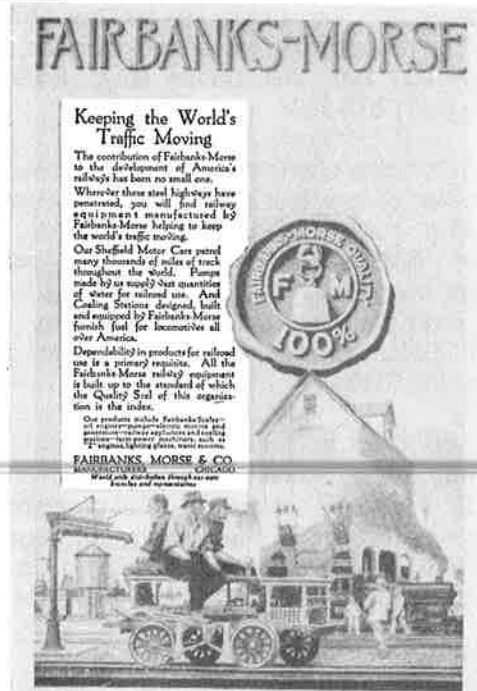


Fort Eustis' RS4 #4024 and train at Hank's Yard with Hugh Cain's ex L&N MT-14 in the foreground.

Photo by Hugh Cain



## Nostalgia:



A Fairbanks-Morse advertisement from the National Geographic Magazine. Submitted by Mark Springer





## Want Ads

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FOR SALE: Fairmont M-14. Engine runs good, Some top damage. From Akron, Canton & Youngstown RR. Tecumseh, MI. \$500 or best offer. Fairmont M-19 open car. Motor is extra good, Needs head gasket. Has bell under floor. \$400. Ken Couture (517) 423-2956

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

FOR SALE: New parts for Fairmont cars: M9 brake shoes & liners @ \$20; M9 flange brake shoes & liners @ \$20; M14, M19 flange brake shoes & liners @ \$20; M14, M19, MT14, MT19 brake shoes & liners @ \$12.50; #46500-46501 setoff skids @ \$30; #46556 lift handles @ \$75; #98397 lift handle bracket @ \$6; #M-18457 brake pivot stud @ \$12.50; #M-17082 brake shoe hanger @ \$12; #M-18930 brake hanger pin @ \$6.00; #46565 fuel tank (4-1/2 gal.) @ \$110; 6-gal fuel tank @ \$125; #F-13212-F9085 black seat cushions @ \$32.50; folding seat frame @ \$35; non-folding seat frame @ \$27.50; M19 & MT19 seat mounting brackets @ \$30/set; M19 & MT19 side curtains @ \$175/3 pc. set. 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 is possible on motor cars. Push cart trailer w/light axles. Tool/coil boxes, like reproductions of heavier-gauge sheet metal: \$50 or 2 for \$85 + S & H. 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. 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](mailto: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: 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: Lycoming & 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 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: 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 [EVRHRS003@aol.com](mailto:EVRHRS003@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: 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](mailto: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: 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, (319) 396-4465

FOR SALE: Fairmont A-5 motorcar. Pennsylvania Trolley Museum. Contact Daniel J. Bower, Manager, way and track - Pennsylvania Trolley Museum - 1 Museum Road - Washington, Pa 15301. Email [djbower@intelitran.com](mailto:djbower@intelitran.com)

FOR SALE: two Railroads. One running & ready to go. The other needs engine. \$750 for the pair.

For Sale / Trade: 1947 M-19 BASICALLY ORIGINAL, as seen in NARCOA 1999 Calendar, October. I have run this car and maintained it for 13 years. \$1250 firm.

FOR SALE: 1987 GMC Fairmont P-30 inspection truck. ready to go. \$3500 in extra parts plus 1984 P-30 parts truck included. \$4500 takes all or trade?

FOR SALE: 1940's Sylvester 21 -E open car. good fast runner, like an M-14 Fairmont. \$1500. You can be the only guy around with one of these. Contact Eric Schwandt - Dundee, Mi (517) 451-2175 at: [mschwa@tc3net.com](mailto:mschwa@tc3net.com)

FOR SALE: One Fairbanks Morse 55D Section Car, totally restored with rebuilt engine. Using original parts. Car was built in the 30's, located in MS. Has some extras. Asking \$3,500 US. Retrofit air filters for Fairmont engines. Uses foam element ... not oiled screen. Tested on M-9's M-19's etc. \$20.00+shipping. Exhaust system kits for Fairmont cars, real quiet, you can hear carb checks tapping at idle. Preassembled, just install, put some spray foam on wheels and you can hear yourself think! Price on request, "Price varies by car" For info contact Robert Riley at (601) 982-8513.

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



## 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.

**March 21:** Apache Railway Excursion: in conjunction with the southwestern US tour, Pacific Railcar Operators (PRO) announces an excursion on the Apache. NARCOA rulebook quiz and insurance required. One way distance is 45 miles, fee: \$55. Send check payable to PRO and LSASE to: Ron Zammit, 469 Campana, Arroyo Grande, CA 93420.

### 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.

The following are scheduled runs by NERCA. Exact details will follow:

**May 1:** Maine Coast RR, Rockland Branch

**May 2:** Maine Coast RR, Lower Road Branch

**July 10-11:** OC&N Antique Motorcar Weekend

**July 24-25:** Delaware & Ulster RR Weekend

### PACIFIC RAILCAR OPERATORS

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](http://www.pro-online.org), and will be used for timely excursion announcements and news.

**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 LSASE 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.

**August 14:** Coopersville & Marne RR: Second Annual Summerfest Railroad Day Coopersville to Marne, (12-mi R.T.) and Coopersville to Grand Rapids, (26-mi R.T.) (Multiple runs planned) \$15/car, NARCOA ins. and rule certification required. Summerfest includes classic car show, antique show, craft show, food booths, children's

activities, train rides, motorcar meet and railroad equipment demonstration - including ex C&O 250-ton wreck crane. The Amerihost Hotel in Coopersville, MI is offering a special rate for NARCOA Summerfest/Railroad Days visitors. The hotel is two years old with indoor pool, etc. Contact Brad Anderson, 4955 Lake Harbor Rd., Muskegon MI 49441

**T.B.A. SWEETLINE RAILROAD** Carson City Mich. to Middleton, Mich. 14 mile round trip. Three runs planned. Come ride the remaining trackage of the Toledo Saginaw & Muskegon/ex GTW trackage. Eat at the Middleton dinner for a good "Farmers Lunch" or their buffet. Bring tree trimming saw and tools for digging out grade crossings on first trip! Dates and details to be announced later pending SLR approval. No Insurance needed

**T.B.A. SOUTHERN MICHIGAN RAILROAD.** Clinton, Mich. to Raisin Center Mi. 20 mile round trip. Several runs possible. No insurance required but must be SMRS Member 30 days prior to the excursion. Dates and details later SMRS rules in effect.

### 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 through 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. 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 # 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 Pacific Railcar Operators 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 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 Motorcar Operators West to Doug Stivers, 1548 Fuchsia Drive, San Jose, CA 95125-4833, (408) 264-1048.

### Arizona & California Railroad

**March 26** 105 miles on welded rail east from Parker, AZ to Matthe (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

### NORTH CENTRAL RAILCARS, LTD.

NCR Rules: All motorcar operators must be NARCOA rules-certified and must have insurance approved by

NARCOA as a condition for registration at all NCR-sponsored excursions, All motorcars must be equipped with automatic brake lights.

**Note:** The railroads listed below do not sponsor the excursions that take place on their property. These railroads specifically disclaim any responsibility for injuries or damage sustained by anyone on account of such excursions.

**April 24:** US Army Munitions Command, Baraboo, Wisconsin. 30 miles. Limit 20 motorcars. \$20.00 Send to: Craig Bluschke, 10916 Spring Creek Road, Blue Mounds, WI 53517. E-mail bluschke@engr.wisc.edu

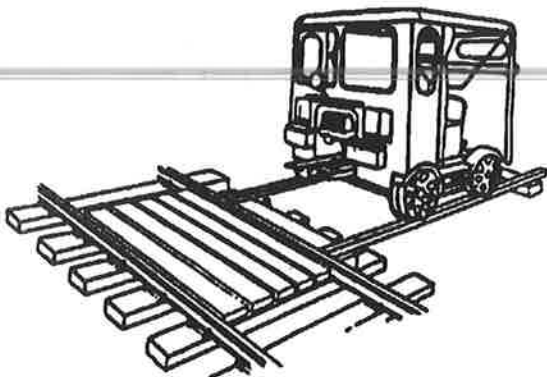
**May 22:** Wisconsin and Southern Railroad, Janesville to Monroe, WI and return. 70 miles RT. Send check for \$75 payable to North Central Railcars to: Craig Bluschke, 10916 Spring Creek Road, Blue Mounds, WI 53517. E-mail bluschke@engr.wisc.edu

**August 21:** Wisconsin and Southern Railroad, Janesville, WI to Fox Lake, IL including the Elkhorn, WI branch. 120 miles RT. Send check for \$75 payable to North Central Railcars to: Craig Bluschke, 10916 Spring Creek Road, Blue Mounds, WI 53517. e-mail bluschke@engr.wisc.edu

#### EXCURSIONS SPONCERED BY OTHERS

**May 22** Lycoming Valley Railroad, 80 miles round trip including the former lines of the Reading and New York Central between Avis, Williamsport and Muncy, PA. There will be a tour of one of the local industries. Hard hat, safety glasses and hard sole shoes mandatory. NARCOA insurance required. \$35.00 per car. To register send check to Larry Maynard – RR1, Box 351 - New Columbia, PA 17856. For further information call Larry Maynard (570) 538-9050

**May 23.** Ride the former Reading and Pennsylvania Railroads from White Deer, PA to Lewisburg, Winfield and Mifflinburg. This is approximately a 40-mile round trip. The line was the home of West Shore Rail Excursions which stopped operating at the end of the 1997 season. The owners have allowed us to have an excursion on the line, which is now freight only. NARCOA insurance required. \$30.00 per car. To register send check to Larry Maynard – RR1, Box 351 - New Columbia, PA 17856. For further information call Larry Maynard (570) 538-9050



# North American Railcar Operators Association

(NARCOA)

Officers:

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

Board of Directors by Area

#### Area 1

(ME, NH, VT, NY, MA, CT, RI)  
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P.O. Box 209  
Bearsville, NY 12409

#### Area 7

(ND, SD, NB, IA)  
Carl Schneider  
1302 6<sup>th</sup> Ave. SE.  
Altoona, IA 50009

#### Area 2

(NJ, PA, DE, MD)  
Joel Williams  
Box 82  
Greendell, NJ 07839

#### Area 8

(Canada)  
Jeff Robertson  
954 Kirkland Place  
Kamloops, BC V2B 3Y6

#### Area 3

(IN, OH, MI)  
Stan Conyer  
9333 West State Road, 46  
Columbus, IN 47201

#### Area 9

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Jim McKeel  
9742 Yosemite Ct.  
Wichita, KS 67215

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Ed Taylor  
4297 Royal Oaks  
Lincolnton, NC 28092

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1047 Terrace View Drive  
Alberton, MT 59820

#### Area 5

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Jack Whitt  
1018 W. Dixie Ave.  
Leesburg, FL 34748

#### Area 11

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Gil Dominguez  
8672 Fairmont Way  
Fair Oaks, CA 95628

#### Area 6

(MN, WI, IL)  
Mike Paul  
1780 Maricopa Dr.  
Oshkosh, WI 54904

#### Recording Secretary

Wm Hurtig  
P.O. Box 81  
Delphos, KS 67436-0081

Director at Large (non-voting)  
Ron Zammit  
469 Campana  
Arroyo Grande, CA 93420

Director at Large (non-voting)  
Dave Verzi  
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

#### OPERATIONS

Hank Brown  
622 Oak St.  
Cottage Grove, WI 53527

#### LEGAL FORMS

Mark Springer  
143 N. Arcadia  
Wichita, KS 67212

#### OPERATOR CERTIFICATION TEST

Mike Mitzel  
P.O. Box 79  
Waterman, IL 60556

NARCOA Licensed Radio Call Sign WPHT745 – 151.625 mHz