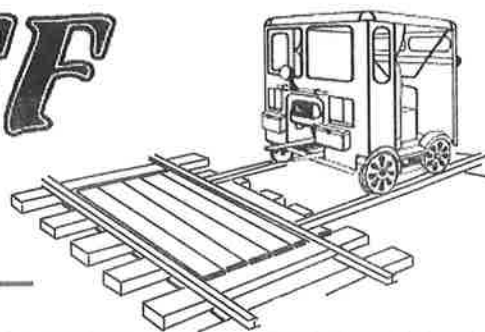


# THE SETOFF

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

September/October 1999 Volume 13 - No. 4



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## Views from the President's Car

I just got home from a busy week of traveling which took me to the mosquito infested area around New York, said hello to Hurricane Floyd, attended a very productive NARCOA Board Meeting in Chicago, and finished up with a nice motor car excursion on the Illinois Rail Net. The storm threatened to delay the arrival of several Directors to the Board meeting, but by air, land, and rail we all got through.

At the Board meeting we learned that the Directors were reelected in areas 2,6, and 10, and we welcomed Rick Tufts (area 4) and Ken Annett (area 10) to the board. Ken won election as a write-in candidate in Canada. We had representation from all 11 areas for the first time in years. All officers remain the same as the board voted to give me another year to try to straighten out a few of our problems.

One of those problems, The Setoff, seems to be on the right track and highballing back to a regular schedule. Our new Co-Editors Jan Taylor and Ernie Jeschke did a great job with the last issue.

Another problem is also being worked on with the formation of a committee to combine our confusing variety of rules and rulebooks into one national rulebook. When this is accomplished we can start allowing our affiliates to administer a rules testing program on a local level.

We reformed our various committees, and a listing of committees and their chairmen appears elsewhere in this issue. Each of these committees gave brief reports of their activities during the past year. The committees received new guidance from the board in a variety of areas and will continue to serve the membership's best interest.

The Judicial committee reported on three incidents that accrued this year, two accidents and one infraction of our alcohol policy. The board continued its zero tolerance position on alcohol at our excursions and removed one members operating privileges. So far two members have lost their operating privileges due to violation of what is commonly called "Rule G" by the railroads.

The Board approved a reworded Stop light rule and deferred the gas can issue to the new national rulebook committee. A motion was carried to require that NAR-

COA insurance for motor car excursions would only be issued to NARCOA affiliates. This will require that meet coordinators must associate themselves with affiliates or become affiliated themselves to organize insured events before 2001. This is a fairly painless procedure and was explained elsewhere in this issue of the Setoff. Meet coordinators or local clubs having questions regarding affiliation should contact Dave Versi.

The meeting recessed at 4:30 p.m. and reconvened at the Railroad Park in Rochelle, Ill., for a pizza and train watching. On Sunday 20 motor cars traveled a 22-mile section of Illinois Rail Net under sunny skies.

I have the utmost confidence in our Board and its committees to lead our hobby into the twenty-first century. The group of members now leading our hobby works together well and has only the best interest of all our members in mind. While we may have differing opinions on some subjects at our meetings, we can all come together as friends after a meeting and share the enjoyment of our common interest. I value the friendship of all our board members and hope they value mine. A more complete report on the 1999 NARCOA Board of Directors meeting will come in the minutes, which will be printed, in an upcoming issue. Be careful out there,

Stan Conyer

Please submit materials for the  
December issue of  
**THE SETOFF** by November 15  
as follows:

Classified Ads and Excursion  
Announcements ..... Ernie Jeschke

All other Materials  
and photos ..... Jan Taylor

Please remember to share your  
best photos with us for possible  
use in the 2000 Calendar. Send  
them to:

Bob Schuknecht  
516 1/2 N. Charles Street  
Saginaw MI 48602-4037

Thank you,  
Jan

### Cover Photo . . .

*Motorcars on the main line in Agawa Canyon, 1999  
Loop tour.* RALPH H. SCHAFFER, JR.

## 1999 Insurance Program Statistics

The NARCOA Railroad Motorcar Insurance Program for the current year has 602 members compared to 571 last year, or a 5% increase over 1998. Typical for our insurance program, 107 (19%) did not renew from last year, but this percentage is falling. Again about 4% who had not participated in 1998 renewed from previous years. The percentage of new participants was 19%.

California has the most insured members at 144 (24%) followed by Iowa (46, 8%), Pennsylvania (45, 7%), Ohio (37, 6%) and Wisconsin (33, 5%). Breaking this down by regions:

- 31% of insured members are from states west of and including Montana, Wyoming, Colorado and New Mexico
- 25% are from the central states, essentially from Illinois west
- 44% are from the remaining states and provinces

Most states saw equal or increased memberships, with the exception of Washington and Oregon, down 21% and 23% respectively.

Through September 15th, we have issued 120 Certificates of Insurance, compared to 108 at this time in 1998, an increase of 11%. Of these certificates, 37 were issued to new railroads, never operated on before. Since March 6, 1995, NARCOA has insured 202 different railroads with 588 Certificates of Insurance. For 1999, California had the most certificates at 18 (15%) Pennsylvania with 14 (12%) with the balance split relatively evenly among the other states and provinces.

A breakdown of insured operators by age gives the following:

16 to 25 years of age .....	0.5%
26 to 35 .....	3.4%
36 to 45 .....	15.9%
46 to 55 .....	35.8%
56 to 65 .....	29.2%
66 to 75 .....	11.8%
76 to 85 .....	3.4%

Information compiled and provided by Tom Norman  
NARCOA Insurance Administrator

Note: See also Affiliate Administrator Dave Verzi's report on page 4 regarding new procedures for securing excursion insurance.

### Guidelines for Submitting Materials for Publication in **THE SETOFF**

1. Our editorial policy is to 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. Submit either black and white or sharp, color prints for publication. Please label the back of the picture as to its subject matter and photographer. Do not send slides.
4. We cannot publish copyrighted materials such as photos, posters, cartoons or articles without written permission from the author or publisher. Sender must provide written permission at the time of submission.
5. 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-- **even with E-mail**--in case we need to clarify something we don't understand.
6. Send materials to **THE SETOFF** editor by the 15th of January, March, May, July, September or November for publication the following month's edition.

## 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 Website at:  
<http://www.NARCOA.org>

## **New Procedure for Excursion Insurance Beginning January 1, 2001**

Dave Verzi, Affiliate Administrator

The new year of 2001 will see NARCOA require every individual or group, who uses NARCOA-provided insurance for coverage of a hosting railroad, to become an Affiliate of NARCOA. This will be a relatively simple procedure, the basis of which is the simple requirement of the organizer signing the NARCOA Affiliate Agreements. After these documents are properly completed returned to the Affiliate Administrator, along with any pertinent documents such as bylaws or policy statements, temporary Affiliate status is granted until the Board votes to accept the Affiliates at the annual NARCOA Board meeting. Any Affiliates with restrictions over NARCOA policy will be required to post such restrictions on the NARCOA web page prior to the excursion. Full details on the above will be detailed in the revised NARCOA Policy Book revision to be published soon.

The NARCOA Affiliate Agreements simply require excursion organizers to indemnify NARCOA and allow open membership or participation at any excursions where NARCOA-provided railroad insurance is used. In other words, there can be no closed-membership organizations using NARCOA-provided railroad insurance. Membership in a local organization must be on an "equal opportunity" basis in order for Affiliate status to be granted. An excursion organizer may add additional excursion requirements that are more strict than those outlined in the NARCOA rule book, and the organizer may also limit the number of operators attending a specific excursion. Affiliation provides an equal chance for any NARCOA member, in good standing, to join with an organization of his/her choice which sponsors NARCOA-railroad-insured excursions.

What has prompted this action is the existence of groups operating with NARCOA-provided railroad insurance which do not allow members outside their group to operate at their events—ever, regardless of additional requirements. These are known as the "closed operations groups." Individuals who sponsor excursions without a group but on their own, must also sign these agreements. Though they have agreed to indemnify NARCOA by signing the requisite documents, they are fully-insured for any third party suits that may arise through the course of organizing an excursion under their own insurance policy as NARCOA operators.

Affiliate groups of NARCOA have already signed these above mentioned agreements, and all are operating as required by the NARCOA Board of Directors through the Affiliate structure. Group Affiliates may also purchase the same insurance policy made available to individual operators to insure the activities related to motorcar excursions their group organizes. The procedure to verify Affiliation, while yet being worked out with NARCOA's Operations and Insurance representatives, shall be as follows:

- ◆ Before any Certificates of NARCOA provided railroad insurance can be issued to a coordinator and host railroad, the sponsoring group/individual must have its Affiliate documents on file with the NARCOA Affiliate Administrator.
- ◆ New Affiliate Agreements must be submitted by each Affiliate every January (annually), along with their optional insurance fee for coverage of their Affiliate organization.

NARCOA realizes that excursion coordinators and related Affiliate groups are its greatest asset, outside of our host railroads. Due to the desire of the directors of NARCOA that an equal motorcar operation opportunity be granted to all NARCOA operators on NARCOA-railroad-insured events, this policy has been put in place. Affiliates who violate their agreement of open membership and equal opportunity to all NARCOA operators are subject to having their Certificate(s) of Insurance revoked.

To obtain Affiliate Agreements for the year 2000 send an SASE to:

Dave Verzi  
10059 Aldridge Dr.  
Columbia Station OH 44028

Questions may be answered by e-mail at:

WM340@aol.com

or by phoning (440) 236-3374 6-9 p.m, EST.

## **Summary of Minutes, NARCOA Board Meeting Chicago, September 1999**

### **Election Results:**

- Area 2 Joel Williams
- Area 4 Rick Tufts
- Area 6 Mike Paul
- Area 8 Ken Annett (write-in)
- Area 10 Tom Norman

### **All officers were reelected:**

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

1. All 11 directors were present.
2. Last year's stoplight size rule change was rescinded.
3. Last year's meeting minutes were accepted with several corrections.
4. A new Rule Book Committee was formed with the goal of creating a national rule book. The new rule book would consolidate safety rules of local affiliates into the current NARCOA rulebook.
5. The Board passed a motion directing the President to write a letter to any motorcar group suspected of having a restricted membership. The letter will advise that motorcar groups with restricted memberships violates NARCOA's open membership policy and will result in removal of the privilege to use the NARCOA insurance policy. A response from the suspected motorcar group is required within 90 days. Furthermore, the letter will identify the consequence(s) of no response within stated 90 day deadline.
6. The Board passed a written motion (with modifications) adding a new item to the Policy Book. Groups or individuals hosting NARCOA insured excursions must be NARCOA affiliates. The new item also outlined the procedure for adding or removing groups or individuals as NARCOA affiliates.
7. The Board passed a motion to the Policy Book. Only NARCOA insured operators may operate motor cars at a NARCOA affiliate-sponsored excursion.
8. The Board voted to accept NERCA and Great Lakes Railcars as affiliates.
9. The Board voted to remove last year's revision to Part 1 Section 12 in the rule book and replace it with "All motorcars must be equipped with one or more red stoplights mounted on the rear of the car which are automatically illuminated upon brake application. Stoplights must be bright enough to be easily visible in daylight at 300 feet. Stoplights may be integral with the taillights. Stoplights may flash with brake application."
10. A motion describing where extra [fuel] cans could be carried was deferred. The Board will wait for a recommendation from the Rulebook Committee.
11. The Board passed a motion to move current Bylaw Article 5 Section 5 Item 2 to the Policy Book.
12. The Board voted to assess a motor car operator 3 points for being clipped by an automobile at a grade crossing.
13. The Board voted to assess a motor car operator 3 points for hitting an automobile stopped in a private grade crossing.
14. The Board voted to remove motor car operating privileges from an operator who consumed beer during lunch at an excursion for 12 months from date of incident.
15. The Board will wait to get a wording change to the alcohol/drug policy from the Rule Book committee.
16. Stan decided to retain both Dave Verzi and Ron Zammit as Directors-at-Large.
17. Next date for the NARCOA Board Meeting: September 15,16 and 17, 2000, in Chicago.

## Letters to the Editor

### **Jake Jacobson Safety Award**

by Al McCracken

Prior to the meeting:

In March of 1998, I had the opportunity to ride my speeder on the Southwest tour run by Hank Brown and Doug Stivers. One of the railroads was the Copper Basin railroad managed by the Vice President and General Manager Jake Jacobson. Dave Towle's passenger was Len Levitt who is the treasurer of Niles canyon Railroad and museum. Len indicated that they received the Jake Jacobson Award for 1996 and wanted to meet him. Jake gave us a super tour and a couple of hikes to points of interest along the track. We had a very good time.

I got an idea on the way home. What if the speeder groups did a fund-raiser of several railroads, attaching a surcharge on each speeder and giving a cash award with the "Jake?" At this time, I thought that the award was structured similarly to the Harriman Award of gold, silver and bronze for each category. I thought about the possibilities for some time, then approached the Board of Directors of Southwest Railcar Ltd. At their summer board meeting I described the program but also indicated that the club's normal rules would have to be suspended to accommodate this unique program. They all agreed.

The Meeting:

I called Jack and indicated that Wayne Parsons and I would like to fly down to Tucson and meet with him for a brainstorming session, if we could arrange a date. We met on September 5, 1998, at Jake's home on the outskirts of Tucson. Our conversation quickly turned to the mechanics of determining the "Jake" recipients and distribution of the award. This award is unlimited in that any railroad qualifies, as long as they receive a perfect score on the Federal Railroad Administration's annual safety report. This is not finalized until March or April of the following year. The largest seven railroads—by total employee hours worked—are called the "Magnificent Seven" and receive a loving cup and a framed certificate. The cutoff line for certificates is 8000 total annual man-hours. Jake has been paying for the awards out of his own pocket, since he so strongly believes that railroad safety should be developed as a culture on each railroad and not just as a set of bothersome rules. This past year, 159 railroads received certificates, and for the first time in the history of the award, a commuter line was one of the "Magnificent Seven."

Jake also told us how the award started. Jake was very proud of the Copper Basin Railway when the employees turned in a perfect safety record of zero accidents, zero personal injuries and zero time lost. He waited for the Harriman Award but was not given even an honorable mention. He called the Harriman folds and was informed in a round about way that his railway was not big enough to qualify for consideration, even though the Bronze-winning railroad had had two fatalities. When he attended the next Shortline Association meeting, he suggested that they should come up with their own safety award. He received a standing ovation. The next year he made sure that all railroads with a perfect record of zero accidents, zero personal injuries and zero time lost received a certificate.

Wayne and I quickly realized that this project would affect all speeder groups of NARCOA. We discarded our local affiliate labels and emphasized NARCOA the rest of the day. A new railroad industry association has been formed with the official title of American Shortline and Regional Railroad Association, and Jake is about 95% sure that they will take over the award. NARCOA could assume a backup position, however, if ASRRA did not want to continue the program. We indicated that NARCOA emphasizes the safe operation of speeders, and we would like to be associated with the railroad industry by way of their safety program, but that we did not have the authority to commit NARCOA at this time. NARCOA and its affiliates do have volunteer manpower and could perhaps help with printing certificates or mailing awards while ASRRA determined the actual recipients. With more people involved, we could consider expanding the program perhaps to provide employees with individual badges.

After five hours of Jake and his charming wife Patricia being gracious hosts, we bid them adieu. As we traveled to the Phoenix airport, Wayne and I both agreed had it not been for the efforts of Doug Stivers and Ron Zammit over the years, this opportunity for NARCOA would never have been offered. This is the power of an organization; some members plant the seed, and other members have the opportunity to reap the harvest. This may allow speeder groups throughout the nation to be considered semi-members of the shortline industry, not semi-orphans. It is a step towards being able to choose which railroads we want to travel over instead of accepting whichever we can find that will have us.

After the Meeting:

Speeder groups—MOW in particular—can put a feather in their cap. While running on Chris Baldo's MOW Northwest Tour I asked, "Is this a Jake railroad?" The General Manager asked, "What is a Jake railroad?" I explained, and he said that he wanted to start a safety program. I quickly told him about an

Ontario railroad that promised their employees that, "If you win the Jake, we'll buy the cake." The railroad wrote Jake that their employees really became safety conscious, saying to each other things like, "Good thing the Jake didn't see you do that." I sent him Jake's address and fax/phone numbers and a copy of a blank certificate. Jake sent a packet, and now NARCOA has a record of helping a railroad set up a safety program.

Just before I left for Mexico, I called Jake and indicated that my contacts with the Bay Area Garden Railroad Society knew of a source for some  $\frac{5}{8}$ -inch pins, gold-colored metal with a blue enamel border and the inscription "Jake Safety Award—1997." They were made in Taiwan and took six weeks for delivery. I did not have the authority to commit MOW, Southwest Railcar, or NARCOA, but as an experiment from Al to Jake, we could get pins for all the employees of the Magnificent Seven.

When I returned from Mexico, the pins were ready for pickup, and I sent them off along with a letter indicating this was an experiment and to contact Jake if they liked them. Jake was in Northern Arizona and New Mexico when the pins started arriving and people started tracking him down by phone. It was an overwhelming success, and I enclose a letter from Jake.

At the October 30, 1998, meeting of the ASRRA, Jake had the opportunity to speak on our behalf: "You might have had a problem with speeders in the past, but I let them come on my railroad last spring, and they have come a long way. They were very safety-conscious, and you should give them a second chance. I was impressed with their safety procedures, and they keep safety foremost in their minds as they operate." Jake said the reaction to this was not enthusiastic. I came to the immediate conclusion that he was talking to the "tough nuts to crack" guys. Thank you Jake for those kind words.

I hope NARCOA will take advantage of this opportunity. I am willing to help any way I can to establish legitimacy of speeders on the rails and the possibility that the FRA will consider us a safe extension of the railroad industry.

#### Jake Award Update:

In March of 1999 three speeder clubs—Motorcar Operators West, Pacific Railcar Operators, and Southwest Railcar Ltd.—organized a speeder tour of four railroads in Arizona. The run on the Apache Railroad, the San Pedro & Southwestern, the Copper Basin Railway, and the Arizona & California Railway consisted of five days on the rails over a seven-day period. Two of these railroads were newly-opened to speeders. A daily surcharge was assessed, and two of the railroads donated all funds collected to go toward the 1998 Kale Safety Award pins. Furthermore, all funds collected by the Arizona & California were donated to local charity. The pins are financed and have been ordered for

all employees of railroads who have a perfect safety record for 1998. The pins will be distributed in early September. Trains magazine will be doing an article on Jake and might include our pins in the article.

The seven railroads in last year's experiment were: Norfolk & Portsmouth Belt Line (Chesapeake, Virginia), California Northern (American Canyon, California), Copper Basin Railway (Hayden, Arizona), Minnesota, Dakota & Western Railroad Company (International Falls, Minnesota), Virginia Railway Express (Alexandria, Virginia), Steeltown & Highspire Railroad Company (Steeltown, Pennsylvania), and South Buffalo Railway (Buffalo, New York).

## From Yesteryear . . .

### HARD LUCK

#### A WEDDING CONSUMMATED UNDER TRYING CIRCUMSTANCES

The last issue the Zephyr announced the marriage of Mr. Harry Ellis and Miss Mattie A. Frazee, but there was a little experience preceding the wedding which was not related. The day preceding Christmas Miss Frazee was to have met Mr. Ellis here, and accordingly she left Pony in the stage for Sappington where she was to catch the west-bound passenger. But the fates were against her, and the stage arrived too late for the train, and when it arrived here Mr. Ellis found that his expected bride did not materialize. The receipt of a telegram soon after informed him of the reason therefor, and he, like a dutiful man, set out for the section foreman, Mr. Dunlevy, who sympathized with him and let him have the use of a handcar to go after his bride on the condition that he found a railroad man to take charge of the train. Accordingly the services of Fred Eggleston, an ex-NP engineer, were secured, with those of other men, sufficient to make up a train crew, and the handcar with Engineer Eggleston at the throttle—or at one end of them—pulled out for Sappington, 19 miles away. With a gale and a snowstorm at their backs, the downward journey was soon made, and the bride-to-be rescued from her unpleasant predicament. The return was not so easy, however, as the gale was in their teeth and the snow blinding. Besides, the snow interfered seriously with progress, as it balled on the track. Lime Spur was reached in due time, and the section house people, where it was expected to secure a lunch, were absent. The engineer came to the rescue, however, and proved himself a genuine French cook, preparing a most excellent meal—at least he says it was, and he ought to know for no one else got much of a chance to sample it—and Miss Frazee had to resort to the kitchen and cook some more in order to get anything to eat for herself and the rest. The meal concluded, another long siege at the throttle by Eggleston and assistants brought all to Whitehall safely, and the wedding proceeded just as though nothing had happened out of the order of affairs.

## The Woodings Centrifugal Clutch Replacement

by Michael P. Ford

The words "We don't make that any more" can strike fear in a motor car owner, especially those of us who own a Woodings motor car. I was faced with this situation when my secondary (driven unit) began to fail during an excursion in the Upper Peninsula of Michigan during the summer of 1998. I want to share my learning experience, so when others face a similar situation, they can get the needed parts and assistance quickly.

### Background

Woodings motor cars are driven by a two-piece system consisting of the drive unit (called the clutch) and a driven unit (called the secondary, or torque converter). The speed is "infinitively variable" because in theory, you can adjust the engine RPM's (via the throttle) to obtain the exact speed you desire. The distance of travel of the clutch's moveable face can literally be .00001 inch (or smaller) causing a corresponding incrementally small increase/decrease in speed. The clutch is mounted on the engine output shaft, while the secondary is mounted on the transmission. The two pieces are connected by a drive belt and operate on a very simple principle—centrifugal force. As the engine RPM's increase, the moveable face on the clutch (farthest from the engine) moves forward (toward the engine). The moveable face is loaded with weight "pucks" and pushes up against a center spring. The inward movement of the moveable face causes the belt to ride over a greater circumference. At the same time, the secondary begins to open (the moveable face moves toward the front of the car), and the belt rides lower in the secondary over a smaller diameter. Similarly, as you decrease the engine RPM's, the clutch "opens" as the spring forces the moveable face outward, and the secondary begins to close. As this happens, the belt is riding over a smaller circumference on the clutch, and a large circumference on the secondary. The combination of the clutch and the secondary allows for better pick-up at slow speeds and delivers more power at higher speeds—the same principle used for a 10-speed (or greater) bicycle. There are numerous combinations of weight and spring tension that are used to make the system perform to the user's needs. This two-piece system is identical to the systems used to power snowmobiles.

### The Original System

The original system on my Woodings was built by Securitstat International, located in Drummondville, Quebec, Canada, under the brand name "Powerbloc." The company is now called IBC Powerbloc but no longer supports the secondary unit. When my secondary

broke, I had to look for a substitute, and I decided I would replace both the drive and secondary units to be sure my system components were right for each other. I was also hoping to find newer, lighter, more improved and up-to-date technology.

### The New System

After several weeks of checking around and asking lots of questions, I located a manufacturing company of centrifugal clutch systems in Richmond, Indiana. The company is Hoffco/Comet, and they make a wide variety of centrifugal clutches and secondaries. The learning process was not easy, and it took several iterations of purchasing and returning parts to retailers before eventually getting the correct ones for my application. Then, it was a matter of working with various spring tensions and weight (puck) combinations to get the system to perform adequately.

There are several pieces of information one needs to know to determine the components of a new system:

- Is the engine shaft straight or tapered? What is the diameter? Does it have a keyway?
- What is the width of the drive belt?
- What is the diameter of the input shaft (on which the secondary mounts) on the transmission. Does it have a keyway?

With these specifications, one can purchase the correct items from almost any snowmobile or recreational vehicle retailer. I purchased mine via mail order from Recreational Leisure, in Farmington Hills, Michigan. The clutch and secondary cost between \$125 and \$150 each.

(cont. p. 11)



*Gary Greenwood's Woodings Railcar suffered a frozen transmission during the July 26-29, 1999, excursion on the Algoma Central. As the rear axle was locked up, the car was loaded on a push car by the railroad and hauled back to Sault St. Marie.* STAN CONYER PHOTO



## Motorcar Teck-Talk with Dick & Ron



In one Internet discussion, someone asked, “**Where do I put everything I need to take on a multi-day trip in one of the smaller cars?**” Another person going on a first trip as a passenger observed, “I did not need to take as much as I thought.” This article examines how much gear you really need, and suggests places to stow it. It is intended to assist the new member in bringing enough but not “the entire ranch.”

Each person will need a set of clothing per day plus coat, raingear, hat and gloves. Additional items may include personal items, alarm clock, a camera/video camera plus batteries/charger. Add a cooler, a 5-gallon can of fuel inside the car, a few quarts of oil, two flags, tools and extra spark plugs in the tool box, and finally the required first aid kit and fire extinguisher. Two-cycle cars need a gallon jug for water. Include also paper towels and cleaner for cleaning windshield, ear protection, safety glasses or goggles, meet info and maps in envelope and possibly a cell phone. Don't forget alternative footwear for dinner. That seems to me to be the minimum.

Now, where to put everything. Hard-sided luggage seldom fits the space available and doesn't always pack to advantage. A typical M19 cab is 57 inches wide, and the top of the engine cover is 15 inches below the windshield. There is at least 15 inches from the front of the car to any interference with the controls such as the brake. Assuming you have the cooler on the floor ahead of the driver and the gas can on the floor ahead of the passenger, there is room for two rectangular soft-sided bags—each 15 x 15 x 28 inches—end to end across the front of the car. They are supported by the engine cover in the middle and the gas can/cooler at the outer edges. Such a rectangular “Gear Bag” holds about 3.6 cubic feet which—I can verify—holds a LOT of clothing. Avoid having a lot of small bags and boxes. When the bus arrives to take the group to the motel, you will be unpopular if you need three trips back and forth to your car. Everything you have to carry, except the gas can and cooler, needs a shoulder strap. It does not matter if you look like a mule; the others look the same.

I carry a box under one seat that contains a variety of items I might need. These occupy only one-third of a cubic foot of space and include: sun block, Wash and Dry, DEET to prevent bites, insect bite itch reducer, hand lotion, plastic eating utensils, guest ear plugs, electrical tape, wire, tiedowns, small flashlight, digital volt meter, spare buzz coil, toilet paper, rosin bag for belt, clip leads, chain and lock for securing fuel can overnight, and a spare towbar pin and clip.

Coat hooks mounted high up in the front corners of the cab can carry your coat when the weather turns warm, and can provide a place to hang the flags if they have a loop at the end of the handle. I have seen a few cars with a shelf mounted across the front of the car just under the windshield. A six-inch deep, four-inch high shelf provides a perfect place for all of those odds and ends. It is most useful for day trips where you do not have to secure your car or its contents at night.

Some operators suspend a net under the roof near the front. This provides a convenient place for coats and other light items, but tends to sag in the middle. I am planning a more rigid, overhead shelf for the rear of the roof in my M9. It will be only three inches below the roof at the edges and will be supported by the curtain rods and by an attachment to the roof. It is intended for coats, gloves and other light items and will be used only for the infrequent long trip and removed the rest of the time.

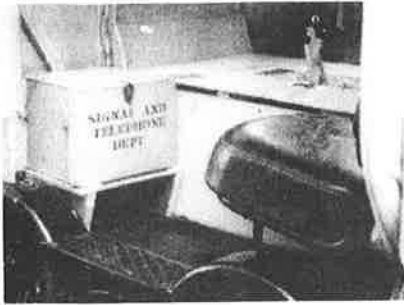
Another spot for soft-sided luggage is between the control panel and the rear piping that supports the roof. A 24-inch equipment bag that is less than 10 inches high and deep will give you a lot of capacity without interfering with access to the brake handle.

Note that there is no need to carry a platform on the rear handles of your car. It does free up more foot-room or allow for a third person, but in my opinion, it is unsafe. Not only does it take weight off the front wheels, possibly contributing to a derailment on uneven track, it may need to be removed for you to use the liftbars, delaying everyone. If you must have a rear platform, keep it only as wide as the car and shallow. Load it with the lightest gear. Remember that a M19 with a full cab and two people is probably at its weight capacity. A third person on a long trip requires a heavier car such as an MT14.

Now about that cooler. Just how much is needed in it anyway? Most of us could benefit from a light lunch now and then. In my experience an 18-quart cooler does fine for two people, getting sandwiches from restaurants after the first day. Pack small rather than “family-size” containers. Plan on replenishing ice each day and using the melted ice water in your cooling system or your water jug. Remember you may have to take that cooler on the bus to the motel, and you may have only one hand to carry it.

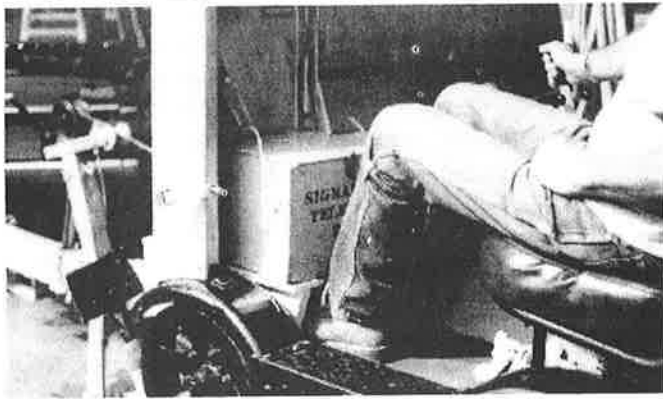
Finally there is a way to increase the foot-room in an M9 even with all your stuff aboard. Instead of standing your cooler or gas can directly on the floor, make a shallow platform high enough for your feet to fit under. My gas can sits to the right side of (cont. on p. 10)

## Teck-Talk (cont. from p. 9)



the engine compartment on a platform which creates about six inches more foot-room. The platform is made from two short pieces of treated six-inch deck lumber and a piece of plywood.

It fits exactly between the front fender and the engine housing. The legs slant a little, so that the top surface slopes forward, preventing things from sliding off. My passenger-side platform carries the first aid kit under it, while the drivers-side platform carries a 2.5-pound fire extinguisher underneath. In each case these are fastened to the underside of the top surface and do not detract much from the additional foot-room. Customize your platform for the size of your car and equipment.



It will be a good thing if this article generates additional discussion. Comments to **Motorcar Teck-Talk** will be collected and published in a follow-up column. Share your good, safe solutions for carrying belongings on multi-day trips on motorcars which were only designed as work vehicles. **Dick**

Direct correspondence to:  
**Motorcar Teck-Talk  
with Dick & 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, technical, motorcar questions. Please submit your questions to either:

Ron Zammit  
469 Campana  
Arroyo Grande CA 93420  
rzammit@  
polymail.cpunix.calpoly.edu

Dick Ray  
5 Hemlock Place  
Randolph NJ 07869  
ray\_r@rocketmail.com

## Trailer Trouble



Most of us use a trailer to tow the motor car. We pretty much ignore the thing, especially if the lights work. From time to time we have the wheel bearings checked and tires changed, but that is it.

We'd like to bring up a little noticed wear area on most trailers: **spring bushings**. Look under your trailer. If you have leaf springs, there are three bushings for each leaf, plus two more for a double-axle trailer. Each bushing wears as you ride along and flex the springs. If your trailer squeaks when loading or bouncing, it probably has bad bushings. Ron has replaced his bushings twice, with about 120,000 miles on the trailer.

To check, jack the trailer such that no pressure is on the spring to be checked. Don't forget to use safety stands with your jack! Check for loose connections at each spring pivot point, three per spring. If loose replace the bushings. If the spring wears into the bolt, where normally the bushing is separating the two, you'll ruin the bolt and the bracket it mounts to, requiring welding to repair. Bushings are easy to replace, if they have not been worn out! Most trailer shops carry them. Also use new bolts, nuts, and toggles (shackles) while doing the repair. Parts run about \$50 if you do a two-axle trailer.

Another problem area with trailers is the brakes. Here we are not concerned with lining wear, but the mechanism to activate the brakes.

Most trailers have electric brakes. (Let's assume some familiarity with the brake controller and proper adjustment.) Essentially, this device applies voltage to the brakes in the hubs of your trailer, which causes current to flow through each electro-magnet in each brake. These magnets are "hung" within the brake drum, and current passing through them attracts to the drum. They rub on the drum as it turns, which pulls them to the rear of the trailer (if moving forward) and this action activates the brakes via a linkage.

The current drawn by a healthy system is about 0.5 to 1.5 amps. for 4-brake systems. To find out the normal condition for your system, put an ammeter in series and try braking. (You may wish to buy a 5-10 amp meter at Radio Shack or another store and set it up permanently on the dash. It will allow you to know always what is going on with the brake's electrical system.) If you have broken wires or open magnet coils, less current than normal flows. If you have a shorted wire or shorted magnet coil, more current flows. One very common problem: as the magnet slides against the drum it wears the magnet's outside covering away, exposing the wires. Then you get an intermittent short that pegs your meter erratically. (cont. on p. 11)

To see if all the magnets are working, have someone stand on the brake, while you listen at each wheel. A working magnet will hum very slightly—easily heard with your ear near the hub. Do this for each wheel. No hum means you will likely find a problem at that wheel.

Removing the drums is the best way to check the system. Since the bearings need re-greasing regularly, this is a good time to have a look. Check the following with care: brake lining thickness, wear on brake magnets, broken or exposed wires, cracked or worn drums. Replace all that show too much wear. Most of the parts are inexpensive, especially when you consider how important they are.

Have a look before your trailer gives you trouble!

**Ron**



*Off to St. Regis - from an early photo album.*  
TAYLOR COLLECTION.

**DID YOU KNOW?** In 1889, the Northern Pacific Railroad owned 1,193 hand and push cars and leased 8 additional for a total of 1,201.

NORTHERN PACIFIC RAILROAD REPORT OF THE BOARD OF DIRECTORS TO THE STOCKHOLDERS AT THE ANNUAL MEETING, OCTOBER 17TH, 1889.

## Clutch Replacement (cont. from p. 8)

### What Worked for Me

My car is powered by a 16-hp Tecumseh engine, with a 30-mm, 1:10" tapered shaft, no keyway. The transmission has a 1" diameter shaft with a keyway. I run a Gates 3085 belt which is 1.25" wide. (Note: The belt needed is a function of the distance between the clutch and secondary and might vary between machines.) With that information, here are the parts I have installed:

- Clutch: Comet Duster 94C, part number 206094, for 30-mm, 1:10" tapered shaft
- Secondary: Comet Driven Unit, part number 212292A, for a 1.25" wide belt, 1" bore.
- Activator Pucks (Weights): Comet, part number 206515A, 56.9 grams each, Qty of 9
- Spring: comet, part number 205819A, (green in color)

### Summary

I have found the Comet system to be a suitable replacement for Powerbloc. There was a very long learning curve, mostly done through trial and error. While Comet has lots of information and technical help on centrifugal systems for snowmobiles and other industrial applications, they had never worked with a Woodings motor car before. They were extremely helpful, however, and worked with me through every step of the trial and error process.

I have run this system on several long excursions during the summer of 1999, including the 945-mile "Loop Tour" and 700 miles on the Algoma Central and have not had any problems. I can easily maintain a speed of 25-30 mph and have run as fast as 44 mph.

If you would like further information regarding Comet products, they can be reached at:

Hoffco/Comet, Inc.  
350 Northwest "F" Street  
Richmond, Indiana 47374-2297  
(800) 999-8161 - Contact: Don Jackson  
[www.hoffcocomet.com](http://www.hoffcocomet.com)

Changing out the clutch and secondary is a relatively straightforward process, as is changing out the weights or springs in the clutch itself. Spring tensions are determined by the color of the spring; there are no adjustments to be made. The hardest part in removing the clutch is having to remove the exhaust pipe so the clutch can slip off the engine output shaft.

I would be happy to pass along any insights or knowledge I have gained regarding the removal of the clutch, changing the springs, weights, etc. I can be reached at:

Michael P. Ford  
7712 Carpenter Court  
Plainfield, IN 46168-8035  
(317) 839-9320  
[mpford@iquest.net](mailto:mpford@iquest.net)



Woodings C.B.I. CP 4708-58

## The Third Time's the Charm

by Patrick "Smitty" Smith

The Narrow Gauge Gang, owners and operators of narrow gauge motorcars, ran again in narrow gauge land on the old Rio Grande. First, on the D&SNGRR—Durango & Silverton Narrow Gauge Railroad—at Durango, Colorado, August 28-30, 1999, and then on the historic C&TS—Cumbres & Toltec Scenic Narrow Gauge Railroad—at Chama, New Mexico, August 31 and September 1, 1999. We spent six days on the 1999 Narrow Gauge tour running on both railroads. Both railroads welcomed us with open arms. We couldn't have asked for better hosts.

There were a total of five motorcars attending the event, Dudley Newman's A4 Z36, Chad Newman's Colo-Ute M15 Z36, Gil Dominguez's WP&Y M15 Z36, Jack Whitt's SCL MT19, and my M19 Z36 Slim Princess. The first day at Durango we displayed our motorcars in their museum for their first annual D&SNGRR Railfest 99.

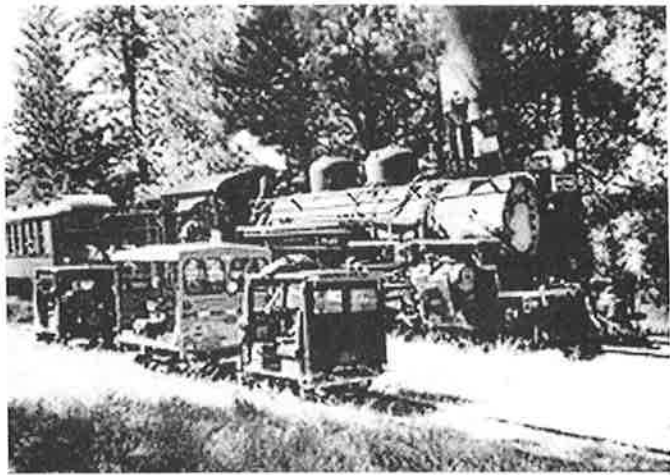


*Motorcars on Durango & Silverton turntable.*

The second and third days were spent running between Durango and the Cascade Canyon wye—a total of 52 miles round trip each time—because of a slide at milepost 486.50 that was estimated at 100 yards long and 20 feet deep with five rails laid over.

The fourth day we ran the entire distance to Silverton and back—a total round trip mileage of 90 miles—as the slide had been cleared. All three days we were up at around 4:30 a.m. and at the museum by 6:00 a.m. to get our cars out and ready to go for a 6:30 a.m. departure. The D&SNGRR is unique in its own way with its magnificent scenery, 2.5-3% grades with about a mile of 4%. The high line track rests on a ledge of rock blasted out from the side of the mountain, 400'

above the Animas River. The railroad pretty much parallels the river the entire distance. The river was very high and a torrent with all the rain and inclement weather the area had been getting this summer. We stopped many times to view and photograph the sights and make run-bys with our motorcars. We ran ahead of the D&SNGRR steam trains—the Eureka Pali-



*A meet with the Eureka Palisades #4.*

sades #4 from Las Vegas, Nevada, owned by Dan Markoff, and the Rio Grande Southern Goose #5 out of Dolores, Colorado. We ran to our destination, turned

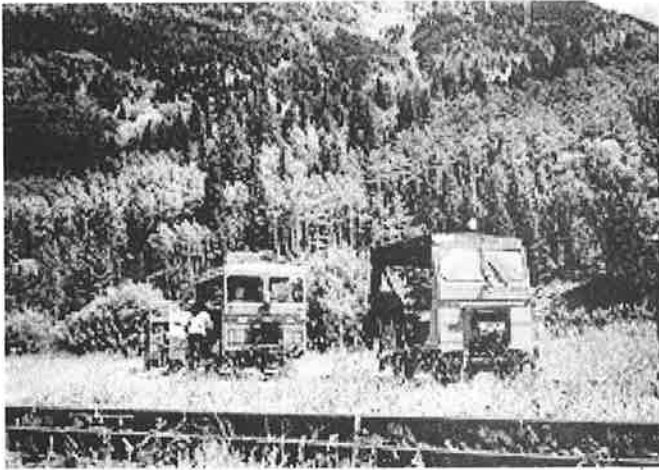


*Taking the siding for the "Goose."*

around and then watched them all go by from a siding, and then ran ahead of them to the Durango yard, ran around the balloon track and put our cars away in the nice warm, dry museum overnight.

The fifth day we ran on the C&TS. Set on and safety inspections were between 6:00 a.m. and 8:00 a.m. for the 8:00 a.m. departure. A short distance out of Chama we encountered the 14 miles of 4% plus grade. This year everyone made it with no problems to the summit at Cumbres Pass, 10,015' above sea level. Gil Dominguez and I both carried passengers and gear, but we made the grade.

The tracks at Durango and Chama were connected about 30 years ago. They are approximately 110-120 miles apart. Even though they were once a part of the same railroad they are very different and exceptional in their own way.



*At Elk Park.*

We ate lunch—a hot meal—at the C&TS lunchroom at Osier station, staying ahead of the eastbound steam passenger train. We met the westbound there before



*Working through the slide.*

we departed. Along the run we stopped many times to enjoy ourselves and the scenery of the Toltec Gorge—tunnels, bridges and Garfield's monument. We ran around the balloon track, put our cars to bed on the Antonito, Colorado, roundhouse tracks and spent the

night in a motel a short walk from the yard. We all gathered for an evening dinner and had a great time.

The sixth day we departed Antonito at 8:15 a.m. for our return trip, stopping along the way for photos and run-bys, and eating again at Osier Station. On this historic 64 miles of track one way we crossed the Colorado—New Mexico border eleven times! We met the eastbound at Osier and let the westbound pass us there, then followed the train to Chama, arriving at about 5:00 p.m.

The ruling grade westbound is 1.42% to Cumbres Summit and then it is 4% plus downgrade for 14 miles, requiring full compression and heavy braking by the two-cycle cars. We set off, loaded our motorcars and went for dinner.

I hope a good time was had by all. The weather was just about right. Please don't call the narrow gauge railroads and ask if they have any narrow gauge cars for sale. They don't.

If you have a MOW—equipped narrow gauge motorcar, MOW membership and license, and NARCOA membership, insurance and certification, I invite you to join us next year. I hope to coordinate an excursion on the narrow gauge in Colorado and New Mexico again



*The depot at Durango.*

in the year 2000. If you can't make the motorcar excursion, at least plan on a vacation riding the Historic Narrow Gauge trains in Narrow Gauge Land. I have both my narrow gauge velocipede and hand car on display in the D&S Museum. Go take a look at them while you are there.

Narrowly,  
Smitty & The Narrow Gauge Gang  
Sedona, Arizona  
520-204-2337 smitty@kachina.net

*A special thanks to my  
photographer Janet Crazy Woman Newman.*



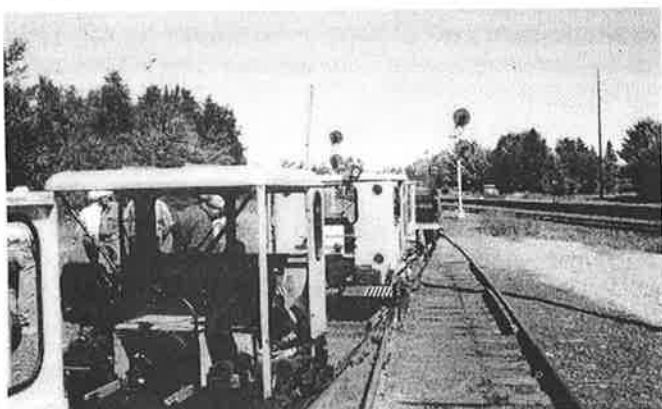
## 1999 Excursion on the Lake Superior & Ishpeming Railroad

by Jeremy Winkworth

The pleasure of some activities often lessens over time, but riding on the Lake Superior & Ishpeming Railroad (LS&I) in Upper Michigan is definitely NOT in that category. It's not known to me exactly how many times we've had formal excursions on the LS&I, but the most likely number is eight, starting in 1994. Each time our escort has been Al Freeman, and thus we owe him huge thanks for his time and his support.

On August 28th of this year, a total of 15 motor cars and one hyrail assembled on the ore dock relief track in West Yard, Marquette. There was a sprinkling of old faces like Mike Paul and Mike Mitzel, plus some newer members like Jim Jameson of Kalamazoo, Mich. and Bud Stych of Traverse City, Mich. As the weather forecast was sunny and 70 degrees, with not

stroke operator's skill, as it is 11 miles of pretty much continuous grade and inevitably we have to stop a couple of times. The WC line seen on the right at Bagdad is now disused and may be purchased by the LS&I as a relief route around Eagle Mills for empties returning to the mines. When we reached Eagle Mills, we found a loaded ore train waiting for us to clear the section—it's all part of the thrill of riding the LS&I! The bathroom break was in the maintenance facility, some people using the bathroom more as an excuse to walk through the facility and examine the locomotives being repaired rather than to deal with a real biological need. Past Eagle Mills we no longer had to share the tracks with ore trains and thus could feel a lot less pressured.



*Waiting in Eagle Mills Yard for permission to ride down the hill to Marquette.*



*Riding through Eagle Mills yard. The Eagle Mills pelletizing plant in the background is being demolished.*

a drop of rain in sight and no early morning fog to deal with, we were in particularly good spirits. The LS&I was busy with an ore boat being loaded and another due the next day. After the mandatory safety meeting, given by coordinator Jim Lindholm of Great Lakes Railcars, we waited for a long train of empty ore cars to trundle by and tackle the Marquette hill up to Eagle Mills. This movement is known as the "Hill Job," the other two jobs on the railroad being the "Dock Job" and the "Mine Job." Power for these trains is a fleet of older GE's that were featured in *Trains* magazine this summer, all painted Cascade green.

After giving the Hill Job a good start, we departed from West Yard, lead by Al Freeman in his company hyrail. Track on the hill up to Eagle Mills is very well maintained—and needs to be, as this is the section where all LS&I traffic funnels down to the ore dock on Lake Superior. It includes two high trestles and a scale used by all ore trains. The hill is a good test of a 2-

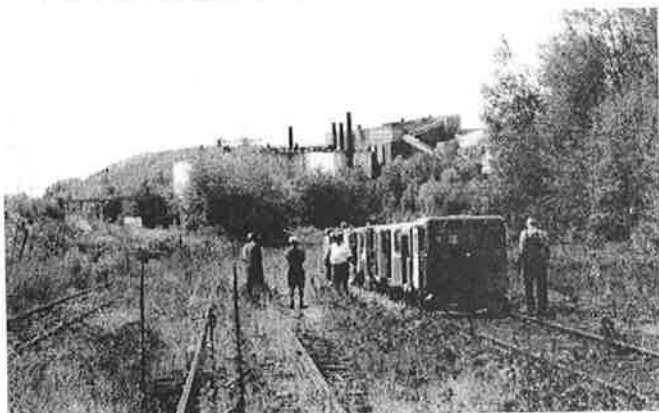
We rode through Diamond Junction onto the joint section through Negaunee to Euclid Yard. This yard is now the WC headquarters in Marquette, but the GP that is normally housed by the ex-C&NW engine house was not visible. It was probably on its way down to Escanaba with freight cars collected from the North Country over the past couple of days. It was good to see so many freight cars in Euclid yard, as only five years ago it was completely empty most of the time. West of Ishpeming, we passed under US 41 and past a spur to Ishpeming Steel, where #7, an old GE 65 tonner switcher from the long closed Cliffs Dow chemical company in Marquette, is stationed. I noted some wooden bodied narrow gauge cars from long closed underground ore mines on the Marquette Range or Copper Range still in the scrap yard.

Passing through Humboldt Junction, where the WC diverges off to L'Anse and Baraga on the historic Duluth, South Shore and Atlantic (DSS&A) route, we

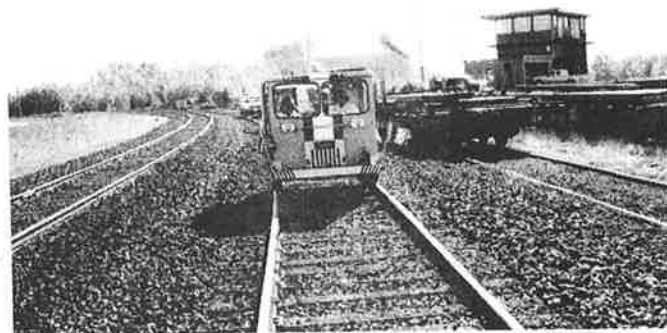
entered the LS&I branch to Republic Mine. Despite very little use right now, the track was still in excellent shape. It's not well known that the DSS&A once had a branch to Republic from Humboldt Junction, but it was torn up in the 1920s. The LS&I branch was later built on much of the old South Shore grade. The wye tracks to Humboldt Mine were still connected but one would never have known where they went as the undergrowth has closed in. It's downhill on the branch, dropping a couple of hundred feet in elevation. Our convoy did surprise one nude sunbather on the deck of her home beside the track, who promptly fled into the house. The snowmobile trail to the right of us was the trackbed of the former Milwaukee Road line to Champion, now reduced from the prestige of bearing the long distance passenger train "The Copper Country Limited" to carrying only snowmobiles. A motorcar shed still exists on the branch, home to the last LS&I speeder on company property, which we hope to see in next year's excursion.

Forty-two miles from Marquette, we stopped just outside of Republic Mine and turned the cars. The mine buildings are still standing but it's my understanding that a contract has been signed with a demolition company to tear them down. Next year they may no longer be in place. In fact, it's a question as to how long the rails on the branch will stay. We quickly motored uphill to Humboldt for the lunch break. During the return trip, we paused briefly in the yard at Eagle Mills to wait for a loaded train to depart for Marquette. However, the Eagle Mills Tower Operator decided to send us out before the train, so down the hill we went, slowing down to 2mph over the scales. Running 11 miles downhill was probably the most pleasurable experience of the day for me, especially over such a heavily traveled piece of track—around 12 million tons of iron pellets were carried down this hill in 1998.

Great weather, great railroad, great day, thanks to Jim Lindholm and Al Freeman. Also thanks to Jim Jameson for letting me ride on his ex-NKP M-19.



*We turned the cars just before Republic Mine, the buildings of which are seen in the background.*



*Entering the yard at Marquette on the return trip. The coal hoppers on the right are used to ship coal to the mines when natural gas is unavailable.*

## Excursions



Members who have organized excursions 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 excursion notices to Ernie Jeschke, c/o SETOFF, - 4106 North Adrian Highway, Adrian, MI 49221 FAX (517) 265-6749 [ejeske@tc3net.com](mailto:ejeske@tc3net.com) (E-mail - Text only)

PLEASE NOTE - Advertisement of an excursion in THE SETOFF does not constitute responsibility by NARCOA

and/or its officers, or THE SETOFF and/or its editorial staff for excursion conditions. Excursion 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 excursion.

### THE FOLLOWING RAILROAD ARE HAVING MOTORCAR OPERATIONS THAT MIGHT BE OF INTEREST TO MOTORCAR OPERATORS

**1ST & 3RD WEEKEND EACH MONTH** - Red Springs Northern RR. The (RO-C) are sponsoring rides on these work/ride events. Ride privileges are granted in return for maintaining the grass. Tracks run 12.5 miles between Red Springs and Parkton NC. \$50 annually per calendar year

*(Continued On Page 19)*

## HOTDOGS, HOTRODS, & MOTORCARS

by Dave Stroebe

The Coopersville & Marne Railroad held its second annual motorcar meet on Saturday, August 14, 1999, in conjunction with Coopersville, Michigan, Summerfest. The festivities included the second largest car and hotrod show in the state of Michigan with over 450 cars. It was also in honor of rock legend Dell Shannon who grew up in Coopersville. Eight cars showed up for the meet and ran from Coopersville, Michigan, to Alpine Avenue in Grand Rapids. I planned on three runs to Grand Rapids, but because of the train schedule, only the first and third runs went to Grand Rapids while the 2nd went only to Marne, following the train. Seton time was 9:00 AM, and when I arrived at 8:45, three cars were in the process of setting on. I introduced myself, showed them where they could park their trailers and handed out the paperwork. I was informed by two of our escorts that in order to clear the train, we would have to leave between 9:30 and 9:45. At 9:25, it was determined that everyone who was going to be there was there, and I called the safety meeting. After I pointed out a few things I knew of, I turned the meeting over to our escorts Jim Lindholm, Robbie Robbins, Rich Dunton and Brad Anderson. Jim Lindholm informed us that the county had paved over the Fruitridge Road crossing, so we would have to push our cars over the crossing.

After they were through, I gave the order to "start your engines," and we were off right at 9:45 as advertised. We made our way over Eastmanville Street, past the C&M Depot amid the curious looks of the festivalgoers, some of whom took pictures. We crossed First street and over the bridge high above Deer Creek. We crossed 40th Avenue in the great metropolis of Titusville, a small hamlet east of Coopersville. Then we were alongside busy I96, one of the main east-west roads on the lower peninsula. We passed through a cut in which one could see the cement foundations of the Grand Rapids, Grand Haven, & Muskegon electric interurban railroad. We also passed over the Detroit, Grand Haven & Milwaukee/GTW line from Durand to Grand Haven. After some quick running, we were at 16th Avenue in Marne.

The interesting thing about this meet is that it's actually a meet on two railroads. After crossing Franklin Street, we were on the Grand Rapids & Eastern, a Railtex line that includes the Mid-Michigan and the Michigan Shore Railroad (a switching line in Muskegon). We were soon traveling through a farm, and one could look off to the left of the tracks and see where the switch for the line that went to Muskegon was. This is known as "PennJct." and is the place where the Pennsylvania Railroad separated from the GTW

for a run to Grand Rapids. The roadbed is now hidden beneath a cornfield.

Soon we found ourselves going under I96 and to the Meijer warehouse (for the large Michigan department store) where we took the siding. The GR&E had thrown the switch against us at the other end of the main, and Jim didn't have a key to unlock the switch. We saw a "Diamond" where the tracks crossed on the warehouse property, going nowhere in particular on one branch of the diamond. The condition of the roadbed improved, and I opened up the throttle a bit more.

We stopped at Fruitridge Road where we pushed our cars over the paved-over crossing. There was evidence of some rail movement over this crossing as there were flange tracks in the asphalt. My car acted squirrely as I pushed it over the crossing which made me glad I hadn't attempted it under power. Once the front of the consist was over the crossing, we waited for the rear to catch up. They were delayed as Brad Anderson, one of our escorts, had run out of gas and had to refuel.

Once everybody caught up, it was on to St. Mary's Cement Company where we turned our cars and backed up to Grand Rapids. We stopped within sight of Fuller Jct. We could plainly see the bright amber approach signal and the red-over-red target signals which guard the CSX Diamond. At one time, Fuller Jct. was a place where the Pennsylvania/Penn Central and C&O crossed over the Grand Truck Western's line to Durand. Bought by Railtex, it became the Grand Rapids & Eastern and today only goes as far east as Ionia, the home of one of the largest Correctional Facilities in Michigan. The Pennsy/Conrail line through Fuller is now gone, leaving the CSX and the GR&E the only occupants of the junction.

Fuller has a unique distinction of being the maintenance and storage facility for Amtrak's Grand Rapids-Chicago "Pere Marquette" which ties up there between runs.

After a few moments, we returned to Coopersville. Once there, there was some confusion as to when our next run would begin. I was told it would be 1:00 PM, then 1:20 PM and finally 1:30 PM. This made figuring out meals somewhat tough.

At 1:30, there was a demonstration of the C&M's ex-C&O Bucyrus/Erie wrecking crane which was working with a flat car that had been deliberately derailed for the occasion. As the 1:30 train started to pull out, it went into "Quick Service Application. It seems that somebody had forgotten to realign the switch with the main, thus almost causing a real derailment for the crane to work on. The switch was quickly (cont. p. 17)



**NERCA - NYS Run**

by Al Elliott

Saturday, Aug 21, 1999, started out gloomy. We set on the track at the North Creek yard and after the greetings and safety meeting, we left for Saratoga Springs. We ran eight miles on great track and stopped at the Riverside station. Great renovation! It looks brand new.

We then proceeded south and immediately ran into weeds about two feet high. Now this in itself wasn't bad, but the smaller cars kept locking up their brakes because the pulp from the weeds was jamming between the wheel and brake shoe. After loosening the adjustment up a bit, things worked a lot better.

We then encountered rain—not drizzle but sporadic pouring. Unfortunately we were riding on an open ST2. WOW! Did we get soaked! We finally put the operator's son into a closed car.

We ran to just beyond the bridge over the Sacandaga River. It had to be 200 feet high across white water. It was terrific. We then ran back to the nearest crossing, spun the cars and headed back to North Creek. We did not dilly dally as it was wet and cool.

We arrived at Riverside, and the Caboose Snack Bar was open—thank God! We had coffee, tea, hot chocolate, etc., and felt a lot better. The last eight miles flew by, even though we did not hurry. Soon we

were unloading and heading for a hot shower and food. Who would have thought we would get soaking wet and cold in August during a severe drought.

The forecast on Friday said the good weather would not reach above Albany. They lied! Sunday was totally different. It started out raining, then cleared to a beautiful, blue-sky day.

This had to be one of the best runs I have done. SBV is up there also. It was on good to great track. Weeds were abundant but had been mowed to a short crop. It's uphill all the way to the mine, and the 9s and 19s were slip sliding away. With the short vegetation providing lubrication, there was little traction. As the day progressed, it got clearer and warmer.

We arrived at Tahawus around 1:30, ate lunch and ogled the scenery. Located there is a very large titanium mine from WWII. There is little activity now, just hauling tailings for fill.

The return trip was down hill and great. The day was a complete success with no unexpected events, very few crossings and great company. I am looking forward to doing it again in the spring (hint, hint). A round of applause for NERCA and the people who made it all happen.

**DOGS, RODS, & MOTORCARS** (cont. from p. 16) realigned for the main, and soon afterwards, we headed out on the main following the train. This made for some slow running because of the train's 12-15 MPH-pace.

At Marne we passed the train and turned our cars at Franklin Street, then waited for the C&M's ex-GTW EMD SW9 to run around the train and couple to the other end. Once it was past the switch, we took the siding and stopped even with the coaches, so the riders could catch a glimpse of the motorcars, most of which were two cycles. I watched as the mandatory air brake test was performed, then the train was off to Coopersville.

The C&M's crossing guard provide protection across 16th Avenue, and we were soon off to Coopersville. The slow pace made my ROC putt-putt along. We stopped at Randall Street for permission to enter the Yard. Once given, we proceeded to tie up at the siding next to the beautifully-restored interlocking tower that guarded the GTW diamond at Greenville, Michigan.

About 3:30 we began our third and final run, this time to Grand Rapids. We stopped in front of the approach signal by the Alpine Avenue overpass. Having

turned our cars at St. Mary's, we headed back to Grand Rapids. At the Meijer Warehouse siding, Rich Dunton threw a switch in front and head down a siding. He told me to go on because the chain on Jim Lindholm's ex Duluth Missabee & Iron Range MT19 had come off and he needed a tow. Since Rich also had a MT19, it was easier to tow him than it would be for me. So after throwing switches, I headed back to Coopersville. All in all, it was a perfect run, the weather was perfect and there were no accidents. Plans are being made to make the Y2K meet even better.

**The Track Inspector Sez:**

*You know you have had a successful day on the rails if the others don't talk about you in the restaurant after the run.*

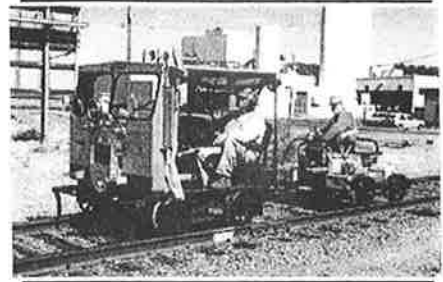


## “Ron’Z” Favorite Photos of 1999



*Dana Davis and Jerry Van Loo, both of WA, aboard Dana’s Northwestern on PRO’s Darby, Montana, branch excursion of Montana Rail Link.*

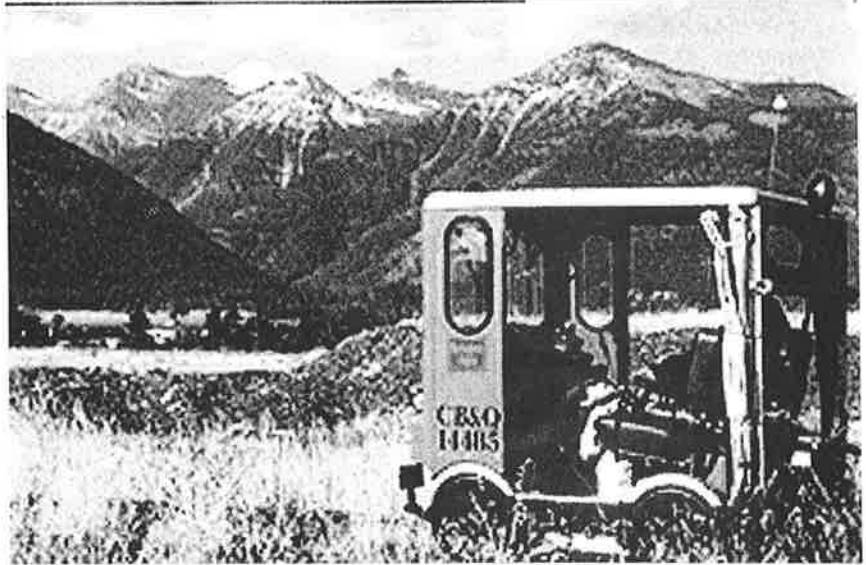
*Denny Anspach and Chuck Lee with Denny’s S-2 (Rock Island) and Ron Zammit’s M-9 (SSW), pause near Los Banos, California, on PRO’s June run on the former SP north/south main through Tracy, California.*



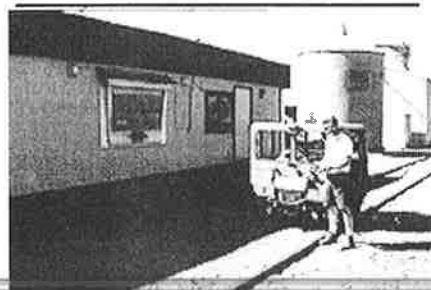
*Ed Kimball, from Tennessee, on PRO’s Montana Rail Link excursion on the Flathead Branch. This is in Charlo, Montana.*



*Katie and Dennis Madden dry out after a wet trip. Picture was taken in Cochrane, Ont., Wilderness Tour’s “Loop” trip.*



*Ron Zammit’s M-19AA waits to be turned at the end of the line, Joesph, Oregon, PRO’s Northern Idaho & Pacific excursion.*



*Doug Stivers is ready to withdraw funds from the “drive up” window, trackside, on the Camas Prairie Grangeville branch. This is in Cul-de-sac, Idaho. He was ignored by the folks in the office: they must not get much trackside business.*

*Fred Furminger’s M-9 is wrapped for the rain storm at over night stop on Wilderness Tour’s “Loop” trip. Ron Zammit’s M-19AA is in front, picture is in Hurst, Ontario. (Fred uses one roll of Saran to completely wrap his car.*



*Rick Leach is given a “ticket” for poor taste in head gear. Fred Furminger is citing Rick on the Wilderness Tour’s “Loop” trip.*

**Excursions (Continued From Page 15)**

(no prorating) or \$20 per day. Red Springs is located south of Fayetteville NC, 15 miles west of I-95 on NC-211 and NC-71. Motels at I-95 at Lumberton and Laurinburg. For more information contact:

Rick Tufts (910) 295-0987 [rltufts@ac.net](mailto:rltufts@ac.net) or  
Tom Stallings (252) 827-4693  
[bestalli@eastnet.educ.ecu.edu](mailto:bestalli@eastnet.educ.ecu.edu)

**New** - - Kosciusko & Southwestern Railway - Kosciusko, Mississippi offers owners of motorcars and hi-rail vehicles the opportunity to operate on their railroad. To arrange permission, contact Dave Delatte at (601) 372-2275. Runs are scheduled when as not to interfere with freight operations and, may be in conjunction with scheduled motorcar excursion programs. All privately owned equipment must operate on the line under the proper authorization. Persons operating on the line illegally (bootlegging) will not be tolerated and will be reported to all nationally recognized motorcar groups. For those who do not have a motorcar, the railway is offering motorcar rides consisting of a 36 mile round trip from Kosciusko to the Big Black River area taking about 3 1/2 hours for the trip. Fares: \$15 Adults and \$7.50 Children.

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**NORTHERN CENTRAL RAILCARS ASSOCIATION  
(NCRA)**

**November 6, 1999** Second annual ride on the historic Gettysburg Railway from Gettysburg PA to Hunter's Run (just south of Mount Holly Springs PA) and return. This branch of the former Reading Railroad passes through part of the Gettysburg National Military Park where one of the most pivotal battles of the Civil War fought. The orchards and other beautiful scenery of Adams County will also be part of your viewing pleasure. It will be approximately 50 miles round trip. Cost is \$25 per car. There is a 35 car limit. NARCOA Insurance required - NARCOA Rules apply. Send insurance Card Number, Driver Exam Number, name, address, phone number, E-mail address and check payable to: "Northern Central Railcar Association" to: Gary Shrey, 54 Adams Road, New Freedom PA 17349. Phone number (717) 227-9628 or E-mail [GShrey@aol.com](mailto:GShrey@aol.com)

*(Make it a 2-Event weekend - travel time from Gettysburg to Cumberland is approximately 2 hours)*

**November 7, 1999** Ride the Western Maryland Scenic Railroad from Cumberland MD to Frostburg MD and return. This former Western Maryland RR has steep mountain grades, Helmstetters Curve, a tunnel and excellent mountain scenery (the leaves should be off of the trees proving spectacular views). Then, have your car turned on the turntable at Frostburg. It will be approximately 36 miles round trip. Cost is \$30 per car. NARCOA Insurance required - NARCOA Rules apply. Send insurance Card Number, Driver Exam Number, name, address, phone number, E-mail address and check

payable to: "John Kemmet" to: John Kemmet, 708 Westwood Street, Hagerstown MD 21740. Phone number (301) 739-5948, or E-mail [AMSIAP@aol.com](mailto:AMSIAP@aol.com)

**GREAT LAKES RAILCARS  
(GLRC)**

**Sat./Sun. November 6/7** Big South Fork, Stearns, Kentucky. Sponsored by Stan Conyer, 14 miles RT, run twice. Sponsored by Hoosier Railcars. For more information call Stan Conyer at (812) 342-0565 or email to [sconyer@juno.com](mailto:sconyer@juno.com)

**Saturday, November 27** Coopersville & Marne/Grand Rapids & Eastern. Coopersville to Grand Rapids, Michigan. 24 miles approximate. Three runs planned including possible night run. Bon fire & Hot Dog Marshmellow roast planned after night run. Pre registration. NARCOA Insurance & rule certification mandatory. Overnight lodging at the Amerihost Motel available. Food available in restaurants in Coopersville & McDonald's, Burger King, Etc. nearby. Gas Stations are within easy driving distance. Set on time tentatively 10:00 a.m., first run at 11:00 a.m. in Coopersville. Fee \$20 per car. Sponsored by Great Lakes Railcars. Contact Dave Stroebe, 1694 Broadmoor Street, Muskegon, Michigan 49442-5302. (231) 773-7980. E-mail [strobx@aol.com](mailto:strobx@aol.com)

**Saturday, December 11** Indiana Transportation Museum Annual Christmas Run. Noblesville to Tipton, IN. Decorate your car for Christmas and join us for our last trip of the century. We will have an all you can eat Pizza buffet in Tipton and be handing out candy to the children along the way. Call Stan Conyer (812) 342-0565 if you plan to attend.

**FIRST IOWA DIVISION**

*Carl Schneider, Trip Coordinator, 1302 6th Ave. SE, Altoona, IA, 50009-2002. Ph. (515) 967-5181, [motorcarl@raccoon.com](mailto:motorcarl@raccoon.com) Or Contact: Mark Kirkpatrick (515) 292-5027; Wayne Rimathe (515) 685-3019; Ed Rasmussen (402) 391-0524.*

**November 6** Boone & Scenic Valley Railroad - Our season closer, complete with a cookout (inside where it's warm) and Halloween decorations. We will be setting on a 8:00 AM with a 10:00 AM departure, running the line several times during the day NARCOA insurance is not necessary for this ride, but membership in the Boone Railroad Historical Society is require at \$25 per year. The ride will also cost \$10 per car. Super 8 Motel in Boone, Iowa (800) 800-8000.

*The First Iowa Division and its officers assume no responsibility for any property damage or personal injury which may occur on a First Iowa sponsored excursion.*

**MOTORCAR OPERATORS WEST  
(MOW)**

**November 13 - 14** Internation Railfair. MOW and Operation Lifesaver display. Free for presenters. For more information: MOW, 8672 Fairmont Way, Fair Oaks CA 95628 (916) 965-3949 [gilnjanet@foothill.net](mailto:gilnjanet@foothill.net)



## Want Ads

Editor's Note: *THE SETOFF* is happy to print all ads received from members. Send ads directly to : Ernie Jeschke, 4106 N. Adrian Hwy., Adrian, MI 49221. FAX (517) 265-6749 or e-mail: [ejeske@tc3net.com](mailto:ejeske@tc3net.com) There is no charge for placing an ad; please send us yours. If you want an ad to run for more than one issue, please indicate how many issues. No full-page ads are accepted. Use the present issue's ads as a guide. Thank You.

### FOR SALE

**2 Motorcars** - Canadian National M-19 motorcar with aluminum cab. Car is in fair condition needing overhaul. Have not tried to even get running. Great Northern M-19 motorcar with classic 2/3 wood cab. This car is reportedly the last motor car run in the Twin Ports under Burlington Northern (non section car). Its motor was run about a year ago but was not operated on tracks. Spare engine for the above two cars (RQB?). Want to sell as a complete lot for \$2,250. Items are located in near Duluth, Minnesota. Mark Arnold. (218) 384-4463. [controlfab@aol.com](mailto:controlfab@aol.com)

so99

**Small Rail** - 18 pieces of 25-lb. per yard rail. They are 18 feet long each and like new. New steel is \$.60 cents per pound. Will sell for \$750. MUST TAKE ALL. Also a pile of miscellaneous rail including 40-lb., 25-lb., and 15-lb., etc., odd lengths - \$500. Large metal lathe for those special motorcar jobs - \$400. John L. Uher, P O /Box 383, Coshocton, OH 43812 (740) 622-4000. \*so99

**ST-2 Two Speed Transmission.** This has the pressed (not cast) belt pulley. For more information and price call Tom Fisher, Livonia, MI between 6:00 and 10:00 p.m. (local time) (734) 462-9414 so99

**MT-19A Enclosed Cab** and an S-2E for sale if anyone is interested. Cars located in Texas. Mark Edwards, Huston, TX (281) 537-1600. so99

**Air and Bug Foil For Trailer.** Mounts in front of railcar - Custom built in May, 1998. Cost \$563 - Please make an offer - 80 1/2" wide - 22" in depth - 39 1/2" high in front and slopes to 62 1/2" at rear (highest point) Doug Hladek, Cedar Rapids IA (319) 396-6191 [hladekb@juno.com](mailto:hladekb@juno.com) so99

### FOR SALE

**Fairmont M9-G** open car, ex-CN. Mechanically and cosmetically refurbished about two years ago. Diamond plate aluminum floor decks. Good healthy ROC engine, new 12-volt system with Delco alternator and 12-Volt Pontiac Coil. Car was operated four times this year with little or no trouble at all. Many new parts and repairs, call or email for complete details. Don't want to sell, however an emergency situation forces the liquidation of a few of my assets. Asking price is \$1,500 FIRM. Pictures available to serious buyers. Car is located in Central Michigan area. Buyer must pick it up or make shipping arrangements. Contact Don Kasbohm at (517) 851-7565 or email [MILW8170@dmci.net](mailto:MILW8170@dmci.net) so99.

**Fairmont Curtains** - 2 side curtains and 1 rear curtain to be sold as a set. Curtains are new in need of a washing because they were stored. \$300. Contact Don Elliot at A-14, 709 Fitzgerald St., Durand, MI 48429. so99

**Limited Number Of Brand New Fairmont** original equipment manufacturer seats. Not a cheap imitation. Walnut vinyl, black hinged tube frame. Back support \$48; seat cushion \$47; frame \$39; or complete seat \$129.95 plus shipping. Clinton Andrews, 892 Beaconsfield, Grosse Pointe Park MI 48230 (313) 822-2000. so99

**85 Foot, 160 Ton Former Army Hospital Car** for sale or trade. It is a heavyweight version, made in 1944 by AC&F. Has good wheels, axles, UC brakes, has been asbestos abated and steam lines removed, couplings are still in car. Body only has minor surface rust, I'm preparing to scale the car and repaint it in a primer coat. Vestibule on one end, blind end on other, has two large wide opening doors on both sides (makes good handicap access), interior removed. Almost ready to start repairing concrete (several small holes where lines went/came through floor). My intentions are to convert into a 60-70 seat coach. External body and roof are good, no holes in roof and only two small (8" x 12") sized holes in outer skin. Can be seen on

[www.geocities.com/heartland/fields/5920](http://www.geocities.com/heartland/fields/5920) Contact: Southeastern Rail Service (757) 588-6579 for more details. so99

**Used wheels for M-9.** Have four (4). Passes NARCOA Safety Inspections. \$50 each. Complete roof assembly, Fairmont M-19. All aluminum flat style, no holes, good condition. \$200. Left door for MT-19. 31 5/8" wide X 44 3/8" high. Very good condition. Hinge, window gasket and outside handle included. Fiberglass style. \$150. Contact Walter Powell (717) 428-1827. \*ja99

**FOR SALE**

**MT-14/MT-19 Electric Turn Table Kit.** It is manufactured with a 2,500 lb. lift with a 10 1/2" stroke. It has a cast aluminum base the same diameter as factory Fairmont. In up position it is 1/2" higher than Fairmont factory turn table. It rotates on 8 ball bearings. The kit includes all bolts to mount (Grade 8), switch and mounting bracket. Circuit braker, wiring harness, cross members and brackets. You have to drill four 3/8" holes in existing frame to install. The complete unit weighs approximately 55 lbs. the price is \$450 plus shipping. At the present time an electrical warning device is not available, but *will be in the near future.* If you have any questions please call: Les King (330) 833-2868 between the hours of 7:00 a.m. and 9:00 p.m. EST. so99

**New Products -**

F5537 Oilite steel bushings M9, M19, MT19 \$12.50  
 M20023 Guide Axle Bearing, M9, M19, MT19 \$10.00  
 H6334 Insulation set 1 1/3/16, M9, M19, MT19 \$25.00  
 M18931 Spring (hanger pin) \$1.50  
 M32739 Brake Pivot stud (flange brakes) \$12.50  
 M16379 Off set brake and linter \$25.00  
 New S2 brake and linter \$25.00  
 New cab fronts with insp-window \$650.00  
 Folding seat frames each \$40.00  
 Les King, P O Box 164, North Lawrence OH 44666  
 Phone (330) 833-2868, Fax (330) 830-5213, Cell:  
 (330) 554-9419. ja99

**Three (3) M-19** ex N&W Group 1, Series F motorcars in different stages. All have fronts and roofs, hand crank, motors turn freely. Pictures available. Cars are located in Jonesborough, TN. For information call The Watauga Valley Chapter of NRHS (423) 753-5797. ja99

**M-19 Motorcar** CN 142-11, Fairmont No. 243513, Onan CCKB-MF Twin Cyclinder. Body needs some attention. Mechanical in excellent conditon. Double Chain - Oiler. Serviced regularly. Starts first crank - extra points, condencer, plugs, used regularly to inspect 28 miles of OHIORAIL Track. Must be seen to appreciate, \$2,400. Smitty. (740) 937-2953 e-mail [hsrail@eohio.com](mailto:hsrail@eohio.com) so99

**Fairmont A-5 Motorcar** in excellent shape and was completely rebuilt in 1997. New wood, rebuilt engine, steel top and back, etc. Looks excellent and rides well. Has an extended range gas tank, 17 gallon, and an air compressor system. A set of Nathan P3's are optional with the sale for a few dollars more. Also available is a custom built 16' trailer. Will sell these two together or separate. I am asking \$9,000 OBO for the A-5 and trailer. They are located in eastern Washington State. Matt Regan (509) 745-9010 [mregan@nwi.net](mailto:mregan@nwi.net) ja99

**FOR SALE**

**Milwaukee Road/Fairmont M-9** WWII baby. Restored at Toma, Wisconsin shops just before the Soo-Line take over. Car was assigned to Davis Jct. Illinois. This is an open cab M-9 and comes with the following items: New rebuilt C5 carb, crank, Fairmont tow hook, Toma Shop built tool box with small tools found in it when purchased. New Fairmont/Pontiac coil, birth papers from Fairmont and Milwaukee Road, Farimont manual, Toma Shop CMST.P&P brass serial number tag and other spare parts. Car is painted yellow with reflective red stripe through it and a reflective red "Hiawatha" logo on Toma made coil box. Car has good tires, good brakes, 6-volt system generator with head light and tail lights, ready to run. \$2,500 OBO. This car is a collector's item! "Serious" inquires only! I'm the only owner it's had since the Soo-Line take over! Michael Mitzel (815) 264-7979 or [mitzelsigns@juno.com](mailto:mitzelsigns@juno.com) ja99

**Railroad Motorcar Trailer** \$600, in northern New Jersey. Converted tandem axle SnoBird snowmobile trailer modified for hauling motorcars. Includes two heavy steel "U" channel ramps and hand winch. Trailer handles up to two cars, one MT-14 and one M/MT-19. Serviced in late summer of 1998, had new wheel bearings and two new tires installed. Will deliver within 150 miles of Northeastern New Jersey. Cash, money order or certified funds only. For other information, Carl R. Ceragno. E-mail [callcri@ix.netcom.com](mailto:callcri@ix.netcom.com) or call evenings at (201) 689-1074. ja99

**Fairmont Padlocks**, solid brass padlocks marked Fairmont. Keyed in pairs, 5/16" shank, made in the USA. Perfect for locking the toolboxes on the front of your Fairmont motor car. Others available. \$20 per pair plus \$3 shipping. Contact Stan Conyer, 9333 West St. Rd. 46, Columbus IN (812) 342-0565 [sconyer@juno.com](mailto:sconyer@juno.com) \*ja99

**Kalamazoo Model 23B**, circa 1945 completely restored 1995. All new wood, canvas top, engine overhauled, new friction wheel lining, new brake shoes, new anywhere needed. Car restored to its original condition as was on the READING RAILROAD, #42 assigned to Bridgeport, PA MOW. \$3,600. Also will sell enclosed trailer new in 1995, electric brakes, electric wench, loading track, set up for this car, \$3,200. Car can be purchased separately. John Kook 35 Mark Drive, Pottstown PA 19465. (610) 323-7132. [jkook35@aol.com](mailto:jkook35@aol.com) ja99

**Carb. Poppet Valves**, #EZ-455. \$15.60 each plus \$3 shipping and handling. C-5 and C-8 carb repairs done, very competitive prices with quality work. Contact: Carey Boney, 1605 Powers Road, Wallace NC 28466. (910) 285-7489 ja99

## FOR SALE

**MT-19A Flatop (SP car)**, car featured on PBS "California's Gold" series '97 McCloud segment. Ready for your summer/fall fun. **MT19A-L (UP car)**, w/turntable. Excellent runner, used last on **P&W 9/98**. (4) 16" rubber-tired wheels in good condition. Both cars used numerous times in **MOW/NARCOA** excursions . . . Ready to use NOW!! Bill Evans, Palmdale CA (661) 285-8330. ja99

### Videos Of Trackcar Meets

New Orleans & Kosclusko RR '99; Apalachicola '99; Meridian & Bigbee with Arkansas Midland '99; Maine Coast 5/99; San Pedro Southwestern with Copper Basin 3/98; Santa Fe Southern with Texas & New Mexico 3/98; Lycoming Valley with Union City Industrial & Koppers Tie Plant 5/98; Quebec City Tour with St. Anne DeBeaupre '98; Beaupre to Clermont, St. Lawrence River '98 Matapedia to Gaspe, Quebec '98 Northern Vermont & Twin States, NH '98 Peace River to Coppermine, NWT '96 Central Montana with Alberta Prairie '96 CN RR Cabrides, Peace R. to Roma Jct., Alberta '96 North Bay to Swastika with Ottawa Valley '97 Copper Canyon, Mexico 3/96 NYS&W Steam fan trip with engine #142, Rutland to Whitehall and Ludlow, VT 8/98, with Milw steam #261 "Steamtown Plow Extra" 2/96 All videos are 2 hours Std. Play on VHS w/music and narration. \$16 each plus \$3 shipping on 1st tape, additional \$1 for 2nd tape. Buy 3 tapes and get free shipping. Credit card or check. Bill Kozel, 23 Lee Ave., Rexford NY 12148-1209 (518) 399-5836 \*ja99

## NOTICE

**Custom Graphics or Lettering** for your motorcar, signs, banners, vehicles, egtc. T-Shirt hats, pens also. Call Steve Kepner (570) 584-4117. \*ja99

## WANTED

**A speeder in Restorable Condition** in the Southern California Area. John P. Smith (619) 222-2685 or email at [jpsteam@earthlink.net](mailto:jpsteam@earthlink.net) so99

**Four 20" Brake Shoes or Liners.** John L. Uher, P O Box 383, Coshocton, OH 43812 (740) 622-4000 so99

**MT-19, Aluminum Front and Top "side curtain type"** running or not or parts car What do you have? send picture if possible. Mert Williams, 1860 Nelson Lane SE, Rochester, Minnesota 55904 (507) 289-1594. so99

## WANTED

**MT-19 Or MT-14** without engine or transmission, or possibly M-19 will do. Would possibly consider ex-Canadian car. Car frame and body should be in fair to good condition. Can pick up within 750 miles of Southeast IA. Jim or Andy Zemlicka, Fort Madison, IA (319) 372-6293. so99

**Parts, railgear, pictures, manuals** for a 1955 Fairmont Hyrail truck. This is built on a Willys Jeep frame. Any help would be appreciated. Charlie Hulsizer Upper Hudson River RR, North Creek NY (518) 251-5334. ja99

**Woodings Motor Car** in ready to run condition, but would consider a complete car that requires a limited amount of rebuilding. Contact Paul Simington, RR#2, Box 313A, Sunbury PA 17801. Phone (570) 286-6060 after 6 p.m. ja99

**A3 or A5 Section Car Type Transfer Case.** Steve Torrico c/o Mount Dora Scenic Railway Co. (352) 383-4368 [bix26@aol.com](mailto:bix26@aol.com) ja99

**A3 Parts Car Or A Stock Of Parts** that you would be interested in selling. I am in the early stages of restoring a 1967 Fairmont A3 series E car. I am in need of several parts to complete the restoration. If you have any A3 stuff or know anyone who does, please reply. I would really appreciate any help that can be supplied. I have a list of items that I need. If you would contact me, I will be happy to send the list for you to look over. Thanks in advance to anyone who can help me out. Darren Doss, 212 Chivers Drive, Union City TN 38261 (home) (901) 885-5693; (Work) (901) 885-2404; (fax) (901) 885-7025 ja99

**Hand Car For Display Purposes.** It doesn't need to work or need to be too old. This hand car would be displayed in Cascade, Idaho at the Depot Institute. This group is a non-profit organization and they are willing to purchase at a reasonable price. Please contact me with any information you may have. Carl Sorensen, P O Box 471, Cascade, Idaho 83611 (208) 382-3559 [ka7anm@pophost.micron.net](mailto:ka7anm@pophost.micron.net) ja99

**"Firecracker" Style Antenna** that came on the older locomotives. Bracket and antenna. Contact me: Rick Tufts, 95 Idlewild Road, Pinehurst NC 28374 (910) 295-0987 [ritufts@ac.net](mailto:ritufts@ac.net) ja99

**Piston, Rod and Bearing For OD-B Fairmont engine.** New/new condition complete set. Piston Fairmont No. A1097K, Rod Fairmont No. 51943. Clinton Andrews, 892 Beaconsfield, Grossé Pointe Park, MI 48230 (313) 822-2000. so99

**Water Hopper and Cylinder Head** for a Fairmont QBA engine. Jarvis Arp, (402) 891-9641. so99

**NARCOA Staff**

From the rough draft of the minutes of the NARCOA Board Meeting in Chicago, September 1999

The following are the **Committee Chairs** and their committee members:

**Membership:**

**Joel Williams** Ed Bush

**Treasurer:**

**Tom Norman**

**Safety and Rules:**

**Mike Mitzel** Dave Versi  
Jeremy Winkworth Mike Paul  
Jim McKeel

**Rulebook Committee:**

**Dick Ray** Mike Mitzel  
Jim Garner Gil Dominguez  
Ron Zammit Dave Versi  
Stan Conyer Warren Riccitelli

**Operations:**

**Hank Brown**

**Communications:**

**Rich Stivers** Jan Taylor  
Ernie Jeschke Dick Ray  
Joel Williams Stan Conyer  
Jeremy Winkworth Ted Stevens

**Nominations**

**Carl Anderson**

**Judiciary**

**Jack Witt** Gil Dominguez  
Ed Taylor Hank Brown  
Tom Norman Dick Wilhelm  
Rick Tufts

**Affiliation**

**Dave Verzi** Ron Zammit  
Tom Norman

**FRA Liaison**

**Ron Zammit** Jim Garner  
Al McCracken John Smith  
Denny Anspach

Please notify Doug Stivers and Stan Conyer if there are any corrections. Committee chairs who have no members on their committee should find a way to share their responsibilities with another member, so the committee can continue to function in the event the chair is unable to perform his duties. Thanks to you all for your continued help. *Stan Conyer*

**North American Railcar Operators Association (NARCOA)**

**OFFICERS**

Pres. - Stan Conyer V. Pres. - Mike Paul  
Sec. - Joel Williams Treas. - Tom Norman

**Board of Directors**

**Area 1**

(ME, NH, VT, NY, MA, CT, RI)  
Dick Wilhelm  
Box 209  
Bearsville NY 12409

**Area 2**

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

**Area 3**

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

**Area 4**

(WV, VA, KY, NC, SC, TN)  
Rick Tufts  
93 Idlewild Road  
Pineherst NC 28374

**Area 5**

(MS, AL, GA, FL)  
Jack Whitt  
1018 W. Dixie Avenue  
Leesburg FL 34748

**Area 6**

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

**Director at Large**

(Non-voting)  
Ron Zammit  
469 Campana  
Arroyo Grande CA 93420

**Area 7**

(ND, SD, NB, IA)  
Carl Schneider  
1302 - 6th Avenue S.E.  
Altoona IA 50009

**Area 8**

(Canada)  
Ken Annett  
3483 Church Street  
Windsor ONT N9E-1V6

**Area 9**

(CO, KS, MO, AR, LA, TX, OK)  
Jim McKeel  
9742 Yosemite Ct.  
Wichita KS 67215

**Area 10**

(WA, OR, ID, MT, AK, WY)  
Tom Norman  
1047 Terrace View Drive  
Alberton MT 59820

**Area 11**

(CA, NV, UT, AZ, NM, HI)  
Gil Dominguez  
8672 Fairmont Way  
Fair Oaks CA 95628

**Recording Secretary**

Joel Williams  
Box 82  
Greendell NJ 07839

**Director at Large**

(Non-voting)  
Dave Verzi  
10059 Aldridge Drive  
Columbia Station OH 44028

**Committee Chairs:**

Insurance - Tom Norman  
Judiciary - Jack Whitt  
Safety & Rules - Mike Mitzel  
FRA & Railroad Liaison - Ron Zammit

**THE SETOFF**

Jan Taylor  
917 Park View Way  
Missoula MT 59803

**Nominations Elections**

Carl Anderson  
1330 Rosedale Ln.  
Hoffman Estates IL 60195

**Operations**

Hank Brown  
622 Oak Street  
Cottage Grove WI 53527

**Operator Certification Test**

Mike Mitzel  
Box 79  
Waterman IL 60556

**Legal Forms**

Mark Springer  
143 N. Arcadia  
Wichita KS 67212



### **The Secret of a Good Motor Car is in the Engine—**

and the engines used in most motor cars — the cars that give satisfaction — are **MIGHTY FAIRMONT'S**. There is no other engine made that is used on as many railway systems as ours. The simplicity of our engines is the reason.

The above picture shows a 3 horse power Fairmont engine, used by a Western Union telegraph crew, pulling a load of 25 men on two push cars. This load was hauled at the rate of about 20 miles an hour and is a feat which we believe no other 3 h. p. engine ever made can accomplish.

We build motor cars in several different styles, among them the Motor Car No 1. shown at the bottom of this advertisement. This car is equipped with our 3 h. p. engine and can be run at any speed from 3 to 40 miles an hour. The engine is two-cycle, water cooled, reversible, controlled by our patented governor, and is light in weight. It is mounted on a sliding base which tightens or loosens the belt, starting or stopping the car by simply pulling a lever — you never have to push your car to get it started.

Our No 2. Motor Car is the same style as the No 1. except that it is equipped with our 5 h. p. engine.

We also build the Roadmaster's Inspection Car, the neatest car ever used by a track-man, and the powerful Bridge Gang Car, known as the "Dinky Locomotive."

We devote special attention to the manufacture of an engine for the use of section men in building their own motor cars. This engine is the same as is used on our motor cars and is furnished complete with everything needed — belt, pulleys, batteries, spark coil, etc., — so that all a man has to do is to bolt it onto his hand car or a push car, adjust the belt and driving pulley, and he has a motor car to be proud of.

We have folders, booklets, etc., describing our cars and engines which we will be pleased to send you if you will send us your name and address, and we will also give you a beautiful little leather-covered memorandum book if you say that you saw our ad. in the Milwaukee Ry. Magazine.



**We Sell Engines and Cars on Small  
Monthly Payments**

**FAIRMONT MACHINE CO.**

Dept. M., Fairmont, Minn.

***Fairmont Machine Co. advertisement which appeared in the June 1914  
issue of The Milwaukee Railway System Employees Magazine.***