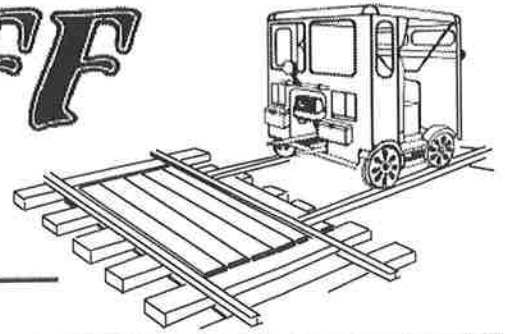


THE SETOFF

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

July/August 2000 Volume 14 - No. 3



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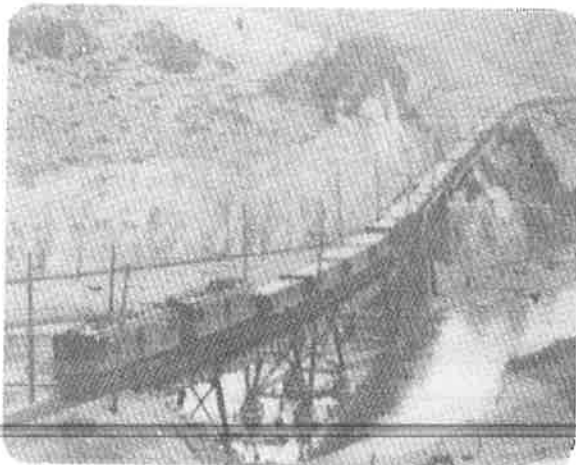
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Views from the President's Car

by Stan Conyer

For those of you who do not regularly purchase *TRAINS Magazine*, the August 2000 issue is a must-have. The cover features an Algoma Central "F" unit and a cover story about the railroad. The second article on the cover, "Going 'Off Road' by Motor Car" refers to an article written by our former president Ron Zammit, "Speeder World." This is essentially the same article which appeared in the September / October 1998 issue of **THE SETOFF**. In his article Ron gives a very good overview of our hobby. Ron's article gives accurate and detailed information about our organization and our activity that only someone who is actively involved could write. So often we read an article about something written by someone who knows little about the subject they are writing about. While this can be entertaining it often can give misconceptions about the subject. In addition to details about our organization Ron also writes about an actual motor car excursion with descriptions of the cars around which our hobby is built. At the end of the article NARCOA's web address is given, and I am receiving e-mails from people around the country. This article will be a resource we can use when talking to railroad officials about hosting new excursions. Well done Ron.

Cover Photo . . .



Our cover photo duplicates this 1914 photo taken of a 75-car train of ore coming from the copper mines in Butte to the smelter in Anaconda over the Butte, Anaconda & Pacific electric line through Silver Bow Canyon, Montana.

COVER, JAN TAYLOR PHOTO

We are making some slight changes to the staff of **THE SETOFF**. For the past year or so the job of putting our newsletter has been split between Jan Taylor, our Editor, and Ernie Jeschke, our Publisher. Jan has put together the front half of the publication, which includes all the articles and photos, furnished by our members and from her own sources.

Ernie, who has been printing **THE SETOFF** since the beginning, puts together the excursion schedule and the want ads. In addition I and the other officers of NARCOA get involved in editing, proofing and approving the content of the articles.

To reflect the way the publication is actually assembled, Jan will become the Feature Editor, Ernie will remain the Publisher, and the NARCOA officers will become the Editorial Board. Please continue to send stories, articles, and pictures to Jan Taylor. Meet announcements and want ads will still be sent to Ernie Jeschke. Letters to be published in **THE SETOFF** should be sent to me, Stan Conyer. Item #3 in the "Flag" covers Letters to the Editor. Any letters I receive which warrant comment or an answer will be directed to the appropriate party. This is the way things have been done for years, only now it will be reflected so in the "Flag."

It is not too late to get your comments on the new rule book in to your area representative. The rule book committee is pleased at the interest this project has generated and has requested that the vote on the rules be postponed until the board meets at the annual meeting. This will give us all an opportunity to discuss each rule and make this book the best one ever. We need to hear good comments as well as bad. We have all done a lot of work on this and we like to hear the members interested in our work.

Be careful out there.

Please submit materials

for the September/October issue of
THE SETOFF by September 15
as follows:

Classified Ads and Excursion
Announcements Ernie Jeschke

Letters Stan Conyer

All other Materials
and photos Jan Taylor

Don't Pump Your Life Away

on a hand car or a velocipede when you can ride in an automobile.

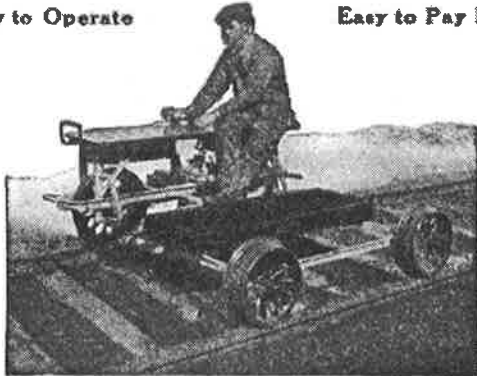
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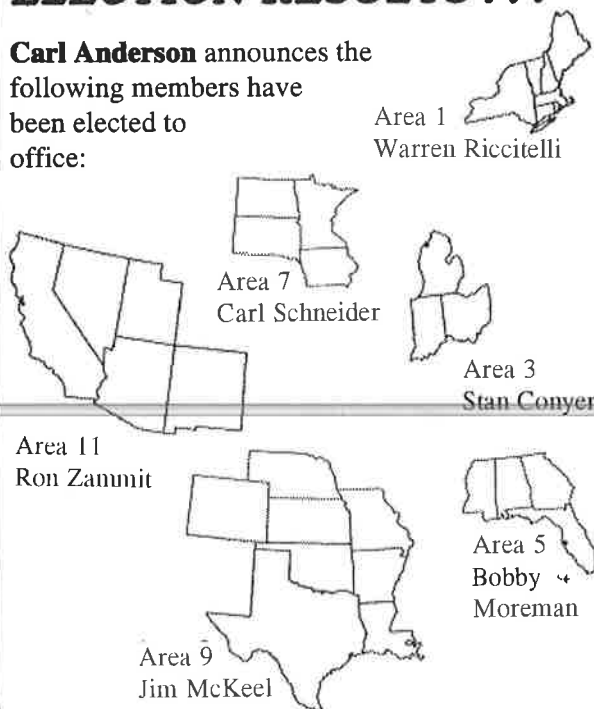
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From the Milwaukee Railway System Employees' Magazine, July 1916. TAYLOR COLLECTION

ELECTION RESULTS . . .

Carl Anderson announces the following members have been elected to office:



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. Letters to the Editor of the **THE SETOFF** will not be published unless they are signed, and a phone number is indicated. This is necessary to permit **THE SETOFF** Editor to authenticate that a letter is written by the person signing. However, the letter writer can request that his/her name not appear in **THE SETOFF**, and "Name withheld upon request" would appear in such instances.
4. 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.
5. 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.
6. 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.
7. 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

Volume 14 Number 3

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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>



Foot Operated Clutch for MT-14

Compiled by Jim Haskins
first printed in MOW's *Lineup*

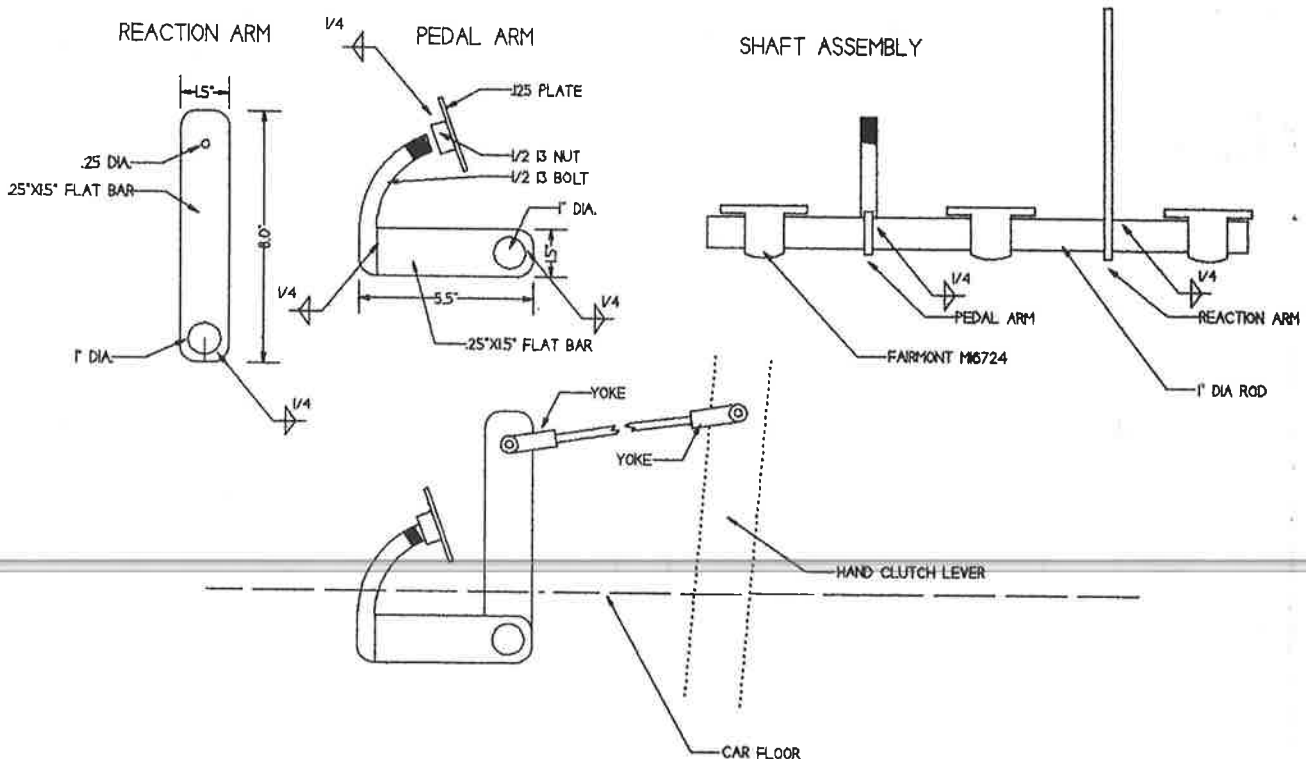
Having a foot-operated clutch on a Fairmont MT14 just makes operating the car that much easier, especially when double clutching to ease shifting from HI to LO. This is the way I hooked up the clutch on my car to a foot pedal. There are many other ways to do it, but this works well for me.

I happened to have an extra bent brake shaft from which I used three bearing blocks (M16724) and a cut off piece of the shaft (M16718, the "1" dia rod" in the figure). I installed the blocks and shaft immediately in front of the existing brake shaft,

bolting through the floor and frame angles. I fabricated two lever arms and welded them to the shaft. One arm is the pedal arm, the other the reaction arm. The reaction arm is connected to the existing hand clutch lever with two yokes and a piece of allthread.

Both the existing hand clutch and my pedal operate the clutch and move at the same time. Examine the accompanying diagram for dimensional details

MT14 FOOT CLUTCH



Additions to Brake Adjustment Article

By Dick Ray
WM M9 #67



The March/April 1998 issue of **THE SETOFF** carried an article on adjusting your brakes for the best performance. Since that time a few additional items have come up and should be added.

The first thing is to look for uneven shoe wear. I have noticed on my M9 and on other cars that the top of the front brake shoe, actually called the "liner" wears faster than the bottom. You cannot simply turn them upside down to compensate because of the taper that wears into the liner due to the wheel taper. It is my guess that the uneven wear is due to the same effect that wears automobile brake shoe leading shoe or edges more than the trailing shoe or edge. In any case the liner thickness is not obvious, and you may actually be grinding down one of the bolt heads which cannot be seen. While you are refurbishing the brake system it would be a good time to replace needed liners in pairs.

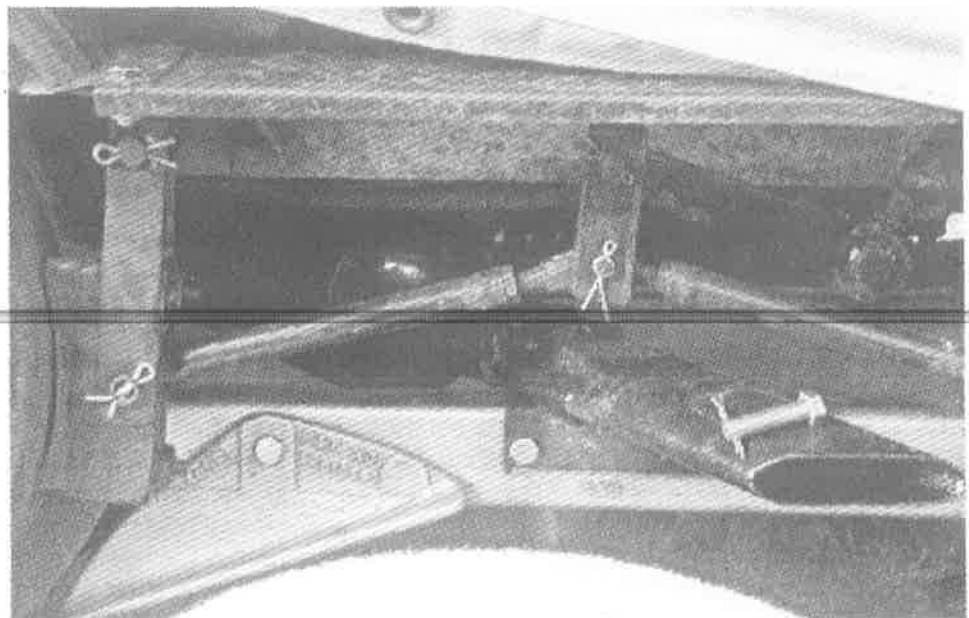
Another brake-related issue has come up, and it relates to the cotter pins in the tube on which the shoe pivots. The drawing with the previous article on brake adjustment (or the one in your manual) shows the cotter pin on the outside. This makes sense, so that the condition of the cotter can be inspected. A lot of cars out there, however, have the cotter on the inside. While some might have done it for neatness, I suspect it just came out that way the last time the brakes were overhauled. Although cotters on the inside work as well on most cars, there can be a problem with MT14 and larger cars which use a wider brake liner. The cotter pin can rotate so that one end can contact the edge of the brake shoe. That causes a short across the insulation when the brakes are applied and can set off signals. If it is on the inside, this flaw cannot be seen and causes a lot of head scratching when the signals come on. The solution is to put the cotter pins on the outside where they can be seen. Then bend the legs of the cotters so that they cannot possibly touch the shoes.

For those who like to go to the ultimate in appearance as well as safety, I suggest stainless steel cotter pins. They are easy enough to obtain, never rust, and are always shiny. The pins with a cotter on each end that go through the vertical links can be replaced with stainless also. Simply

get a stainless bolt of the proper diameter that has at least 1.5 inches of unthreaded stock next to the head. Then saw off all the threaded portion, drill a hole for the cotter pin at the right point, and insert the bolt from the back, securing it with a stainless cotter pin. Since it does not rust the bolt makes a pivot which can function freely with little or no lubrication. The photo shows all cotter pins on the outside and a brake pin made from a bolt.

The rulebook says that the brake lever cannot reach the stop when the brakes are fully applied. The actual inspection is often done by requiring that the car not be moveable when the brake is in the first notch. This of course applies only to M- and S-series Fairmonts. The A-series cars have a whole lot of notches, and other brands don't fit this criteria for one reason or another. Actually, what the inspectors are looking for is that the car not be moveable when the brake lever has used up half of its travel. Check out the adjustment in advance of a trip and save yourself some last-minute changes while people wait.

In closing I suggest looking at your brake system carefully, even if you rebuilt it only a few years ago, or especially if you recently bought the car. Last summer I saw a M19 with a two-foot extension bolted to the brake handle. I asked the owner why and he said it was so hard to stop. Then I looked over the brake linkage and realized that it was assembled with the vertical links ABOVE the arms. This changed the angle of the operating rods enough that much of the mechanical advantage was lost. The owner said it was that way when he bought it!



John, Tom, Tom and Bill's et al Amazing CMR Adventure

by Bill Taylor

As Jan and I dropped down Geyser Hill into the Judith Basin west of Denton Friday, April 14th, on our way to the Central Montana Rail motorcar run, the temperature was 34 degrees—up from 12 degrees the night before. Snow covered the landscape. The radio reported Kalispell had eight inches of the white stuff, and it was 22 degrees there. A “Winter Storm Watch” was in effect east of the mountains. It was becoming patently obvious to us one of the famous “Alberta Clippers” was moving south out of Canada, and it was venting its fury in northern Montana. Despite temperatures of 65 degrees Fahrenheit for two weeks prior to the run scheduled for April 15th and 16th, this was Montana, and it was Montana in April. Anything could happen. “Good, God, I thought. I should have cancelled this thing. I’m glad there’s only the four of us here. I hope someone brought a deck of cards.”

We had crossed Macdonald Pass two hours earlier, and my MT19 and trailer was a block of ice from frozen spray thrown up by the truck. Ice covered the car’s front and was firmly attached to every surface including the seats. We later learned it was frozen to the trailer as well.

We arrived in Denton at 5:00 to find John Chase (our novice Montana operator with his newly refurbished ex-MRL MT19A), Tom Norman, and Tom Radoman already there engaged in checking out their cab heaters. I thought this was a fine idea, and I managed to finally get my temperamental Hunter operational after which I chipped as much ice as I could off the car. “This is certainly going to be fun run!” I thought.

Around 5:00 we heard a train whistle blow. Tom N. and I walked over to the CMR enginehouse in time to see the “Charlie Russell Chew-Chew,” CMR’s dinner train, arrive. Carla Allen, CMR’s General Manager, was the engineer this evening, and we confirmed with her that we had a track warrant for Saturday and Sunday as previously arranged. I cannot describe the incredulous look this Judith Basin native had on her face as we talked. She had been sure we would cancel. As we walked back to the motel Square Butte, the Basin’s most prominent terrain feature, disappeared as another snow squall swept towards us.

We had dinner at the Denton Cafe and adjourned to an evening of sociability at the motel say-

ing to each other continually, “It’s bound to be better tomorrow. It’s bound to be better tomorrow.”

It wasn’t. As I peeked out of my window at 7:00 AM Saturday, the clouds were on the deck, and the temperature was at 16 degrees. The world had that dull, gray, January look. We had breakfast at the cafe and fielded questions from the locals such as, “Are you really going to go out there today?” “My, you folks are serious.” “Well, it might clear off later.”—this last one was usually accompanied by a doubtful roll of the eyes.

At 9:00 AM Saturday we unloaded the four motorcars. I chipped more ice off of my windshield, and I performed the safety inspections and conducted the safety meeting to seven cold, doubtful people. We then fired up the Hunters, plugged every cab hole we could, dressed in multi-layers of clothing, and departed Denton westbound toward Geraldine. I secretly was suspicious that we might get only to the Surprise Creek Loop (about 15 miles west), turn around, and call it a weekend—“chalking this one up to experience.” I found myself glad, “There weren’t any non-Montana operators here because we’d never live it down if they saw us go in this weather.”

At first the trip lived down to my expectations. Our heater quit. Our coffee brewer shorted out, and the ice prevented our canvas side curtains from closing tightly. All Jan and I had for warmth was the heat of the Onan and each other. The temperature began to fall inside the MT19 the only solution for which was for us to wrap ourselves in two Army blankets.

Then, something amazing happened. As we got to Moccasin Creek five miles from Denton, the sun peeked through. By the time we got to the loop, the sun was fully out. The clouds broke up, and my plastic Montana Rail Link give-away thermometer reported the temperature was now 45 degrees above zero. Yahoo! We were witnessing another central Montana phenomenon—a Chinook). We stopped at milepost 112. I took off my blanket and opened the curtains. Hey! This wasn’t so bad after all. The snow was melting before our eyes. The grass was green underneath. The deer were out. There were more pheasants than we could count. More importantly, the seven people in the three other cars had smiles on their faces as we stopped to shed layers.

By the time we reached Pownal, Montana weather had turned spring again. We barely slowed as we continued west. The temperature reached 50 degrees as we lunched at the Geraldine cafe, inspected the refurbished depot, watched the cooperative load wheat into grain gons, and inspected an idling CMR GP-9. Afterwards, we turned the cars and headed leisurely back to Denton basking in the bright sunshine. Despite a small delay caused by a rancher who had dumped his load of hay between the rails at a crossing, we arrived there about 4:00. It was so nice by then that Tom Norman decided to unload his cableless M9 for a quick round trip to Coffee Creek with an MT19 escort. I rode back to Denton with him marvelling at what a transformation the country had undergone in the last 24 hours.

Sunday, April 16th, was gorgeous as only Montana can be after a spring storm. The air was crystal clear, there was no wind, and we pointed our motorcars east toward Moccasin about 10 AM—with the heaters off. The weather was so good in fact that the Normans decided to go in their M9 rather than their MT19.

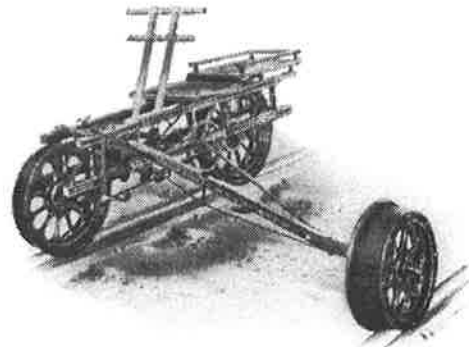
What a great day it was—going out. The four big bridges were marvelous as always, the tunnel was cold and dark as always, the snow covered mountains seemed to hover in clear air, and we must have seen 500 deer. But as we reached Moccasin on the Burlington Northern about noon and turned the cars, dark clouds began to loom on the horizon. Thunder rumbled in the Highwood Mountains and showers began to spread out over the Judith Basin. We all had been here before and knew what this

meant. We put the cars into “Warp Speed” and ran for Denton with the Normans in the lead. Rain squalls chased us, but Tom and Kathryn managed to reach Denton before they got wet. The last two cars (mine included), which had been detained by a discarded CM&STP kerosene can in the Danvers dump, were not so lucky. But the the rain washed a lot of the muck and mire from the previous Friday off of the motorcar, and, more importantly, I have the kerosene can.

At 3:00, in sunshine once more, we loaded the cars and headed back for home certain in the knowledge that “Faint hearts ne’re won fair motorcar trip,” and “This is the one we’re going to talk about for years to come!”

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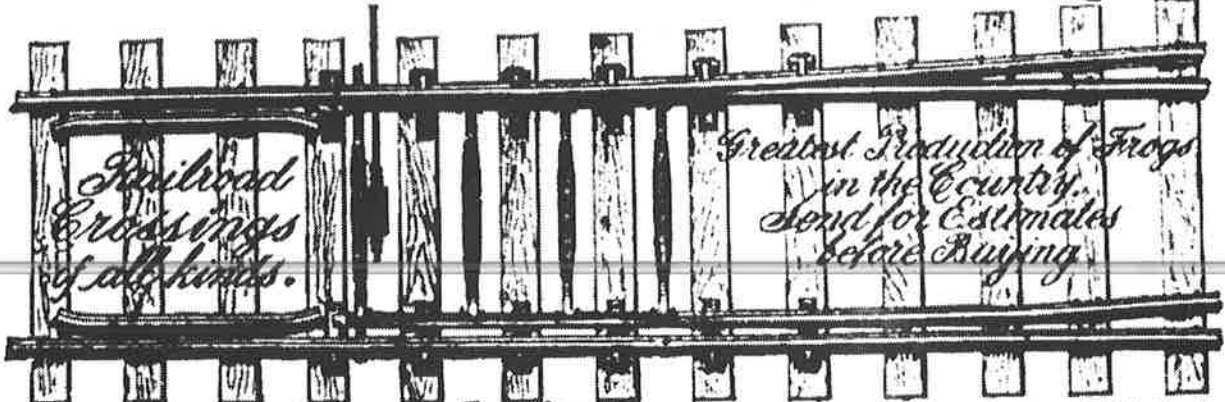


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BALL BEARING

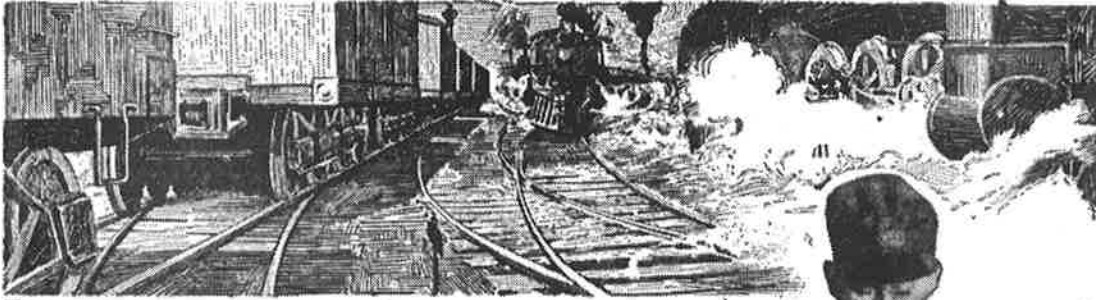
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You Gotta Name 'em

By Jim and Pat Spicer

It has recently come to my attention that some owners have not named their motorcar. Since motorcars are man's best friend, they should be named just like your pet dog or cat. You want to be careful and not give the wrong impression about your motorcar by naming it "Lassie," "Muffin" or "Fido;" however "Rover" or "Spike" does have a nice ring.

We bought our first motorcar in San Jose, California. We were on our way back to Coburg, Or-

might want to think about 11. Some speeders will name themselves, like "Bouncer," "Vibrator," "Beast," "Rusty" or "Puddles."

Over the years we have had a number of motorcycles. We named them by their color starting with "Green," "Black," "Blue," "Red" and "Ruby." This might not work well for motorcars—"Orange," "Orange," "Yellow," "Yellow," "Orange" and "Yellow" could be confusing to some.

If you are into two-cycle speeders, there are several good names: "Smoky," "Putter," "Puttsey," "Boomer" or "Pops." I am going to use some of these names on my two stroke cars.

One thing I should point out, a name can change with the owners mood swing. After towing your car a thousand miles and setting it set on, only to find it won't start, "Sweety" can become "YOUPIECEOFJUNK" in only a few seconds.

As a last resort, when you just can't come up with a good name, you can always use the method our weatherman uses for his forecasts—throw darts. I am not sure, however, you want to ride around in a car named "Zymuf."



Three in a row - motor cars preparing to set off after a day on the Butte, Anaconda & Pacific. In command in the center car, Pat Spicer in "Sunny" (or was it "Orange?")

gon, with this freshly painted Omaha Orange beauty, when I said to my wife Pat, "I think we should name her 'Navel.'" Pat said, "NO, NO, not 'Navel.'" I said, "How about 'Valencia?' We could call her 'Val.'" Pat said, "I am not riding around in a motorcar named 'Navel' or 'Valencia!'" I said, "It is exactly the color of a Sunkist orange. Pat said, "That's it: 'Sunny!'" So we now ride around in "Sunny."

The railroads give their motorcars numbers. That works well for them. You could name your first car "Number One," or if you have a favorite number like 8 or 13 that will work. If your car is a trouble maker you



From Royal Slope in Washington — Pat Spicer in their A4 car "Duke" April of this year near the former Milwaukee substation at Taunton. Jim writes, "We are asked why 'Sunny,' (you know that one) and why 'Duke?' My son named 'Duke.' I was working on the A car and would say something about the A car. My dumb kid—he's only 33—said 'Duke.' I asked, why Duke? He said, 'A car = A Train; A Train = Duke Ellington; Duke.'"

PRO Run, April 2000 – the Montana Western

Happy motor car operators and their passengers pose in front of the former Northern Pacific depot at Garrison, Montana. This inaugural run opened the Montana Western which operates from Butte to Garrison over former Utah & Northern, Montana Union and Northern Pacific track to interchange traffic between Montana Rail Link at Garrison and the Union Pacific at Silver Bow Junction.



The MW parallels the former Butte, Anaconda & Pacific, now Rarus Railway, and the abandoned Milwaukee main line through Silver Bow Canyon.



Jim Britten and Kieth Mackey pull in to lunch at the Senior Citizens' center located in the former Northern Pacific depot at Deer Lodge, Montana. Motor cars AND strawberry shortcake!

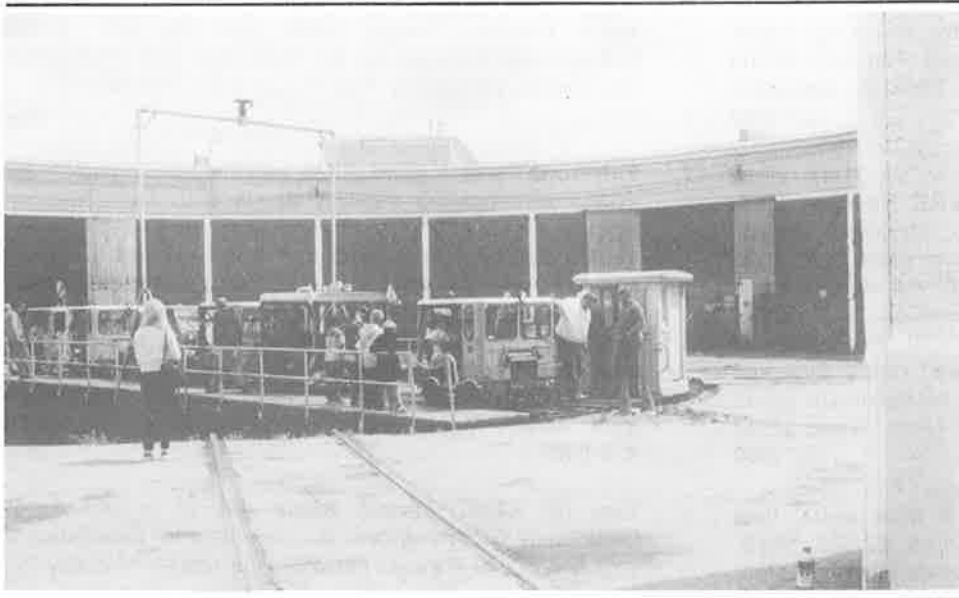


Sad to say, we're losing another depot. Workers were removing asbestos-laden shingles, preparatory to taking down this building, used until recently by both the MW and MRL.

and the Rarus Railway, Montana



The second day the lead car was a Butte, Anaconda & Pacific gang car, making its first run in many years on PRO's inaugural run over the Rarus Railway. First stop: the depot at Rocker. Then it was on to Bridge 11.2 to restage the cover photo.



It doesn't get any better than this—turning on the turntable and touring the 1896 roundhouse and machine shops built by the Butte, Anaconda & Pacific and now operated by Rarus.



Meet co-ordinator Bill Taylor with Rarus guide Doug Kratiger. Doug and his son Matt had worked long and hard to get the railroad's own gang car running for the event.

Upon arriving in Anaconda, the motors cars backed down to turn. All that remains of the smelter complex which processed the copper ore from "The Richest Hill on Earth" in Butte is the brick chimney left on the hill at the edge of town.



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 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

FORD F-600 Hy-Rail cab and chassis. Mid '70's model, no title, not running. Lots of hydraulics and H. D. rail gear. Two transmission set up. First \$1,200. Rebuilt Derrick car, new wood, cables, paint job. Probably RR shop made, heavy duty \$1,200. Completely rebuilt Fairmont 6-foot push car, all new wood and paint job. \$500. All located in east central Ohio. (740) 622-4000. (2)* ja00

M9-2-12, ROB-1 Engine, shipped new 09-26-61. Have shipping and sales order to ILL Central RR. Restored car in 1998. Following new parts: new top, all glass, wipers, motors, front metal. Diamond aluminum plate tool boxes and motor sides, floor boards, seats, 12 volt alternator and battery, lights tow bar, brakes, horns drive belt, coil, rubber molding and factory muffler and exhaust. Professionally painted black and white gas tank, sealed inside. Side and rear curtains. Very sharp car, runs exceptionally good. Trailer available with electric winch. Daryl Wood (515) 259-2839. Monroe, IA. (2)* ja00

MT-14 Ready to use. New brakes, 4 boat seats, new curtains, exhaust, paint, battery, air horns. \$2,500. M-19. Totally restored, 12-volt, new brakes, seats, diamond plate aluminum floor and engine cover, alternating stop lights, curtains, a super car! \$2,500. M-9 project complete \$900. Tom (608) 241-0777 or tommys2toys@cs.com (3)*ja00

Fairmont ST-2 Ex BC Rail, single cylinder motorcar. Needs restoration and T.L.C., \$500 US dollars. Contact Rick Bennett, 634 McGowan Ave., Kamloops BC Canada V2B2P8. Phone (250) 376-5867 after 5 p.m. PST. (2)*ja00

Model 40 Burro Crane in good condition. \$7,000 US dollars. Nordberg DUCK Hammer, complete, but motor seized from sitting \$400. US dollars. Racine rail drill \$400 US dollars. 1993 Ford Bronco - Ex CN, 302, automatic, Posi, air, good condition. Offset wheels and tires for track. \$6,000 US dollars. Fairmont 0307 Hi-Rail and mounting brackets for Bronco \$1,800 US dollars. Installation extra. Tony Andrusevich. Call evenings (905) 692-5949. Hamilton ONT Canada. ja00

MT-19 Motor Car Ex CN 2 cylinder Onan, runs, but missing gas tank and brake arms on one side. Fiberglass cab with doors, asking \$1,200 US dollars. Fiberglass cab for MT-14 \$300 US dollars. Delivery possible. Tony Andrusevich. Call evenings (905) 692-5949. Hamilton ONT Canada. ja00

FOR SALE

AVAILABLE AGAIN New M-9 Axle Pulleys, Part No. M21581K, professionally cast and machined, ready to bolt on. \$245 plus postage. Jim Dobbins, RR2, Box 105, Goff KS 66428 (785) 868-2388 or e-mail at motorcar@juno.com (3)*ja00

C5 and C8 Carburetor Seats. All aluminum. Tried and proven. Have sold several sets. One piece, no rubber seal to separate. Install them once and forget about them. Seats fit C5 and C8 plus RKB twin carbs. Order FW1353RO for C5 seat and FW1353C8 for C8 carbs. and FW1353RKB for RKB carbs. \$5 per seal plus \$2 s&h flat rate. Contact West Michigan Railcar, 1694 Broadmoor Street, Muskegon, Michigan 49442-5302. (231) 773-7980 or e-mail strobx@aol.com *ja00

Just Received - 15 Nice ex-CNR A-4's Units are for sale with prices ranging from \$1,800 to \$2,500 Canadian dollars (\$1,250 to \$1,750 US Dollars Aprox) We've got some excellent freight rates into the US. E-mail bobcantin@interbaun.com for more pics and information. Bob Cantin, Edmonton, Alberta, Canada (780) 499-4307. ja00

Fairmont Parts - Two A528 bearing housings \$25 ea. P3315 side bearing packing sleeve \$50. QB1 New old stock flywheel \$50. Two PH37C water hopper plugs \$35 ea. M23904 carb. inlet check and choke assy \$40. Three 6 bolt head gaskets (they have 3 different part numbers, but are all the same G8C, A532, Victor #132) \$50 ea. Complete QBA engine, with sliding base, F6 carb. rusty on the outside, but turns and has compression. \$450. Also have 2 belt tension setups for sliding base engines, misc. loose front hubs. Marv Weber PatMarvW@aol.com (831) 425-5467 ja00

Two (2) Cloth Bucket Seats out of a junked '84 Oldsmobile Firenza. Brown in color. Ideal for installation in your MT, ST, or A series car. Why not ride comfortably this season? Asking \$75 or best offer for the pair or trade for? Don Kasbohm (517) 851-7565. E-mail milw8170@thevillagelink.com ja00

Fairmont MT-14 L type 2 rail car - former CN with full fiberglass cab and single doors - runs fine - has all good glass - all good wheels - good brakes - has Fairmont seats. Priced at \$2,500 FOB Cedar Rapids, Iowa. Ron Hoopman (319) 396-9187 or e-mail ronandmardi@juno.com ja00

M-19 Axle - Nice and straight. Good keyway. \$75 plus actual shipping cost. Contact Mike Paul at M19SOORKB@prodigy.net (920) 235-2607 ja00

Fairmont A-3 with the Waukesha ICK motor, good tranny and rear gears, good wheels, brakes fair (one shoe needs replacement), no cab, strictly an open car. Good gas tank instruments, panel, wood. All that it needs to run on a meet is hooking up the throttle linkage and exhaust system. Parts of the cab front included with car. \$1,750 FOB near Blue Ridge GA. Car is in dry storage. Fairmont M-19 with OD-B motor. Would make a good parts car or still could be made operational. Has a good motor, drive belt, wheels, brakes, frame. Parts missing: Cab, gas tank and set off levers. \$750 FOB near Blue Ridge GA. For more information, contact Southeastern Rail Services at (757) 588-6579 or stevenC277@aol.com ja00

FOR SALE

Motorcar Parts - One Lot, Minimum Bid \$400. (the price of the carburetor alone) I will take offers for the whole lot up to 3 weeks after I receive my copy of *The Setoff*. I sold my cars and I want parts to go to a good home. Buyer picks up here. The lot consists of: 12 new head bolts; 4 curtain rod brackets; 2 centering rings for springs on rail sweeps 24813A; a E2455 5-C carb valve; left hood latch 54816; right hood latch 4380; ROC head gasket; new Fairmont tool box; rear usable axle pulley; complete C-5 carburetor; 2 bearing housings 45545; timer casting 455546; 2 American Bosch wiper motors, working; cover plate 45549; timer plate, rusty w/condenser; 4 M 18510 generator/alternator pulleys; fuel tank shut off valve and fuel bowl set; new timer lever 46561K; fuel line, tank to carb; carburetor needle valve and handle; new brake shoe M 16096; 6 volt generator; 12 volt alternator; 2 water condenser caps; 2 oak brake shoe backing blocks; 4 rubber roof mounts, bolts internal; ignition on/off switch; engine block 45541; engine block 45541, with head loose from Block; running board, small repairable dent; new Fairmont crank handle for ROC; 7/8 inch thick tow bar for trailer; set curtain rods and mounting brackets; 2 complete sets seat frames and mounting brackets; 2 sets usable seats; extra seat on frame; front axle, complete, but no mounting bearings; brake rod with all bearings, drive pulley, and brake actuators M30124; 2 wood box Pontiac coils; Detroit wood box coil; new mounting ring for engine crank to hang on. Plus any other items I find will be thrown in pot. Bruce Saylor, 2836 Leon Avenue, Audubon PA 19403. (610) 666-6572. ja00

Fairmont A-3 D-2 "1952" seats 4 with seatbelts. Has padded seat for dogbox also for seating. Has overhead storage for coats, etc. Has metal roof, rotating beacons, Extra large front light, air horn, overhead light. Fuel tank lined. Has fuel cut off valve and sediment bowl with drain. 4 cylinder Waukesha engine. Run great, have extra parts and original manuals and bill of lading. Contact Keith Trouette. Phone (707) 462-2156. Fax (707) 468-7484 or E-mail keith@saber.net mj00

1940 Fairmont M-19 Motorcar with copy of the original purchase order issued by Chicago, Burlington and Quincy Railroad and trailer for hauling. Motorcar has been restored to original purchase order specifications including Box Car Red color and cloth windshield. Motorcar meets NARCOA safety requirements. Motorcar has 6 volt ignition system, 12-volt alternator light system with flashing red brake light, spare drive belt, spare 6 volt coil, detachable bass boat seats, detachable golf cart roof with unconventional side curtains (clear shower curtains). K-Mart 1,000 lb. trailer has heavy duty springs, winch for loading and unloading motorcar, two spare trailer tires and rims. Except for the lights, the Motorcar can be ridden or shown as delivered in 1940. My wife and I have enjoyed riding the rails on our motorcar and the fellowship with other motorcar enthusiasts. We now feel the time has come to let someone else enjoy it. Price \$1,950. Charles R. Anderson, 1035 Curran Avenue. Kirkwood MO 63122-2418 Phone (314) 822-2954. mj00

Fairmont Motor Car Symbol 76187, Onan Engine CCKB-MF/145, chain drive, partial restoration, new brake system, stainless steel exhaust system, side curtains, extra parts, manuals. Asking \$1,750. Dick Diehm, Kutztown PA (610) 683-5277. mj00

FOR SALE

Northwestern Inspection Car Model 532R Complete, not running, needs restoration. Located in Farmingdale NJ \$700. E-mail isezmeow@webtv.net or call (732) 892-2464. ja00

Fairmont Parts - C8 carb in excellent condition, good seals, valves and springs - \$220; QB crankshaft with bearing halves and inner parts of 2-piece bearings - \$175; air filter F7949 with support bracket and elbow, all new - \$70; control panel (70732) never used - \$60; also F4 carbs and Hall Detroit magnetos. Prices include shipping. Call Jeremy Winkworth at (616) 388-5058. mj00

Electric and Mechanical Motorcar Bells - electric bells are operated on 12-volts and are available in 6" - 8" and 10" sizes. Mechanical bells are available 4", 6", 8" and 10" sizes. Foot operated bells are available in 8" and 10". If you would like to hear the true railroad sound of these bells give me a call and I will operate them so you can judge their application and sound quality. For more information call Henry A. Corbett, VP, The W. L. Jenkins Co., Inc. 1445 Whipple Avenue, S.W., Canton, OH 44710, (330) 477-3407. Fax (330) 477-8404. mj00

MT-19A - 1981 - perfectly restored from the ground up. Price is \$3,500 and includes a heavy duty trailer made for hauling a jeep. I have been associated with Motorcar Operators West and their members. Steve Scheppelmann, (707) 539-4874 sschepp@worldnet.att.net mj00

Fairmont A-3 - Washington Old Dominion Railroad - needs work - \$750. Sheffield Car Company Locomotive Water Column - 1899 design - \$5,500. Central Vermont Crew Bench Car - excellent condition - \$500. Low Throws - Derails - Rerails - Assorted Velocipede and Motorcar parts - please write with your needs. Chelsea Valley Shortline Co. Ken Kurdt, 118 East Caroline Drive, Wappingers Falls NY 12590 Email: Kid_krud@yahoo.com (3t) mj00

Hy Rail Gear available. Fairmont 0307 Manuel \$800 US. RAFTNA Hydraulic - no hyd. pump \$900 U.S. Mitchell Hydraulic with Hydraulic motors \$2,500 U.S. DMF 1019 Hydraulic 1 to 3 Ton \$2,000 U.S. Call for more details. Tony Andrusevich, Hamilton, Ont. Canada. Call evenings (905) 692-5949. Delivery maybe? mj00

Fairmont S-2 - 1952 vintage former ICRR gang car #F8383. Top, windshield, no side curtains, runs great, rebuilt 4 years ago. Injured back must sell - \$1,500 for car, - \$500 for homemade trailer. Located southwest Indiana, near Bloomington. (812) 825-9957, evenings. mj00

Northwestern Inspection Car - Model 532R. Complete, not running, needs restoration. Located in Farmingdale NJ \$700. (732) 892-2464. mj00

Union Pacific S-2 Car looks and runs good. Open car with unrestored cab available (extra). Asking \$1,500. Jerry Belter, Cleveland OH (440) 888-6972 or nw65512@worldnet.att.net mj00

MT-19 With Aluminum Cab - 2 seats, side and rear curtains that were new 2 years ago. It needs a windshield wiper motor and some TLC, last ran 2 years ago on Hanover run and runs out of Northumberland PA. Photos on request. \$2,500. Don Jones, P O Box 7, West Scranton PA 18504 (570) 457-1754. mj00

FOR SALE

Fairmont MT-19A-L factory turn table, new Fairmont seats. NARCOA-ready for 2000 season. Veteran of many NARCOA outings. also, Two (2) Aluminum lift handle tubes and four (4) handles, "all new parts". \$125. Bill Evans, Palmdale, CA (661) 285-8330 ma00

Fairmont MT-14 Motorcar. 2-cyl. Onan gas engine, new steel cab, air horns, bucket seats, all reconditioned and painted red. Has other extras, asking \$4,000 OBO. Contact Glenn Holland at (706) 632-6030. (2)*ma

MT-14 ex-Milwaukee Road motorcar. Three section open-sided metal cab with side curtains, beacon, horns, lights, two automotive seats and a jump seat. \$1,400, May be seen in southeastern Minnesota. Call (507) 824-2228 or E-mail tcmeiley@lakes.com PLEASE no phone calls or e-mail before May 6th. ma00

Two 20" diameter complete wheelsets, perfect for handcar restoration/construction project. Each wheelset has axle, bearings, thrust collars, hubs, and wheels. Ready to use, just need cleaned and painted. Believed to be of Buda manufacture, Both axles are one piece. \$1,000 firm for pair. Also have two 1 7/16" Fairmont axle sets, axle, bearings, thrust collars, no hubs or wheels, \$500 for both. Two gasoline engine powered flexible shaft rail grinders, one Fairmont, one Mall Tool Company, \$2,000 each or trade for Safetran Systems Model C power track wrench. Looking for Hi-Rail pick-up truck, WHITING Trackmobile, small ballast tamper, Pettibone Speedswing w/Hi-Rails. Contact: David M. Williamson, 9793 Snyder Church Road, Baltimore, Ohio 43105. (740) 862-5810. Can ship via motor freight anywhere in continental USA. ma00

Beautifully Restored MT-19 - Selling out due to illness - full cab with canvas doors, turntable, fresh paint, new metal, new seats and all required equipment, good wheels, \$5,000. Restored M-19, rare electric start, windshield and topw/curtains, all required equipment, good wheels. \$2,500. 16' tandem axle trailer w/brakes, spare, electric winch, \$1,000. Ready to run, located in Indianapolis IN. Call Ken Kinman, (317) 881-1796. mj00

C-5 Carb EZ-455 check valves (poppets) cost \$15.60 plus \$3 S/H for any amount. Carey Boney, 1605 Powers Road, Wallace, NC 28466 (910) 285-7489 careyboney@intrstar.net (2)*ma00

Several MT-14 and 19 Body and chassis (less engine and transmissions) - \$75 Canadian each. Two M-19's with 2 spare parts chassis, several MT-14 and 19 buggies complete and running, lots of Onan used parts. Call me at (780) 499-4307 All units are ex-CNR and are located in Edmonton, Alberta, Canada. Digital pictures available. Bob Cantinco. ma00

Hadley Air Train Horns - This is an excellent horn set for speeders. A mini-compressor with an air tank is required to operate. Picture will be available soon. Visit www.ameritech.net/users/oemrep/trainhorn.htm Website for more information or email or call Scott Grunewald. 25713 Hillview Court, Bldg, 4, Mundelein IL 60060. (847) 726-7900 oem1@usa.net Price is discounted to \$375 USD plus S&H (Reg. Price \$490) jf00

FOR SALE

Ex-CN 1986 MT-19 motorcar. This car was used by the CN signaling department in the Detroit River tunnel. Excellent fiberglass cab with new paint, glass and decals. 2 cylinder CCKB 20-hp Onan engine with 2-speed transmission. Motorola radio, mechanical turntable, oscillating fan, loud horns, headlights, alternating brake lights, flashing roof light, towbar and good wheels. I have some video of this car outside the Windsor depot when it was still in use by CN. Beautiful little car priced at \$3,500. See photo of it at: http://www.net-link.net/~winkwo1/motorcar/MT19_1.jpg Jeremy Winkworth, (616) 388-5058 winkwo1@net-link.net ma00

MT-19 - Series A, Group 2, Special 12 Serial # 248944, Ex. C.N. #13520. Rebuilt to NARCOA Standards, new chain, bearings, brake pads, muffler, some glass, etc. Has headlights, tail lights, bell, horn, flasher, etc. Comes with or without home made tilt trailer with hand winch. \$1,500 US for speeder, \$500 US for trailer. Will deliver anywhere for cost of gas (I need a vacation). John Green, Ph/Fax (250) 767-6504. RR2 S24A, C2, Peachland, B.C., Canada VOH 1X0 jdgreen@silk.net ma00

Motorcar Parts available. I have restored several speeders and I have lots of parts for M-9 and M-19's Would like them to go as a lot and will accept reasonable offer, as is, where is. Anyone interested can contact me at (604) 461-0366, we can discuss or I will forward a list. Dave Emmington. ma00

New Products Now In Stock

Side Curtain Brackets	\$5.00
Wheel Insulators For M-9, M-19, M-14	\$25.00
Wheel Insulators For A-Cars	\$30.00
Side Curtain Bolts - Long	\$6.00
Side Curtain Bolts - Short	\$5.50
Door Latch	\$5.50
Door Handle - Locking	\$6.50
Door Handle - Non Locking	\$5.50
Removable Door Hinges	\$7.50
Piano Hinges 48"	\$8.50
Clutch Pad - MT-19	\$10.00
New 10 Gallon Gas Tank - Red	\$175.00
New 8 Gallon Gas Tank - Red	\$160.00

Control Plates for all cars, new front axles, short and long for M-9, M-19, MT-19. All decals for: Up, Milwaukee, Woodings, Railcar, CP, Fairmont, C&O, and Etc. Call For pricing. Les King P O Box 164 North Lawrence, OH 44666. (330) 833-2868 Fax (330) 830-5213. ma00

Wooding Springs - \$35 each plus shipping. Mike Travis (717) 792-9181 or email mdtravisjda@cs.com jf00

The Northern Pacific's "Rails To Gold And Silver" Lines to Montana's Mining Camps - Vol.1: 1883-1887. It covers seven of the early branch lines built in Montana under the auspices of the NP. 150 pages, photos, maps, profiles, timetables, branchline reports - \$22.95 plus \$3 shipping. Bill and Jan Taylor, 917 Park View Way, Missoula, MT 59803. nd99

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 jf00

FOR SALE

Engine Gasket Sets - Complete Gasket sets for ROC engines. Tested, superior high heat material lazer cut. Packaged ready for shipment \$50 (Ship UPS/ppd) Also head gasket for OD engine \$20 (Ship UPS/ppd) Other gaskets - inquire to make. Jeff Shelton, Roanoke VA Phone (540) 774-6027 - Fax (540) 563-2932. jf00

Fairmont Caps - Polyester wool blend quality caps with embroidered logo. Black, Red Dark Blue, Green - \$16 each (ship UPS/ppd) Jeff Shelton, Roanoke VA Phone (540) 774-6027 - Fax (540) 563-2932. jf00

New 36" Narrow Gauge Axles made from 4340 steel shafting for M/MT-16 with 1 3/16" diameter axles and for the M/MT-14 with 1 7/16" diameter axles. This includes two short half front axles and the solid rear axle. Call or e-mail Smitty at (520) 204-2337 smitty@kachina.net ma00

1986 GMC 3500 Hy-Rail Truck Ex. Chicago Northwestern in full original paint and decals. 350 engine, 400 automatic transmission. 4 door cab, utility box. 0307 Fairmont manual gear. Starts, runs, and drives good. Make an offer I can't refuse, no trades. Located in downtown Rudolph, Wis. Scott Janz (715) 435-3182. ma99

2 Hour VCR Tape Of The 1999 Speeder Tour sponsored by Southwest Railcar, LTD. Dick Ray photographed and edited the tape, Al McCracken made duplicates with Dick's permission. Tape includes rail shots from the towns of Squamish, Lilloet, Williams Lake, Prince George, and Tumbler Ridge. Train shots include 100 car freights, Budd Cars, Electric engines, and cab shots. Track shots include canyon, waterfalls, lakes, power stations, electrified catenary, and coal silos. Send \$6 (shipping included) to Al McCracken, 2916 Taper Avenue, Santa Clara, CA 95051. nd99

Motorcar Tandem Trailer with hydraulic surge brakes on front axle. Large enough for two motor cars, also has ramps for loading a vehicle. \$1,900. Located in Leesburg, Florida. Contact Wade Myers (352) 326-3191 or (352) 408-0439. nd99

Fairmont Motor Car Symbol 76187, Onan Engine CCKB-MF/145, Chain Drive, partial restoration, new brake system, stainless steel exhaust system, side curtains, extra parts, manuals. \$1,750. Dick Diehm, Kutztown, PA (610) 683-5277. nd99

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 Gaspé, Quebec '98
Northern Vermont & Twin States, NH '98
Peace River to Coppermine, NWT '96
Central Montana with Alberta Prairie '96
CN RR Cabides, Peace R. to Roma Jct., Alberta '96

FOR SALE

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, egc. T-Shirt hats, pens also. Call Steve Kepner (570) 584-4117. *ja99

WANTED

Wanted: When I broke a packing sleeve (A1026 and A1028) on my OD-B engine, I could NOT find one despite dozens of phone calls. One big dealer offered to sell me one without the ring for \$167.85 and the other for \$177.85. I took the ones I had to a CNC shop here in the Detroit area, and precision manufacture including heat treating, would cost about \$25 apiece in quantities of 30. I am looking to split the cost of the run and am asking for partners to buy a minimum of three each left and right. "Manufacturer's retail price" for these items would be at least \$40. Interested parties should contact me directly clinton.andrews@wayne.edu or (313) 822-2000. ja00

Wanted ROC engine. MR-19 parts. Reverse gearbox, engine pulleys, reverse belt tensioner. Marv Weber, (831) 425-5467 PatMarvW@aol.com ja00

Wanted Restored or nearly restored Fairmont motorcar. Prefer within 800 miles of Detroit. Please email me at csgtu@aol.com or call (819) 231-4886 evenings. Chris Gleason. ja00

Wanted - 2 cylinder heads and an intake manifold for a 40-B I have some new old stock 40-B parts to trade or will pay cash. I would buy a complete engine, if available. This will allow me to complete my Winston Salem Southbound car. Marv. Weber (831) 425-5467 PatMarvW@AOL.com California. mj00

**Pictures For The
2001 NARCOA Calendar**
Motorcar pictures for the NARCOA
2001 Calendar are needed.

Please submit your pictures to:

Bob Schuknecht
516 1/2 North Charles Street
Saginaw, MI 48602-4037

The deadline for the 2001 Calendar pictures is November 15, 2000.

**WILDERNESS TOURS
(WT)**

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

September 5 - 12 River Tour - (CANCELLED)

September 8 - 9 - Ottawa Central River Tour - The ride will be from Ottawa to Pembroke with over night accommodations in Pembroke included in the price. The Ottawa Central crosses and parallels the beautiful Ottawa River. We will cross from Ontario to Quebec several times. Cost of the tour is \$400 per car per two people. Total mileage is 178. For more information call (608) 839-4939, or FAX (608) 839-5595. E-mail at wilderness@inxpress.net Wilderness Tours, Box 25, Cottage Grove WI 53527.

October 14 - Polar bear watching in Churchill by plane, train and tundra buggy. (Postponed until 2001)

**CENTRAL PENNSYLVANIA EXCURSION
(CPE)**

October 14 Wellsboro & Corning RR - Wellsboro PA - Autumn Leaf Spectacular on the Wellsboro - Corning Railroad. 70 miles on part welded rail. Cost \$35.

October 15 Nittany & Bald Eagle Railroad Secondary - 25 miles - Cost \$30.

Ride both for \$60 and save \$5. NARCOA Insurance Required. NARCOA Rules Apply. Send checks to: Central PA Excursions, RR1 Box 351, New Columbia PA 17856. Questions: contact Coordinator Larry Maynard (570) 538-9050 or e-mail at lmayn@jdweb.com

**NORTHERN CENTRAL RAILCAR ASSOCIATION, Inc.
(NCRA)**

November 4 - Gettysburg Railway - Third Annual Excursion 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 was 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. NACROA rules apply. Send Insurance Card Number, Driver Exam Number, name, address, phone number, e-mail address and check payable to: "Northern Central Railcar Association" and send to: Gary Shrey, 54 Adams Road, New Freedom PA 17349. Phone (717) 227-9628, e-mail gshrey@aol.com

Make it a 2 ride weekend - Travel time from Gettysburg to Cumberland is approximately 2 hours.

November 5 (Western Maryland Motorcar Association) **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 the trees providing 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. We expect to set on from 8:30 to 10:00 a.m., leaving at 10:00 or shortly thereafter. We should be back in Cumberland by 2:00 p.m. for those who have a long distance to travel. NARCOA Insurance required. NARCOA rules apply. Send Insurance Card Number, Driver Exam Number, name, address, phone number, e-mail address and a check payable to: John Kemmet: and send to: John Kemmet, 708 Westwood Street, Hagerstown MD 21740, phone (301) 739-5948, AMSIAP@aol.com

**NEW ENGLAND RAIL CAR ASSOCIATION
(NERCA)**

The following are New England Rail Car Association events for the remainder of the year. For more information, contact Warren Riccitelli, 39 Brookside Ave, North Providence, RI 02911 or (401) 231-5640 evenings.

September 9 - Maine Coast Railroad - Rockland Branch - Wiscasset to Thomaston. Follow the scenic shoreline of Maine for a 70 mile round trip.

September 10 - Maine Coast Railroad - Lower Road - Brunswick to Augusta. Ride inland along the Kennebec River for a 70 mile plus round trip. Cost is \$40.

October 21 - 22 - Upper Hudson River Railroad - North Creek NY - Again by popular demand. After the leaves have fallen, join us with the County of Warrensburg NY and the Upper Hudson River Railroad for railroading in the Adirondacks along the Hudson River to Hadley NY. And a buffet lunch at a dude ranch. The same run for both days. 72 miles round trip. Cost is \$60.

NERCA membership - Required for all runs if you live in NARCOA region 1 or 2.

NARCOA Insurance and Certification required for all NERCA events. Individual railroads may add additional requirements. All cars are subject to inspection prior to event. Please contact us about any questions of your equipment.

**PACIFIC RAILCAR OPERATORS
(PRO)**

August 26 - 27 - Montana Rail Link - Desmet to Paradise secondary mainline. Set on will be at Dixon, MT on the 26th, and we will run east to Desmet and then west to Paradise on the MRL's historic 10th Sub Division. This is the Northern Pacific's original mainline over Evaro Hill and along the Flathead River completed in 1883. We will climb a 2.2% grade as we cross Evaro Hill and descend through the Coreacan Defile passing over the 226' high Marent Trestle, once the highest trestle in the United States, as we travel to Desmet. This is where MRL's river line and its Evaro line diverge. After returning to Dixon, we will travel through the Flathead Indian Reservation along the Flathead River to Paradise where the two lines come back together again. Wildlife abounds, and we will cross the river on a four span, steel bridge west of Perma. At Paradise we will turn and return to Dixon. One this day we will run 120 miles round trip *NOTE: MRL traffic has priority on this route. We will run at the discretion of the dispatcher. We may have to take the siding, perhaps at a remote location for an hour or so. Departure times at each end and at Dixon will be according to the needs of the railroad, and we may meet trains. The five minute rule will be enforced.*

We will leave the cars on the siding at Dixon Saturday night. Sunday, the 27th, we will run the Flathead Lake branch from Dixon to Polson - 60 miles round trip. This is a scenic, former NP branch through the Flathead Valley built in 1917. The Mission Mountains form a dramatic backdrop as we travel from the Flathead River at Dixon, pass the National Bison Range at Moiese and continue to the end of the branch at Polson on the south shore of Flathead Lake. We did this branch last year, and everyone had a great time. At Polson we have a lunch scheduled at a restaurant overlooking the lake, and we'll be taken there in a horse-drawn wagon from the railroad yard. NARCOA Insurance, PRO membership, signed releases, spark arrestors and completed inspection forms (or PRO sticker) are all required. Since Saturday's trip involves mainline running, experienced operators and reliable cars are mandatory. The fee is \$175 for the weekend excursion, which includes the wagon ride at Polson. The run is limited to 20 cars. Make your check payable to Pacific Railcar Operators, but mail it to: Bill Taylor (Meet Coordinator), 917 Park View Way, Missoula MT 59803 (406) 721-2351. btaylor@montana.com. The PRO cancellation policy is in effect. No reservation is complete until we receive your check. Information packets will be mailed upon your payment of fees. Dixon is 30 miles from Missoula and about 20 miles from the nearest motel. Consider camping on this one. We have a great camping spot on the railroad property at the depot in Dixon although conditions are primitive (Toilet and water, but no restaurant or showers).

August 29 Idaho Northern & Pacific - Emmett to Cascade on Tuesday, August 29th. Travel to La Grande

that afternoon for set-on Wednesday, August 30th in La Grande, staying overnight at Wallowa Lake and return on Thursday, August 31st. Cost is \$210 for both runs or \$160 for either La Grande or Emmett. Send check made out to PRO with SASE to George Gilchrist by July 1st. George Gilchrist, 211 Spring Street, La Grande OR 97850. Info sheet will be sent back. Riders need to get their reservations for motels now. - August is prime tourist season. Only one motel in Emmett - Holiday Motel (208) 365-4479. In Wallowa Lake there is - Flying Arrow Resort (541) 432-2951; Eagle Cap Chalet (541) 432-4704; Matterhorn Swiss Village (541) 432-4071; Nut Cracker Inn (B&B) (541) 432-5108; Rams Head Cottage (B&B) (541) 432-2002; Collett's Cabins (541) 432-2391; Tamarack Pines Inn (B&B) (541) 432-2920; Wallowa Lake Lodge (541) 432-9821

September 16 - 17 - Nevada Northern Railroad - High Desert Adventure - . A reprise of this year's immensely popular excursion through the expanses of Eastern Nevada on a 1906 railroad. NARCOA Insurance and Operators License, and PRO membership required. Denny Anspach, Coordinator.

**OTHER MOTORCAR EXCURSIONS
(OME)**

August 19 - Chattooga & Chickamauga Railroad - LaFayette, Georgia, 80 plus miles RT. Summerville, GA to Rossville, GA. Photo Runby. Cost \$85. 40 car limit. Requirements: You must be a member of NARCOA, have NARCOA Insurance, Passed NARCOA Rules Test, Certified Motorcar operator of SERO or MOW. All cars will be inspected, must have working headlights, automatic brake lights. All NARCOA rules will apply. Homemade motorcars, steam motorcars, and Hy-Rail Vehicles will not be accommodated. No transfers and no refunds after June 19, 2000. No shorted out wheels. Make check payable for \$85, along with NARCOA Insurance #, Rules Test No. and SERO or MOW Operators Permit No. and your phone number to: Bobby Moreman, 3520 Cold Springs Lane, Chamblee, Georgia 30341. Visit our web page at <http://khuffines.home.mindspring.com/motocar> Any questions, call between 0800 and 1200 hrs. Cannot return long distance calls. (770) 457-6212
Moreman@mindspring.com

September 8 - 10 - Two Railroads - Nehalem Bay Railway Speeders. We are going to try it again. One way trip with an overnight stop in Banks, OR. Set on in Clatskanie on September 8. Drive autos and trailers to Tillamook and return by bus to Clatskanie. Depart Clatskanie September 9 for Banks. Depart Banks September 10 for Tillamook. NARCOA Insurance and Operators License. \$235 per motorcar. Wally Burton Coordinator (503) 368-6496 Fax (503) 368-6856 e-mail wallyburton@hotmail.com

September 23 - 24 - New York Susquehanna & Western
Saturday 23rd - Butler NJ to Warwick NY - 128 miles round trip. Sunday 24th - Butler to Hawthorne & Greenwood Lake branch - 44 miles round trip. Ride both days, 172 total miles on welded rail and over scenic Sparta Mountain for \$100. NARCOA Insurance required. NARCOA Rules apply. The crossings will be flagged by members of the Volunteer Railroaders Association. Possible train meet. 40 car limit. For an information package contact: Joel Williams, Box 82, Greendell NJ 07839 email joelwilliams@lucent.com

October 14 - 15 - East Broad Top Narrow Gauge Railroad - First Annual Motorcar excursion - Several 12 mile round trip runs will be made in conjunction with steam train schedule. Possibly night run? NARCOA Insurance and rules apply. For more details, times, hotels, etc, contact Bruce Carpenter at bnsf89@bright.net or call after 7:00 p.m. EST (419) 738-5384 - PLEASE, DO NOT CONTACT RAILROAD.

October 20 - 22 - Georgia Northeastern Railroad
Marietta, Georgia - Friday, 10/20 - Whitestone to Ballground - RT; Saturday, 10/21 Whitestone to Cherry Log to Canton - RT; Sunday, 10/22 - Mineral Bluff to Blue Ridge to McCayesville - RT. Approximately 175 total miles. Photo Runby Saturday and Sunday. Cost \$85. 30 car limit.

Requirements: You must a member of NARCOA, have NARCOA Insurance, Passed NARCOA Rules Test, Certified Motorcar operator of SERO or MOW. All cars will be inspected, must have working headlights, automatic brake lights. All NARCOA rules will apply. Homemade motorcars, steam motorcars, and Hi-Rail Vehicles will not be accommodated. No transfers and no refunds after June 19, 2000. No shorted out wheels. Make check payable for \$85, along with NARCOA Insurance #, Rules Test No. and SERO or MOW Operators Permit No. and your phone number to: Bobby Moreman, 3520 Cold Springs Lane, Chamblee, Georgia 30341. Any questions, call between 8 a.m. and noon Cannot return long distance calls, (770) 457-6212 Moreman@mindspring.com

SOUTHWEST RAILCAR, Ltd.
(SWRC)

October 7 - 8 McCloud Railway - Coordinator, Tom Phair. Run fee to be determined. Set-On October 6 late afternoon. Application and check to be mailed to Tom Phair, P O Box 664, Alamo Ca 94507. Application submission deadline 8/15/2000. Trip details to follow.

NORTH CENTRAL RAILCARS, LTD.
(NCR)

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

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

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

September 16 - Wisconsin and Southern Railroad, - SOLD OUT -

MEXICO 2000
(MEX)

October 17 -Mexico 2000 - CANCELED - Note: This year's trip was canceled because of lack of interest. Names are now being taken for the trip next year (2001) (12 people so far). Deposits will be requested in March and payment in May or June of next year. More information from Al McCracken, 2916 Taper Avenue, Santa Clara CA 95051. Phone (408) 249-2953; Fax (408) 249-3120; e-mail alnethe@aol.com

The Following Railroads 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 (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 or
Tom Stallings (252) 827-4693
bestalli@eastnet.educ.ecu.edu

The Kosciusko & Southwestern Railway - Kosciusko, Mississippi, offers owners of motorcars and Hi-rail vehicles the opportunity to operate on their railroad. 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 proper authorization. For those that do not have a motorcar, the railroad is offering motorcar rides each weekend consisting of a 37 mile round trip from downtown Kosciusko to the Big Black River area taking about 4 hours for the trip including a stop in Sallis, Mississippi. Fares: \$20 Adults and \$10 Children under 12. Family of 4 or more \$15 adult and Children \$7.50. Group rates available. For more information Contact: Dave Delatte (662) 290-0200 ddelatte@cruisenet.net or visit the web site at www.ksry.com.

From the Editor:

My Friends Are Happy for Me!

They think it's neat that I'm **THE SETOFF** Features Editor, and they have been very supportive. They have sent articles and shared their meet excursion photos with me. The people my husband and I run with have been especially generous.

And the rest of the NARCOA group has been good sports about the predominance of western photos and features this past year.

Now I need to hear from the rest of you. Summer is a busy time for everyone, what with all the great meets that have been arranged. I assume you are gathering together selections of your favorite pictures for photo essays or taking notes of participants and equipment at your meets so that you can write a short piece about your favorite sport.

Perhaps you've had a "near miss" that you could share with the group, so that we all remain aware of the hazards out there. This past weekend we had a passenger car swing out and around a stopped police car who was doing us the favor of waving us across the street in front of him. It's not always the vehicle nearest the rails that causes you the most trouble.

Watch for photo opportunities where you can duplicate historic photos. "Then and Now" is always interesting.

Often our host railroads are home to pieces of equipment that have been out of service for a long time. Snap a picture and write up a short caption—not much work and not too scary for the shy people among you.

Dick Ray's spring switch article was a good start on "Education not Legislation." Please watch for similar ideas you could share with the membership.

Finally, **THE SETOFF** informs all NARCOA members about activities organized by the various speeder groups. We reprint pieces, which have already run in other newsletters. That way the individual groups get timely coverage about runs in their area, and NARCOA members get news about runs in parts of the country they're not likely to visit soon. Knowing something about the conditions other groups operate in may also help us realize why some of the new rules were proposed.

Keep up the good work. I can hardly wait to hear from all of you. E-mail, "snail mail" or hand-delivered by a friend—all contributions will be greatly appreciated. J

North American Railcar Operators Association (NARCOA)

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