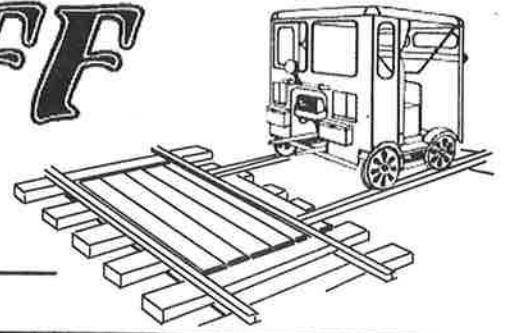


# THE SETOFF

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

March/April 2000 Volume 14 - No. 1




**WORK EQUIPMENT AND**



**RAILWAY MOTOR CARS**



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## Views from the President's Car

by Stan Conyer

Back in May of 1987 I hitched a trailer carrying my newly restored M19 to my wife's mini van, packed enough clothes for two nights in a motel, and woke my four-old-son. We took to the road, our destination Clinton, Michigan and the third annual National Motor Car Convention. We arrived in Clinton later that afternoon and unloaded my car onto the tracks in front of the station of the Southern Michigan Railroad. Fred Fruminger was waxing his prized, striped-face M9. I was pretty proud of my car until I saw Fred's and some others that looked better than when they left Fairmont, Minnesota.

The next morning Jeff Dobek tuned my ailing coil and sent me off down the rails to join the rest of the 43. I had no idea then where this first motor car meet would lead me. My son and I spent the whole day riding up and down SMR's line, looking at other cars, and meeting some of the nicest people in the world. That afternoon I met several early leaders of the hobby in the East and Midwest—Joel Williams (who had been publishing a motor car roster for several years), Dick Ray (who put on a maintenance clinic showing the group how to adjust the timing on Fairmont ROC engines—was pretty close to right), Doug Leffler (who had just published the first issue of **THE SET-OFF** for the North American Rail Car Owners of America), and finally, Mark Mayfield, organizer of Motor Car Collectors of America and publisher for about a year of a newsletter called *Speeder*. Over the years I have come to include these men among my friends and have benefited from their experience and wisdom.

A few weeks ago I received issue number 50 of the *Speeder*, Mark's final issue. In his final editorial Mark explains a simple lack of time for bringing his organization and the pub-

lication to a close. For the last few years he has been pretty much publishing his newsletter alone with material furnished by a few of his members. I have been a member of both NARCOA and MCCA ever since that Saturday in May of 1987. Both organizations and their newsletters have been valuable sources of information and enjoyment. In the beginning both newsletters chronicled the activities of their members restoring their machines or riding the rails all across our country. As NARCOA began to take the lead in providing more opportunities for its members to ride on larger and longer railroads, MCCA's newsletter shifted its focus to the historical aspect of our hobby. My file cabinet and bookcase contain many reprints of historical articles on motor cars, the engines that make them work, and the men who operated them. Mark has shared with us *The Care Operation of Track Motor Cars by C. R. Knowles* (1931), *Flat Top on Four Wheels by Southern Pacific* (1944) and many others publications. He has also published the work of cartoonist Curt Katz for the lighter side of our activity, and the final issue contained three of Curt's works and an article by section foreman Bob White on the history of motor cars.

Mark has sold all his motor cars, and his inventory of motor car-related items are offered for sale. He divided the funds left in the club treasury among the groups which responded to his request for organizational information. He added his remaining historical paper to the collections of some of his members. Even the club computer is for sale. It seems he has cut his ties to our hobby. (Continued on page 20)

### Cover Photo . . .

*Fairmont  
Work Equipment and Railway Motor Cars  
1957 Catalog*

WILLIAM TAYLOR COLLECTION

Please submit materials for the  
May/June issue of  
**THE SETOFF** by May 15  
as follows:

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

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

New E-mail address for Jan . . .

[jtaylor@montana.com](mailto:jtaylor@montana.com)

## Board of Director Nominations Open for Odd-Number Areas

Nominations for Board of Directors for all odd-numbered areas are open until May 15 2000. It would be great to have at least two candidates for each area.

The incumbent is automatically nominated unless he declines to run for another term.

Requirements for the nomination are the following:

- ✓ Must be in good standing with NARCOA
- ✓ Must be at least 18 years old
- ✓ Must be willing to perform the duties of a Area Representative
  - ✓ attend the National Meeting,
  - ✓ keep the area members informed of NARCOA-related events and issues
  - ✓ poll members for there opinions

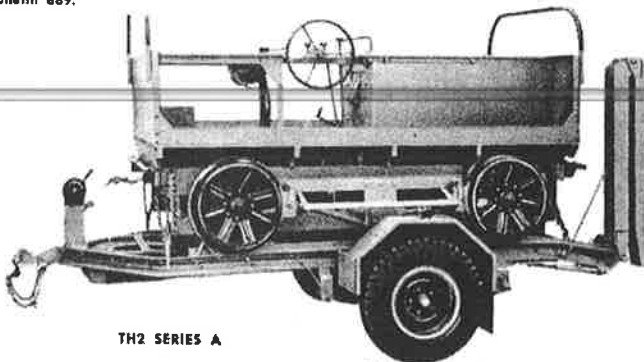
To nominate a member for Area Representative, contact the person you want to nominate and get their acceptance to run. Then send a letter informing me of the nomination. Also at that time the nominee should send to me a write-up about themselves to put onto the ballot.

Carl L. Anderson-NARCOA  
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## 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

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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>

## Letters to the Editor

Jan Taylor, Editor

Please consider for submission to **THE SET-OFF**.

14-year old John Frye (son of NARCOA member Bruce and Barbara Frye) has his ex-Illinois Central M9 disassembled, repaired and repainted in this December 1998 photo. John now has the car completely rebuilt (with a little help from Dad.) It was used to provide rides during the September 1999 Monticello, Illinois, Railroad Days Celebration.

Thank you,

Bruce and Barbara Frye



To: Jan Taylor  
From: William Oliver - Signal Maintainer

Please find enclosed an excerpt from the Brotherhood of Railroad Signal Men Apprentice Training Program. Note on the second and third pages it speaks directly about the use of Motor Cars by the Signal Department. This training manual was put together back in the last 1950s by one of the Canadian railroads. I trust the readers will find this article as informative and entertaining as I did.

Wm. Oliver

### PUBLISHER'S FOREWORD

The material contained herein has been made available to the Brotherhood for reproduction and distribution throughout the railroad industry on a non-profit basis.

The views expressed throughout the text are those of the copyright owner, therefore, the Brotherhood does not and cannot assume responsibility for the accuracy of the material. The fact, however, that this course of study was prepared by and is being used by one of the railroads in the training of its signal employees seems sufficient to assure its accuracy as to basic principles.

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As already pointed out this material was prepared by a railroad for the training of its Signal Department Employees, therefore it is to be expected that some of the statements contained in the

text deal with situations peculiar to that property. This should be kept in mind as you study the material,

We take this opportunity to express to the copyright owner our appreciation of the privilege of making this material available to you at such a nominal cost.

## BROTHERHOOD OF RAILROAD SIGNALMEN

The effectiveness of your study of this material will depend largely on the spirit in which you approach it. Proper material, modern methods of study, and skillful guidance are valuable and necessary, but they cannot take the place of personal interest.

No matter what you start out to do, the job will be easier—and you will get better results—if you lay out a definite plan of study AND STICK TO THAT PLAN. So, right now, plan the way you are going to study. Think about this very carefully.

Write your plan of study down on paper and stick to it. REGULARITY— day after day and week after week will surely bring the best results.

The rate of your progress will depend on your ability to grasp and understand the subject being studied. Experience shows that it is best not to ponder too long on a particular point but move on and come back to that point later. A word of caution though—do not leave a particular part or section until you are satisfied that you understand it.

You will find it very helpful and beneficial if, at the end of each part, you pause long enough to write a brief summary of what you have just studied. Be thorough, be inquisitive, be fair with yourself.

A survey of a subject in its entirety is essential to a thorough understanding of the correlative importance of its parts. Frequent reviews fix the important features of the work definitely in mind, clear up difficult points in the light of information acquired in later lessons, and create that working knowledge that comes only from a comprehensive grasp of the entire field.

Insofar as possible effort should be made to relate what you are studying to your daily work.

While there is no positive assurance that we can produce we shall endeavor to obtain answer to any question you may have concerning the material.

When you have completed a book we will, upon your request, send you a series of questions for you to answer and send in. These will be graded and returned to you.

Best of luck and remember that what you get out of your study depends entirely on what you put into it.

## BROTHERHOOD OF RAILROAD SIGNALMEN

### INTRODUCTION

A railroad is a complex organization providing transportation for people and commodities. In any organization rules must be established to direct and protect its operations.

For many years standard rules have been in effect on most railroads in the United States. These rules, or local variations of them, have proved adequate for most contingencies encountered in railroad operation.

A copy of the current "Book of Rules" will be given to you at the time you start this course of instruction. ~~There are many rules in this book that directly apply to our occupation and we must become familiar with these rules.~~ Other rules, applying to other crafts, should be read and understood in order that we can coordinate our efforts with the other crafts.

Do not rely on your memory alone when in doubt as to which rule will govern each case. Keep your copy of the "Book of Rules" close by while you are working. Refer to it and give study to the meaning of the rules. When you are in doubt as to the meaning, ask your immediate superior for an interpretation.

*He Saw the Train . . .*

## GENERAL NOTICE

Almost without exception all railroads have "Book of Rules" and "General Notice." The "General Notice" tells in general statements the conditions we work under.

You should read the "General Notice" right now.

The "General Notice" stresses, among other things, the following:

Safety. We must conduct ourselves in a safe manner so that we, or others, will not be injured, or equipment be destroyed by carelessness.

Obedience to the rules is essential to safety. In order to obey the rules we must understand their meaning; therefore, we must study them. To enter or remain in the service is an assurance of willingness to obey the rules. This should provide still more incentive to study the rules.

Ability for greater responsibility is a must if we are to advance. We cannot expect that responsibility will be of no concern to us because every time we complete a day's work, we will have been responsible for something. Consider a signal maintainer. He is responsible for all signal equipment and appurtenances on his district. He must maintain them in good working condition in order that the integrity of our signal system be beyond question.

Indexes are contained in the "Book of Rules," a topical index in the front and a general index at the back. However, in order to help you get acquainted with it, the following will guide you to most of the rules we must be familiar with.

TOPIC	RULES	PAGES
General Rules	----	----
Definitions	----	----
Standard Time	----	----
Timetables	----	----
Signals	----	----
Fixed Signals	----	----
Rules Applicable to Both Block and Interlocking Signal	----	----
Automatic Block Signal Rules	----	----
Rules Applicable to Traffic Control System	----	----
Interlocking Rules	----	----
Flagging	----	----
Handling Switches	----	----
General Regulations	----	----
Track Cars	----	----
Handling and Use of Explosives	----	----
Fire Prevention	----	----
Signal Supervisors	----	----
Assistant Signal Supervisors	----	----
Signal Inspectors	----	----
Signal Foremen	----	----
Signal Maintainers	----	----
Personal Injuries	----	----
Use and Operation of Highway Vehicles	----	----

Definitions of terms and expressions are necessary in railroading and in signal work to avoid misunderstanding. An order or instruction that is interpreted incorrectly can be hazardous,

particularly so if moving trains are involved. In order to perform our work safely, it is absolutely necessary that we understand the terms used. The definitions in the "Book of Rules" and in this course of study should be studied and remembered.

## **MOTOR CARS**

Motor cars are provided for signal maintainers and signal construction forces to move to and from the points of work and the point of going to work. They must be considered a tool and given the treatment a fine tool is entitled to. Your motor car is the most useful piece of equipment that you are supplied with. It is also one of the most dangerous. The standard motor car supplied to signal maintainers, the Fairmont M-19, weighs in excess of 400 pounds. It is understandable that it is going to take a short period of time at the best, to get it off the track. Motor cars must be operated with caution. Protect your movements against trains in both directions. This sometimes is difficult to do when you are alone. Do not take chances.

Motor car set-offs have been placed at frequent intervals along the track, to make it easy to place a motor car on the track or to remove it. Even so, we do not always have a set-off available at the time we most need it. We cannot afford to take a chance and be caught in a place where we are too short of time to get our motor car removed from the track in the face of an oncoming train.

You have been provided with a copy of "Book of Rules" which contains a list of motor car rules. You will be examined upon these rules by the Trainmaster or some other official over whose district you expect to move or operate the motor car. Do not, under any circumstances, attempt to operate a motor car until you are fully qualified.

When operating a motor car, be extremely careful when starting and getting aboard the car. It is common practice to push a motor car when starting it, but a crank is provided and this is a much safer way of getting the motor into operation. Do not attempt to board the motor car while it is moving. Do not attempt to dismount the motor car while it is moving. Either of these practices is hazardous. We are apt to slip, or turn an ankle, falling and hurting ourselves.

Naturally, there is going to be more than one motor car operating over the district you will be running yours over. You must watch for other motor cars as well as for trains. Remember that other motor cars are not listed on lineups.

In general, motor car operation is common sense operation. We would not attempt to run our automobile at high speeds in a heavy fog; nor would we go around blind curves on the wrong side of the road. We would expect to meet with an accident should we do this. When operating motor cars, we have considerations of just such a nature as this. The track very often has obstructed vision, especially when going around curves that are in cuts or around hills. The track is not always level. There will be high and low places, referred to as "humps" and "sags." A short train may very easily be in one sag while you are in another. Then you and the train come up on top of a hump together. This doesn't leave much time to get a motor car off the track. We should become thoroughly acquainted with the terrain the tracks cover, so that we will know where these hidden places are located and be governed accordingly.

A good rule to follow when running a motor car is not to exceed the speed that you can stop in half the distance you can see. When two motor cars, approaching one another, can both stop in half the distance the operators can see, it is apparent that they will not collide. You should be very careful loading tools on motor cars.

There is a lot of vibration when the motor is running. Tools that are not lying flat, or protected otherwise, are subject to bouncing and falling from the car. There have been cases where tools fell from the front end of motor cars, catching on ties or in the ballast, causing the motor car to be derailed with physical injury to the operator.

While you are working as an apprentice signalman, observe others operating motor cars. Do not hesitate to question them why they do this or that. When you observe something you consider unsafe, bring this to the man's attention.

*And Tried to Duck It.*



If you are in any doubt as to proper procedure around a motor car at any time, inquire of your supervisor as to the proper procedure.

Be careful and safe.

### LINEUPS

A lineup is a list of train movements over a given section of the railroad. Lineups are ordinarily put out at the beginning of the work day and at the beginning of the work period after the lunch hour. It must be understood that a record of train movements of this type is only a guide as to the expected train movements for the immediate hours ahead. At the bottom of the lineup you will normally find the words, "May run other trains at any time." The lineup, put out by the train dispatcher, is the expected movement of trains as he sees it at that particular time. You must understand that a lineup is not binding in any way at all on trains. A certain train may make better time than usual, or it may lose time. Hence, you can only use the lineup to approximate the expected time of arrival for a train. If you are involved in any work that would have a bearing upon the safe movement of the train, you must govern yourself accordingly and provide protection. In the event you are running a motor car on a lineup, you must not depend upon the lineup to tell you exactly when to expect a train at a given point. It will let you know approximately what work you can do with a motor car and about what time you can do this.

If you are going to run a motor car and vision is restricted, you will have to protect yourself in all of the usual ways. The lineup will not do this for you. We can sum this up by simply saying, "A lineup is a working aid," telling you the expected movement of the trains.

In the event you are doing work that calls for another lineup at a certain period of the day, call the train dispatcher on the telephone and request he give you a lineup. In cases of this kind tell him what, the limits of train movements are that you are interested in and for approximately how long you want to use the track. This will help him to tell you more accurately the movement of trains over that track, during that period of time.

Remember that **SAFETY** is the state of **YOUR** mind for the task immediately ahead . . . **THINK.**



### SPEED TABLE (J)

NOTE — This table is for information only and does not authorize exceeding speed limitations of special instructions or however issued.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
0 min. 36 sec.	100.00	0 min. 50 sec.	72.00	1 min. 5 sec.	55.38	2 min. 0 sec.	30.00
0 " 40 "	90.00	0 " 51 "	70.59	1 " 10 "	51.43	2 " 10 "	27.69
0 " 41 "	87.80	0 " 52 "	69.23	1 " 15 "	48.00	2 " 20 "	25.71
0 " 42 "	85.71	0 " 53 "	67.92	1 " 20 "	45.00	2 " 30 "	24.00
0 " 43 "	83.72	0 " 54 "	66.67	1 " 25 "	42.35	2 " 40 "	22.50
0 " 44 "	81.82	0 " 55 "	65.45	1 " 30 "	40.00	2 " 50 "	21.18
0 " 45 "	80.00	0 " 56 "	64.29	1 " 35 "	37.89	3 " 0 "	20.00
0 " 46 "	78.26	0 " 57 "	63.16	1 " 40 "	36.00	3 " 30 "	17.14
0 " 47 "	76.60	0 " 58 "	62.07	1 " 45 "	34.29	4 " 0 "	15.00
0 " 48 "	75.00	0 " 59 "	61.02	1 " 50 "	32.73	5 " 0 "	12.00
0 " 49 "	73.47	1 " 0 "	60.00	1 " 55 "	31.30	6 " 0 "	10.00

Thanks to Ralph Shaffer Jr. for Speed Table and safety logo.



## Project Hy-Rail

By Stan Conyer

I have owned several different motor cars in the years I have enjoyed this hobby. From a M9 to a Beaver car, they are all fun to own, operate, and work on in their own way. My stable now includes a Fairmont M9, M19, and a MT 19. I have seen several members who have chosen to travel the rails in a different way—in a hy-rail. For years I thought, “How much fun can it be to ride down the railroad at 20mph in a pick up truck?” Well I have finally found out.

A few years ago at a meet in Illinois I saw a Ford Ranger pick up, standard cab, short bed, Hy-Rail belonging to Fred Lonnes of Chicago. I liked it better than the full-sized, three-quarter or one-ton trucks I had seen most railroads use for hy-rails. Fred liked the little truck, but it did not have air conditioning, had a lot of miles on it, and he wanted something a little larger. He later found a 1989 Dodge Dakota, standard cab, long bed with air conditioning at the same dealer from whom he had bought the Ranger, so he bought it and sold the Ranger. Both trucks were ex-Burlington Northern Railroad trucks and had way over 100,000 miles on them. The Dodge was a little larger and nicer, but the high mileage had taken its toll on this truck also. I had a full-sized Dodge pickup which I really liked, but since Lionel was the only company putting hy-rail gear on the late model Dodge, I would have to trade for a Dakota if I wanted to ride the rails.

I did not want a high-mileage truck and the associated maintenance problems, so I decided to find a truck in better condition and put hy-rail gear on it. I found a nice 1992 Dodge Dakota, extended cab, short bed with all the nice accessories on a used car lot in my hometown with only 57,000 miles—perfect. Next I needed to find the hy-rail gear to put on the truck. Either Fairmont 0305 or HR1000 gear can be applied to the Dakota. Fred’s Dakota had Fairmont HR1000 gear applied to it. This is a type of gear that Fairmont designed especially for down-sized trucks in light service. This gear is mostly aluminum and only adds about 500 pounds to the weight of the truck. After search-

ing the Internet for hy-rail dealers, I found one in Texas that had some used HR1000 gear. My son and I made a quick trip from Southern Indiana to Texas over a weekend and brought back two nice sets of gear. I sold the second set to Fred which he installed on a 1996 four-by-four Dakota.

The next step was to order a mounting kit from Fairmont. The nice thing about applying hy-rail to a Dakota is that no special wheels are required. To sit properly on the railhead, full-sized vehicles require the gauge of the truck be made narrower with special wheels. Compact trucks require wheels which make their gauge wider. The tall, oversized, wheels I had seen on full-sized trucks were one thing I did not like about the full-sized trucks. A four-wheel drive Dakota sits perfectly on the track with stock wheels. To widen the front gauge to match the rear, my two-wheel drive truck only required half-inch spacers on each front hub which were included in the mounting kit along with longer lug bolts.

Mounting the gear was the easiest project I have ever attempted. The front and rear bumpers were removed, and the mounts bolted onto the frame in existing holes. Only minor cutting was required to the front tip of the frame and the front and rear fender wells to allow the guide wheels to fold up. The hy-rail gear was raised up and bolted to the mounts with the help of a floor jack. The bumpers were mounted next, and the last thing to go on was the steering wheel lock. All parts fit just like the instructions said they would.

A trip to an authorized Fairmont service center in Louisville, Kentucky, for alignment and wheel loading was the final step. Before I went, I had the truck four wheel aligned. This is important, as the rest of the alignment uses the truck wheels as a reference. After the alignment is completed the guide wheel loading is set. This places the proper amount of down

*Kicked First the Gas . . .*

pressure on the guide wheels. Too much pressure, and traction and braking are reduced; too little, and the truck may not stay on the rails. This alignment, done by people familiar with hy-rail equipment, is essential for safe and trouble-free operation. Improper alignment cannot only cause a derailment, it can also wear out the guide wheels which sometimes cost over \$300 a piece. The \$220 I paid for this work was a bargain.

My total project cost me about \$10,000 including the cost of the truck, HR1000 hy-rail gear, mounting kit, and alignment. If you consider the cost of a nice motor car, the trailer, and a truck to pull it with, I think it was quite a bargain. Getting 20-plus miles per gallon on the highway is also a real plus. I can still use the truck for anything else I need a pickup truck for. I have even used it to tow a trailer with my motor car on it to a meet, if I want to travel the rails that way. Since I host several motor car meets each year, the extra cargo space for first aid kits, tools, and gas comes in handy. Last year Fred and I used our Dakotas on the Algoma Central trip to carry extra gas which worked out real well.

NARCOA rules require that hy-rails be placed on either end of a group of motor cars because they differ in weight and size when compared with motor cars. Extra care needs to be exercised when traveling through switches and other track structures; putting a derailed hy-rail truck back on the track can be a lot harder than rerailling a motor-car.

How much fun is it to ride in a pickup truck down the railroad at 20mph? Still not as much as riding in a motor car, but the air conditioning or heat, added cargo space, comfort and CD player make it more tolerable.



*Matt Ahlbran follows Stan Conyer's hy-rail across the 180-foot tall Tulip Trestle near Bloomfield, Indiana, as buzzards circle underneath.*

*Stan Conyer's 1992 Dodge Dakota hy-rail on the Wisconsin & Southern Railroad.*



## A MATTER OF PERSPECTIVE *Kit-bashing a Hy-rail Truck*

By Randall Dyer

Over the years, I've learned that people see and do things a particular way for lots of different reasons. Frequently the difference can be said to be a matter of perspective.

Back when the Southern Railroad was running steam excursions, and I belonged to the NRHS, I did a lot of riding, not because I was enamored of cinders or steam but because I wanted to see the countryside from the perspective of the railroad. I never particularly cared what was pulling the train. I was just looking.

Since taking up the railroad hobby 15 years ago, a motor car has replaced the excursion train as my vehicle of choice for seeing the countryside from the vantage point of a railroad track. From my perspective, the motor car is nothing more than transportation. I am not interested in its historical value, or if it goes "putt-putt" or "bang-bang." I just want to see the countryside. So far as I am concerned, the bigger, quieter and more comfortable the car, the better.

For many years, I have traveled to Rapid City, South Dakota, on business at least once a year. I have always been intrigued by the former Milwaukee Road grain track that parallels I-90 for more than 100 miles, particularly the nice through-truss bridge over the Missouri River at Chamberlain. I was aware that the railroad was open to the idea of motor cars. As appealing as it was though, I could never get interested in trailering a motor car from Tennessee to South Dakota.

A few year backs, I noticed an upcoming ride listed in **THE SETOFF** for the Dakota Southern Railroad. Since I needed to go to Rapid City anyway, I arranged my schedule to attend the meet and bum a ride on the track I had admired so long.

On the Saturday morning ride out of Chamberlain, it fell my lot to ride with Dave Pratt, in his nice ex-BN hy-rail truck. I was instantly impressed, and before we had gone half a mile, I knew my motor car days were over! It was big. It was comfortable. We could listen to the

radio. We didn't have to smell half-burned gas. If I had one, I could drive to faraway meets without pulling a trailer. It was the ultimate machine for getting a perspective of the countryside from a railroad track, and I was hooked!

In 1989 I bought a GMC 1500 series pickup truck for my business. As it passed 175,000 miles and then 200,000, the service crew began to be wary of taking it on long trips, though it had never given trouble, and was still in excellent condition. I began to have visions of it as a hy-rail truck, but there was a problem; it was a half-ton truck, and Fairmont 0307 hi-rail gear is designed for three-quarter-ton trucks. Fairmont was adamant. They would not even discuss fitting gear to a smaller truck, even though it turns out Florida East Coast Railroad had a fleet of half-ton Fairmont-equipped trucks in the 1980s.

Research on my part, including a trip to my local auto-body repair shop to review their frame alignment charts, revealed that within the series production years (1988-92, 92-98, etc.) there were NO differences between the frames of a half-ton and a three-quarter-ton truck. The problem was the special highway wheels necessary to make the tires "track" over the rails. Fairmont's wheels are designed for eight-stud hubs, and mine had five. Through various sources, I contacted at least a half-dozen wheel companies. Some made wheels for machinery. Others made wheels for race cars. One made wheels for old Army trucks. On the phone, all said they could make what I needed. Explanations were given. Drawings were made, samples were sent, and one by one they all decided, for one reason or another, they could not do it after all. Liability, you know!

In the midst of all the research and phone-calling, I sold my very nice, award-winning, all-weather cab, ex-Union Pacific MT14. While

*And Then the Bucket.* Burma Shave

that provided a source of hi-rail funding, I was without rail transportation.

I got sidetracked when another motor car acquaintance told me of the availability of a 1984 Chevy hy-rail truck, in Pennsylvania. He sent pictures and descriptions; it looked all right, but it was 400 miles away, so an inspection trip would be difficult. Deciding to take a chance and go with a truck that was already set up, I bought it, sight-unseen.

The experience of dragging a big, ugly, yellow, one-ton, crew-cab Chevy truck around a corn field with an Oliver tractor for thirty minutes, trying to unjam the front brake calipers so it could be loaded, should have been an omen of things to come. Enough grease on the ramps, and a come-along of proper size, will get anything on a trailer, but that was only the beginning. After replacing the front hy-rail gear with a piece from a set I had already bought, rebuilding the transmission three times, and a host of other things too long to list, not to mention an on-the-road average of seven miles per gallon of gas, I knew my dream of faraway runs was still just that—far away. Luckily I found a local track maintenance company that had a truck just like it and were only too happy to have another. Once again, however, I was without rail transportation.

Still having nocturnal visions of my 1989 GMC as a hy-rail truck, I had just about decided that I was going to have to purchase another old railroad truck, and I began looking at stripped-down hy-railers at a couple of dealers. (Around here it is impossible to buy a hy-rail truck with the gear still on it—liability, you know!) They wanted \$6,500 for 1990 models, \$7,500 for a 1991, and \$8,500 for a 1992, and the trucks all had as many miles as my little '89 model. From my perspective, the difference was simple. I knew how my truck had been treated. I knew how theirs had been treated, too—you could look at the outside and tell!

Remembering my previous research on frames, I concluded that if I could just find a three-quarter-ton wreck and take the axle and wheel parts off it and put them on my truck, I would be in business. Traveling through Roanoke one day, I made a wrong turn, and there, right in front of me, was a 1992, three-quarter-ton Chevy wreck, less cab and bed. The Wheatland Yellow color on the fenders was

what first caught my eye, but then I noticed the Fairmont hy-rail road wheels. The frame was still in good shape, and everything I needed was intact. I asked the owner what he was going to do with it, and he replied that he was going to sell it to me! How right he was!

A couple of days in the alignment shop proved my research to be correct. The pieces all swapped out, and some of the front-end parts were even common between them. Another couple of days at my welder's shop, and my second set of used hy-rail gear was mounted. On its way home from the Fairmont-authorized hy-rail alignment shop, my 1989 GMC rolled over 250,000 miles, and became an official hi-rail truck.

It has electric windows and door locks, tilt steering wheel, cruise control, air-conditioning and a nice stereo radio/tape player. And the best part is that it was, and is, mine—I know all about it, and its condition. It's already proving to be a great hy-rail truck, just like I knew it would be.

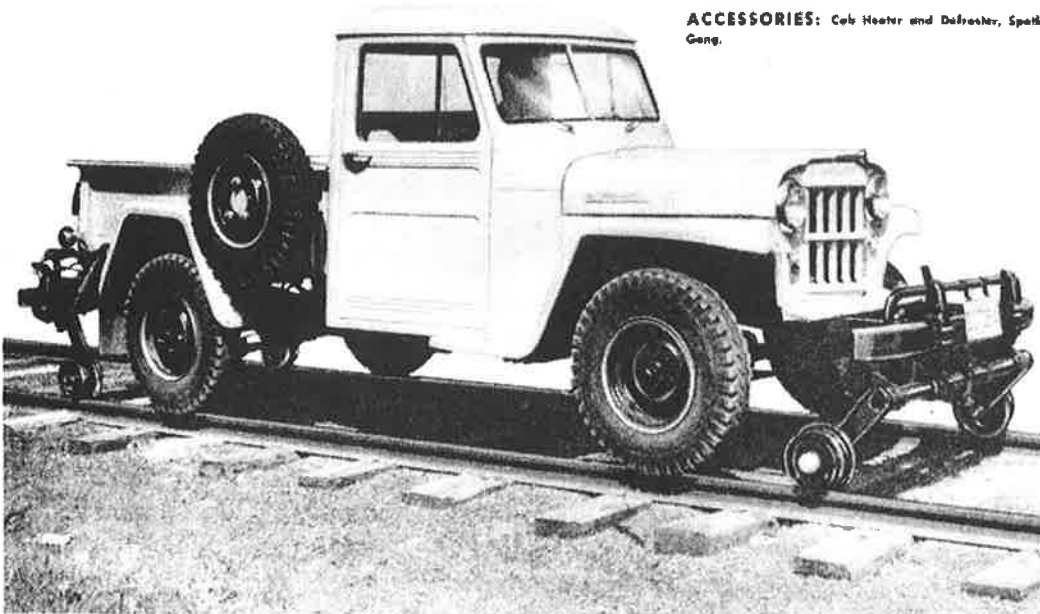
So while everyone else is turning cars at the end of the line, I'll just run down to Wendy's and get a burger. And if I get tired or need to leave early to go meet my wife for supper, I won't have to go all the way back to the starting point to pick up my trailer. I'll just leave! I saw the scenery from the perspective of the railroad track on the way down, and after all, it's just a matter of . . . convenience!



*Randal Dyer's 1989 GMC hy-rail at Nantahala Sid-  
ing, Great Smoky Mountains Railway.*

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## A30 SERIES C HY-RAIL CAR



### For Patrol and Maintenance Service

The A30 will provide time-saving transportation for patrolmen, linemen, signal maintainers, and maintenance gangs of up to ten men. It operates equally well on road or rail, and the change takes just a few minutes. Guide wheels are raised and lowered hydraulically, and have a separate mechanical lock. Can be fitted with two styles of eight passenger bodies instead of pickup body. Refer to bulletin 760 for complete details.

**SPECIFICATIONS:** ENGINE: Willys 6 cylinder (115 H.P.). TRANSMISSION: Three speed with underdrive. DRIVE: Four wheel. PNEUMATIC TIRES: 7.50 x 16 - 8 ply. LOAD CAPACITY: 1500 lbs.

**ACCESSORIES:** Cab Heater and Defroster, Spotlight, Body Heater, Body Signal Geng.

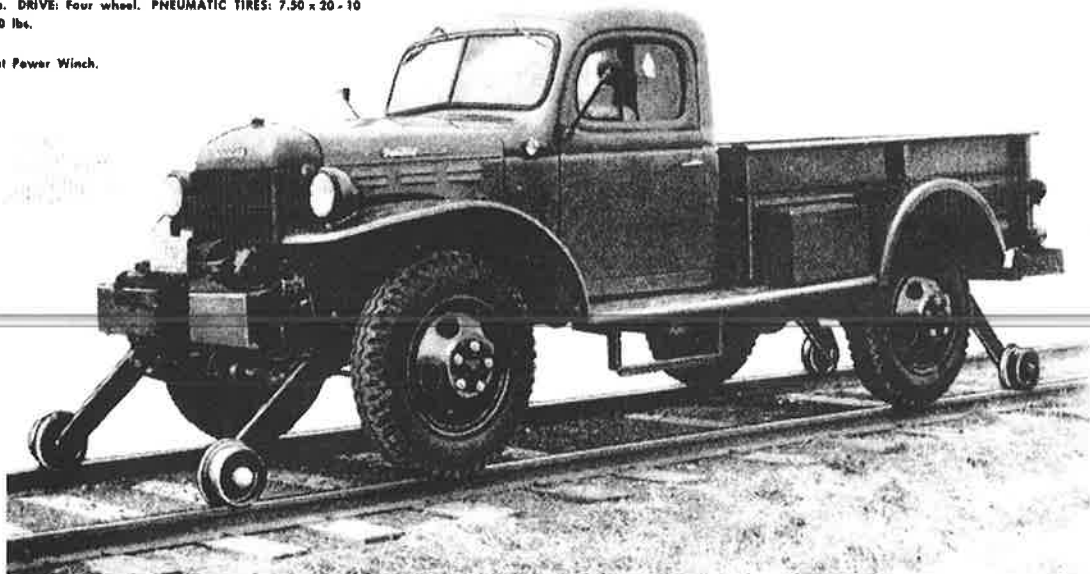
### For Heavy Duty Maintenance Service

When requirements call for a heavy duty vehicle for track maintenance service, then the unit to specify is the A35. It is ruggedly built and suitably powered for the job. Operates on road or rail with a fast change-over. Hydraulic power raises or lowers the guide wheels, and the mounting includes a separate mechanical lock. Refer to bulletin 759 for complete details.

**SPECIFICATIONS:** ENGINE: Dodge 6 cylinder (111 H.P.). TRANSMISSION: Four speed with underdrive. DRIVE: Four wheel. PNEUMATIC TIRES: 7.50 x 20 - 10 ply. LOAD CAPACITY: 2600 lbs.

**ACCESSORIES:** Front Power Winch.

## A35 SERIES A HY-RAIL CAR



*From Fairmont's 1957 catalog.*

## Fairmont W64 Series A Derrick Car

built in the 1960s by  
Fairmont Railway Motor's, Inc.  
Fairmont, Minnesota  
now a HARSCO Track Technologies  
Company

and renovated by volunteers of the  
Yaquina Pacific Historical Railroad  
Society including:

Richard Cullison (locator, transport,  
hook fabricator)

Tom Chandler (project manager)

Greg Wood (deck woodwork) Larry Clark (metal preparation) Phil Krause (metal press)

Harry Dangler (weather protection) Truas Corp. (use of Towne Pump to restore)

120 Volunteer Hours, \$400 Restoration Cost.



Tom Chandler writes that the crane, completed and moved back to the track February 20, 2000, is now available to assist the Willamette and Pacific Railroad with light maintenance-of-way challenges. If you have seen a similar car in your travel, please contact Tom. We'll discuss the velocipede in a future issue!

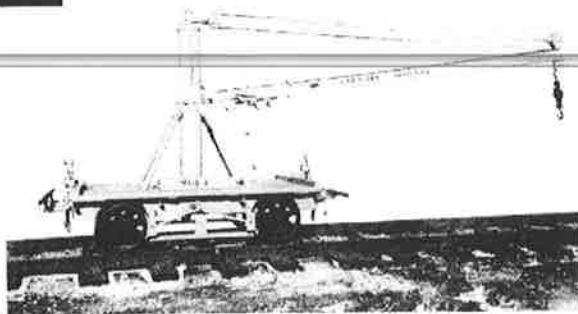
**W63**  
SERIES A

**DERRICK CAR**  
8 FT. BOOM



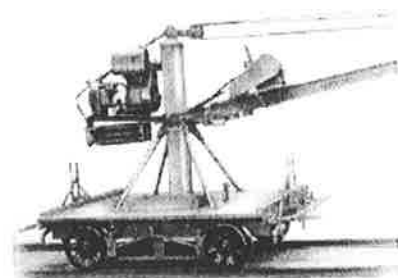
**W64**  
SERIES A

**DERRICK CAR**  
13 FT. BOOM



### A General Purpose Derrick with 3000 lb. Load Capacity

The W64 aids materially as a time saver in the safe and easy handling of supplies and equipment weighing up to 3000 lbs. It lifts bridge timbers, frogs and switch material, and aids in setting track and grade crossing signals, battery wells, and other signal facilities. Has 360° boom travel, two hoisting speeds, and insulated rail clamps. Refer to bulletin 537 for complete details.



### Power Lift for Derrick Cars

Equipping the W64 and W63 derricks with power lift for the hoist cable reduces manpower requirements and promotes day-long high efficiency.

### Speeds Bridge Repair - Handles 3000 lb. Load

The W63 works exceptionally well when handling timbers on open deck trestles. With a load capacity of 3000 lbs., it can also be used for general purpose lifting and handling of many items. Its shorter boom allows it to work in close quarters. Full boom pivot, two hoisting speeds, and insulated rail clamps. Refer to bulletin 538 for complete details.

*From Fairmont's 1957 catalog.*



## **Wild and Wonderful West Virginia, the West Virginia Central way**

By: Hugh Cain

My latest motorcar trip actually started while the West Virginia Central's excursion train in late June 1999. The weekend was the Inaugural Weekend event, and since it was a new tourist operator, my traveling partners and I just had to be there.

With motel and train trip reservations made, my next obstacle was finding the time off at college. Luckily the finals were easy for that term. We left Thursday at noon for the trip to Elkins, West Virginia.

The weekend turned out to be nothing short of fantastic: excellent weather for riding the numerous trains we rode, good weather for shooting pictures, a typical, smoking Alco to ride behind, and most of all, good comradeship with Tommy and Percy. On the way back to Tidewater, we were already making plans for a return visit to Elkins. We had to see what the ride was like in the fall, when the leaves would be in their best color. We agreed that either October or November would be the month, only I had to get my schedule at school to coincide with a good date.

As luck had it, I was able stretch the Veteran's Day holiday to meet the required time off we would need to see everything again. As the date got closer, Tommy had to back out due to business commitments. That left Percy and me to tackle and tame the wooly wilds of West Virginia by ourselves.

The day arrived, and we left Tidewater in a cloud of haze as we dusted off to the west. I guess most of you have heard about having vehicle problems in the middle of nowhere, right? Well, we had, too, and did we have problems or what? While going through the Allegheny Mountains, winding and twisting over as crooked as a road as I have ever seen, Percy said, "We've lost the brakes on the truck!" Well, it was about 9 p.m. and smack dab in the middle of nowhere, and sure enough—I could smell hot brakes and saw the brake pedal hitting the floor as he applied the brakes. I could just visualize us running off one of those famous West Vir-

ginia mountains and winding up in one of the valleys far below the road due to brake failure.

We found a wide spot in the road, pulled over and immediately looked the truck over. There were no leaks that we could see—good on that point. Still we could smell the very distinctive aroma of hot brakes, though. The truck had been serviced a few days earlier, and part of the job included new brakes. Ah, there might be the problem—brakes needing to settle in before we gave them this much abuse. OK, enough of this. We did get to Elkins that night, and were we glad or what?

On Thursday we met with John and Kathy Smith, owners of the West Virginia Central and John Simmons, superintendent of the line. The main reason for going back up there was to do some tourist railroad consulting for them. We had a productive meeting and at the conclusion, we agreed that Percy and I needed to ride the rest of the line to see just what the road offered. Friday would be the day, and we were



to be loaned the WVC's MT14 to make our exploration. We hit the grocery store for picnic supplies before hitting the buffet line at the Western Sizzler in Elkins. Then we hit the sack knowing Friday would be long and cold.

Friday arrived kind of cold, cold enough we had to scrape frost off the motor car windshield at Cheat Bridge. Lets see: track warrant, extra gas, picnic supplies, cameras, two kind of



warm bodies bundled in several layers of clothes and one motor car ready for the task. We got the thing out of the shed, turned and pointed back towards Elkins. We scraped the frost off, got it running and after a short briefing on the railroad, headed out onto the rails.

CSX's reason for giving up the line became very evident after a few short miles—a washout followed by a few miles of good riding followed by another washout. The washouts had resulted from a quick thaw when several inches of rain fell on top of a foot or more of snow and the Cheat River spent it's fury on the railroad. In all, we found five or six places where the rails were just hanging above the streams below, held in gauge by a few ties. Cautiously we crept across these spans and motored on wondering what we would find next.

The journey started out with the railroad level with the Cheat River at Cheat Bridge. A few miles on up the tracks, however, it became evident the railroad was climbing steadily up grade since the river was getting farther and farther below and away from us. The climb was not excessive, and the MT14 was having no trouble getting both of us along. The "new" operator took some time getting used to how a motor car operated, though. I kept hearing mumblings of, "This sure ain't a wide cab, no 6,000 horsepower here," and the likes. He got over it, though.

Percy's other rail experience has been behind the throttle of a NS locomotive. He grew up on Alcos and has ridden lots of them in tourist service. The Fairmont was sure a long way from an Alco.

Our track warrant authorized us to run from MP65 at Cheat Bridge up to as close to MP30 as we could get. We had been told of several large trees across the tracks and a possible landslide that might block our path.

As we motored along, we first came upon the site of what had been a large coal loader outfit. While the buildings were now gone, the yard remained and had five tracks in it. There must have been a large operation here. Another interesting site was two former railway section crew homes out in the middle of nowhere. We supposed the former residents had taken care of this portion of the line we were on. Then came what had been a diamond and crossing of some other rail line. Just from what

we saw we could not figure out what the other railroad was. Our question was answered in very short order as we soon came upon High Bridge.

We crossed High Bridge, about two hundred



feet above the river at this point. Here at the end of the bridge was a washout that we had been warned about. If the rails were too far apart, we would have to turn around and go back. I looked over the situation and found the rails were still in gauge; crossing looked to be safe enough. We crossed, not looking down.

Next stop was the only town on this part of the railroad Bemis, West Virginia. There was no real town here, just a few houses. We didn't even see a small store of any kind and were glad we had brought lunch and extra gas with



us. We did see an abandoned section car house at Bemis, and we intended to stop on the way back to inspect it.

Not too much further up the line we met our match. A very large tree had fallen across the tracks, and since we did not have a

chainsaw with a large enough bar (yeah, every good motor car ride on tracks like these should include a chainsaw) we decided to back up to the last crossing and turn around.

That done, we stopped and explored the motor car shed at Bemis. There was nothing there except some trash and junk. Lunchtime was calling, and we wanted to "take beans" at High Bridge. Onward we went to the bridge and former siding at High Bridge.

During Western Maryland days the Durbin line swung off to the right, just before the bridge. It ran along the opposite side of the river a mile or so, then turned and crossed the river on the bridge we had discovered. The diamond was where the two tracks crossed. That mystery was solved fairly easily.

With lunch over, Percy backed the motor car back around the curve to do a run-by, since I was videotaping the whole ride. With headlight on, horn blaring, he came back up grade and past the video camera. Then with everything safely stored back on the car, we headed back towards Cheat Bridge.

We had been told the line would be crooked, and it was all of that. The line simply followed the contours of the river and was anything but straight. We had expected to find changes in gradient on the line; they were there but were not that noticeable. The line was all up grade from Cheat Bridge to High Bridge and down grade to beyond Bemis.

Once we had the motor car safely stored back in the Cheat Bridge motor car shed, we took stock of the day and our experiences. It was about then we realized we were walking with a very bent-over posture and things were

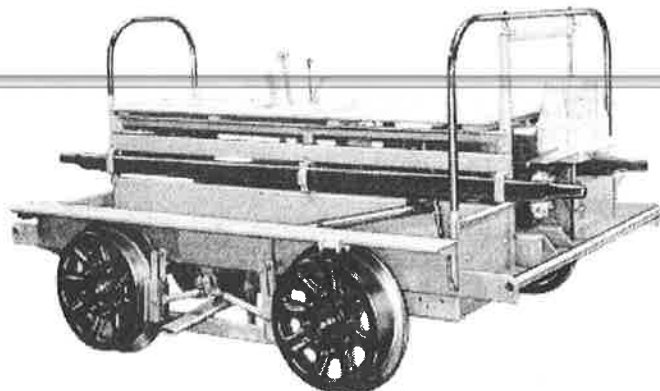
starting to ache that normally did not ache, still not too bad for over sixty miles in the motor car. We had found a mixture of jointed rail and welded ribbon rail (130 pound), mostly excellent roadbed, except where it had been washed out. Even the washouts could be easily fixed; they were not severe. The only one that was bad was at High Bridge; it would take work there before the line could be reopened for train traffic.

Saturday found Percy and me riding the cab of the former Western Maryland BL-2 on the line the road uses for freight service. We had made our findings about the other line known to John Smith and John Simmons. It was apparent to all of us the state would have to do some serious fill work before we could declare the line open for traffic. Reportedly the state will repair the line over the winter and have it ready for a reopening sometime in mid-2000.

Our goal is to work with the Smiths and John Simmons to have a motor car ride on the West Virginia Central in 2000, as soon as the tracks are open through to Cheat Bridge and beyond. This ride could encompass either one really long day of riding or could be split into two days worth of rides. This should be the next great motor car event in West Virginia.

John is looking forward to hosting motor car events on the railroad. I feel he will have a winner on his hands. The line has some of the best scenery this side of the Great Smoky Mountains Railroad or the Blue Ridge Scenic Railroad, will be in fine shape to run over and will offer a package that can be divided up into several days events with lots of good riding to be had.

**M14** SERIES H LIGHT SECTION CAR



**One to Six Men – 1200 lb. Load Capacity – Roller Bearing Engine**

For location where section crews contain fewer men and loads are lighter, the M14 will affect a saving by reducing operating costs and provide easier handling. Can be supplied with a simple two-speed gear for greater drawbar pull. Refer to bulletin 557 for complete details.

**SPECIFICATIONS:** ENGINE: Fairmont RO-C Roller Bearing (3-8 H.P.). See page 25. DRIVE: Endless cord belt. WHEELS: 16". AXLES: 1-7/16". CAR WEIGHT: 865 lbs. LIFT WEIGHT: 140 lbs.

**ACCESSORIES:** Narrow and Wide Canvas Windshields, Aluminum Windshield, Car Top, Steel Cab, Generator and lights, Electric Horn, Windshield Wipers, Coupler, Gears, Rubber Cushion Wheels, Rail Sweeps, Oil Bath Air Cleaner, Muffler, Magneto, Blade Pulley, Canvas Cover, Seat Cushion.

For description of above accessories see pages 36 and 37.

*From Fairmont's 1957 catalog.*

## Spring Outing

by Darren Doss

Saturday March 4, 1999 was a beautiful day and was perfect to get the motor cars out and get them ready for the season.

The car on the left belongs to Bruce Pierce of Murray, Kentucky. It is Illinois Central F-8469 which is a Fairmont S2 series H-1-5 car that was built February 14, 1952. Bruce has just completed the restoration on this car, and it was the first time out for the car.

The other car, Illinois Central F-7209 is owned by Darren Doss of Union City, Tennes-

Both of these cars were bought from the Mississippi Delta Railroad Co. of Clarksdale, MS. in 1998. As usual both cars were in the normal railroad condition and required extensive renovation.

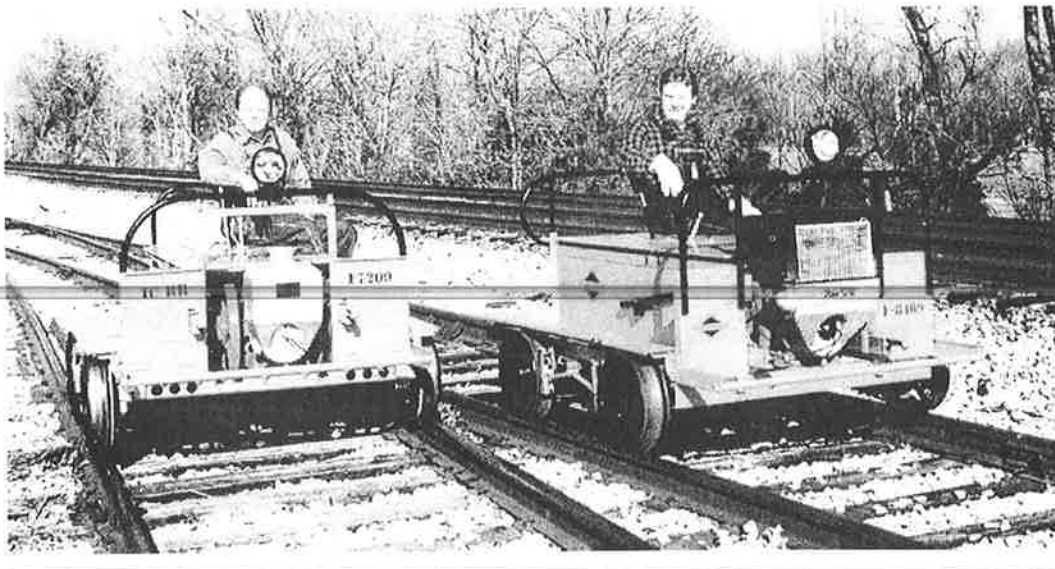
While we had the cars out, we decided to get some "group" shots of the cars and got very lucky and captured a Illinois Central Piggyback train in the background. What a backdrop for a photo! Never fear, this was not a bootlegged run. The cars were operated on a mile of track-

age owned and operated by a local industry and is managed by a railfan. The Illinois Central Chicago-New Orleans Mainline ties onto the spur at the north end of the complex.

The other photo finds both Darren and Bruce posing on their respective cars.



see. This car is a Fairmont S2 series F-3 car that was built on June 30, 1942. Darren finished the restoration on this car on March 21, 1999. It has been operated on this trackage several times but so far has not had the opportunity to go on any organized runs.



## Crossing into Mexico

by Wayne Parsons

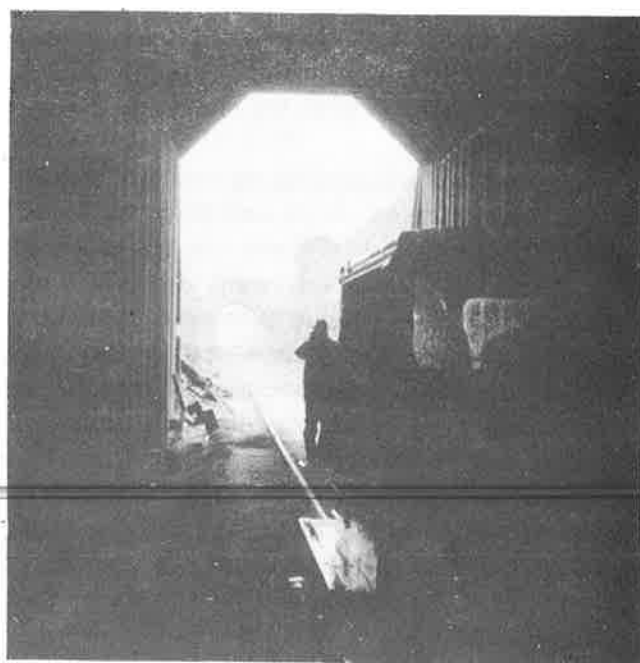
On Sunday March 4th a survey ride was made into Mexico on the San Diego and Arizona Railway with the purpose of scouting for an October 14–15, 2000 Motorcar Operators West event. MOW Vice President Wayne Parsons, operating his MT14M, accompanied the San Diego Railroad Museum track inspection crew from Campo, California, (mp 65.8) across the international border to Tecate, Mexico, (mp 52.8). The border crossing is located inside Tunnel #4. From Tecate the group continued west to Matanuca (mp 27.5) just short of Tunnel #2. The SD&A Rwy has just finished day-lighting Tunnel 3 so, after almost a year's suspension, they can resume the steam train rides to Tecate, Mexico. The concrete west portal of Tunnel 3 has been left standing; Tunnel 3-1/2 will now be renamed Tunnel 3. SD&A was inspecting the track in advance of a press train scheduled to publicize the line being open again.



*This inspection crew has just crossed into Mexico on the San Diego and Arizona Railway. The border is just inside tunnel #4 behind Wayne Parsons' MT-14 and SD&AE's A-4. Left to right: Rich Borstadt, Wayne Parsons, Darren Apedaile, Mike Edwards and Jack O'Lexey. (Photo by Dave Rhea)*



*An MT-14M piloted by Wayne Parsons pauses at the international border inside Tunnel #4 on the San Diego & Arizona Railway near Campo, CA.*



*SD&AE's A-4 is silhouetted in tunnel #3-1/2. In view is the original tunnel 3 west portal left standing.*

I will miss hearing from Mark regularly, and I hope our hobby will not lose the valuable history and information that was published in the *Speeder*. I invite Mark and those who contributed material to the *Speeder* to continue to share their knowledge and experiences by sending material to **THE SETOFF**. Good luck in the future, Mark, and you can come riding the rails with me anytime.

While we have lost MCCA—an loss for our hobby—NARCOA continues to flourish and grow through the hard work of our many members. Many of the local organizations are choosing to affiliate so as to retain their privilege to insure their events through the NARCOA insurance program, and to open their excursions to all NARCOA members. There are still several we have not heard from, and they need to start the process soon before time runs out. June 15th should see the unified national rule book completed. When I spoke with Gil Dominguez the other night, we both confessed to longing for the time when we can retire and travel around our beautiful country, enjoying riding railroads. This is the goal of the new rule book—to let us all travel far and wide, riding the rails without having to deal with a different set of rules and tests every time we ride with a different group. One rule book, one rule book test, one insurance, and one national organization with many local affiliates who impose as little hassle as possible on our riding members—that's the goal we should work toward together.

The weather is warming up and our attention turning to the outdoors and enjoying operating our cars safely. We are always looking for pictures and material to fill the pages of **THE SETOFF**. Get your articles and photos to Jan for inclusion in a future issue. Ernie will include your meet announcements, and Rich Stivers will post them on our web page so members can make plans early to participate. The deadline for material is the 15th of every odd-numbered month. One of these days **THE SETOFF** will be printed without my letter because I missed the deadline. Don't let that happen to you.

Be careful out there.

Stan Conyer



Mark Mayfield and his family pass Jeremy Conyer and Casey Woodburn at Tecumseh, MI during the 3rd Annual Motor Car Convention in May of 1987.



## 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: [erjeske@tc3net.com](mailto:erjeske@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

**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

**Fairmont M-14** Inspection car with fiberglass cab, \$800 U.S. MT-14 with Onan engine and fiberglass cab \$1,350 U.S. MT-14 with Onan engine with cab \$1,200 U.S. Fiberglass cab for M-14, \$300 U.S. - Tony Andrusevich call evenings (905) 692-5949. Hamilton, Ont. Canada. ma00

**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](mailto:tcmeiley@lakes.com) PLEASE no phone calls or e-mail before May 6th. ma00



**FOR SALE**

**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

**Fairmont S-2** - 1952 vintage Illinois Central car, windshield, top, no side curtains, runs great. Motor rebuilt 4 years ago. Injured back, must sell. \$1,500 for car, \$500 for tilt trailer. Southern Indiana (812) 825-9957, evenings. ma00

**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](mailto: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

**Kalamazoo Model 23-B** section car, Circa 1945 completely restored 1995. Entirely new wood front and rear panels, removable foot boards, canvas top, engine overhauled, new friction wheel lining, new brakes. Car restored to its original new condition as was on the Reading Railroad #42 assigned to Bridgeport, PA MOW, with addition of alternator, battery and lights. Price \$3,200. Also will sell enclosed trailer with electric brakes, electric wench, loading track. Set up for this car. \$2,800. Car can be purchased separately. Can arrange delivery, John Kook (610) 323-7132 [jkook35@aol.com](mailto:jkook35@aol.com) 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](mailto: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

**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 a photo of it at: [http://www.net-link.net/~winkwo1/motorcar/MT19\\_1.jpg](http://www.net-link.net/~winkwo1/motorcar/MT19_1.jpg) Jermy Winworth, (616) 388-5058 [winkwo1@net-link.net](mailto:winkwo1@net-link.net) 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

**Four MT-14 Wheel Bearing** and hub assemblies - complete including axle nut and washer. \$40 each, or \$125 for the four, or trade for M-19/MT-19 parts. Tom Weaver (906) 428-1976 [tweaver@usgs.gov](mailto:tweaver@usgs.gov) ma00

**MOTORCARS** - Soo Line A-4, was purchased from Wisconsin Central Railroad. Car has roof damage from forklift and no glass. Powered by a Ford industrial 4 cylinder, good wheels, front and rear panels. Wood doors good (but I would remove). Should be a straight forward restoration. Have not run motor but it is free. Also, included is a DM&IR A-8 frame and differential with 20 inch wheels. Combination would make a great museum pair for motor car rides. Sell only as a lot for \$1,500.

GN M-19, car is in near operating condition. Ran motor 2 years ago. Cab is classic GN 2/3's wood, with seating for one. It was reported that this car was the last fairmont inspection car operated in the Twin Ports by Burlington Northern. This is my son's car. He said the first \$650 takes the car.

GN Trailer has GN ID tag on frame. Frame is made out of aluminum and in very good condition. Wood decking has been removed. Wheels in good shape. \$250.

This is all that is left with my departure from the hobby. Miscellaneous parts will be sold on Ebay in about 1 month. contact Mark Arnold at [controfab@aol.com](mailto:controfab@aol.com) or call (218) 384-4463. Please leave message if no one answers. ma00

**M-19 Motorcar** - Many new parts. Runs good, front and top. \$1,750. Tom Jenness, Cherokee, Iowa, (712) 225-2614. [jennjeto@netins.net](mailto:jennjeto@netins.net) jf00

**FOR SALE**

**C5 -5 Aluminum Carb Seat Seals** - For S-2 and ST-2 engines. Reliable, and are one piece with no hard rubber backing to separate. Once in, they're in. Install and forget about them. Order FW1353RO for the C-5 Carburetor - \$5 per seat plus \$1.50 S & H. C-8 Seats available soon. West Michigan Railcar, c/o Dave Stroebe, 1694 Broadmoor St., Muskegon, MI 49442-5302. (231) 773-7980 [strobx@aol.com](mailto:strobx@aol.com) jf00

**MT-14** Former Rio Grande Motorcar. Open sided and open rear. Curtains have seen better days, but are still in fairly good shape. No major or minor body damage. All glass is intact. New battery. Has been steamed and washed. Engine runs good and starts good. Needs paint and some TLC. \$2,250 obo. Motor car trailer - tandem axle 5,000-lb. axles. Will carry two MT-14's with no problem. Has 4 wheel electric brakes. Includes two spare tires and rims, also 4 extra tires. 4,500-lb. winch and 850 amp battery (1 year old), large mounted weather gard tool box with sliding tray, tongue tool box. \$2,500 obo. Call (630) 258-3877 or email [jwchiesa@lucent.com](mailto:jwchiesa@lucent.com) jf00

**Fairmont Engine** - It could be a PHB engine with serial No. 47665 and has a model F-4 carburetor. Bought in 1939 and is in mint condition. It is mounted on a nice base. \$500 Canadian Dollars. Alvin White Caledon, Ontario. (519) 942-4033. jf00

**Creighton Trailer** - Rated for 8,000-lbs., twin axle brakes on both with break away. Tires in good shape. About 40,000 miles on the trailer. 101" wide and is setup to haul a motorcar. It is in excellent condition. \$2,000. Call Mike Travis (717) 792-9181 email [MDTRAVISJDA@CS.COM](mailto:MDTRAVISJDA@CS.COM) jf00

**Kalamazoo 1952 ex-Army Speeder** - 4 cylinder Hercules, 6 volt system, 8 man, seats 4 comfortably. Fully restored in Army gray, with black trim. Runs beautiful and looks fantastic. Restored about 4 years ago and needs a good place to run. No trailer available. \$6,000 obo. Must sell. Contact Tony at (530) 669-7742 or email [tcsturf@cs.com](mailto:tcsturf@cs.com) jf00

**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](http://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](mailto:oem1@usa.net) Price is discounted to \$375 USD plus S&H (Reg. Price \$490) jf00

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

**S2H Ex-Nickel Plate Road Motorcar** - Built in 1955 and shipped to Bellevue, Ohio. Car is nearly complete with the exception of the cab and roof. With the addition of a front safety rail it would make an excellent open car. It has the powerful RQ-D motor, C8 carb and a 6 volt generator. It has aluminum lift handles (one has broken end), starting crank and otherwise is in complete condition ready for an easy restoration. \$950. Contact Dave Verzi (440) 236-3374 6-9 p.m. jf00

**FOR SALE**

**Fairmont M-19 F Series Motorcar** - Excursion ready. Contact Bill Wilson, 22 Ramapo Valley Road, Mahwah NJ 07430 (201) 529-8279 Fax (201) 529-4953. jf00

**Fairmont MT-19** - \$3,500 obo. It was used on small industrial railroad. Ex-SF caboose - \$10,000 obo. Ed Marakovits (610) 502-0577. Northhampton PA jf00

**A-5 Motorcar** - 99% restored, but mostly disassembled. Main deck has been rewooded, transmission has been rebuilt, canopy and windshield included. Operating manual and several other pieces of literature included. Located in Montana. Possible delivery to western states. \$1,000 fob Belgrade MT. Dianne Baker, 30 Reinig St. Belgrade MT 59714 (406) 284-6981 (home) (406) 284-6399 (work) or email [montbakers@aol.com](mailto:montbakers@aol.com) jf00

**Bulletin For Buda #919** motorcar with specification sheet from 1933, along with two full size blue prints. Top/side views of Kalamazoo motorcar. Great display items for your motorcar. \$175 complete. Call Frank Butler, 66 Richard Terrace, Reo Bank NJ 07701 (732) 747-2546. jf00

**Back Issues of The Setoff** - 1987 to 1999 plus 1997 to 2000 calendars. Complete except Fall '94, Spring '88 and Winter '87. \$150 plus postage takes them all. Call Rex at (612) 434-9618 or e-mail [RexR@Nonin.com](mailto:RexR@Nonin.com) jf00

**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](mailto: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



**FOR SALE**

**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 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;  
 Locoming 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  
 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, egct. T-Shirt hats, pens also. Call Steve Kepner (570) 584-4117. \*ja99

**WANTED**

**Wanted - A-8 rear end.** Steve Torrico, Edwards Motor Car Co. Mount Dora FL (352) 383-7910 Fax (352) 383-9360 [edrailco@aol.com](mailto:edrailco@aol.com) am00

**Wanted** The following parts to put an Alternator or Generator in a ST-2-h with RQ Engine. 39808 Casting (Bracket); M31040 7 9/16 Flywheel pulley; 50904 9 13/32 Flywheel pulley. Also looking for 2 14-inch M-9 Wheels (new or almost new). William Sternitzke, 5523 Rte 9W South, Marlboro NY 12542 (914) 236-4969 (home); (914) 213-1248 (cell - lv. Voice mail) [Mr65GTO@aol.com](mailto:Mr65GTO@aol.com) ma00

**WANTED**

**Wanted - Tamper TMC-2 motorcar** with a 16-hp B&S engine with a snowmobile clutch and a removable gas tank. Gary C. Greenwood, Leslie MI (517) 589-8155 [ggreenwood@ggtrains.com](mailto:ggreenwood@ggtrains.com) ma00

**Wanted** The Maryland and Pennsylvania Railroad Preservation Society is looking for four (4) 20" wheels and twelve (12) 16" wheels in new or like new condition. We have been and will be operating passenger trains every Sunday Memorial Day through Labor Day. The trains are made up entirely of various types of motor cars and with this amount of use we are wearing out wheels fast. Trades, donations and purchasing are all options. Please contact Wade Monn III [monn@umbi.umb.edu](mailto:monn@umbi.umb.edu) or call (717) 927-8268 6 p.m. to 8 p.m. (est) weekdays. ma00

**Wanted - Used M/MT-19 bearing blocks and hubs,** these are for the 1 3/16" axle. Smitty (520) 204-2337 [smitty@kachina.net](mailto:smitty@kachina.net) ma00

**Wanted - One axle bearing casing, 4 bolt for 1 11/16" axle.** Fairmont Part #46240. Denneth W. Lee, 372 Route 9, Barrington, NH 03825 (603) 664-7762 \*jf00

**Will Buy Small Burro Crane** in operating condition, also will accept any donations of unwanted old track machines, etc. Contact John L. Uher, General Manager, C.O.& E. R. R. Co. P O Box 383, Coshocton OH 43812 (740) 622-4000 (2)\*jf00

**Wanted: A-3 Parts - Restoring a Fairmont A-3 Series D** gang car with a Waukesha ICK 4-cyl. engine and Marvel carburetor. The following parts are needed to complete restoration:

- M15165 - Saddle, Lift Pipe 4 ea. casting
  - M22221 - Pivot Stud, Break Shoe 4 ea. Casting
  - M7220 - Socket, Brake Lever 1 ea. Casting (fits other cars)
  - 57864 - Catch, Brake lever 1 ea. casting
  - M27810 - Saddle, Front Safety Rail 1 ea. casting
  - M29060 - Tool Tray End (Front R) 1 ea. sheet metal
  - M29062 - Tool Tray End (Front L) 1 ea. sheet metal
  - F3393 - Loop, Windshield strap 4 ea. casting
  - M34908 - Cover Plate (rear end) 1 ea. sheet metal
  - M28229 - Grab Iron 1 ea. formed up round stock
  - M27852 - Latch (Seat Board) 2 ea. casting
  - M28230 - Spacer (Latch) 2 ea.
  - M1245 - Spring (Fastener) 4 ea.
  - M28678 - Fastener (Side Access) 1 ea. casting
  - F7653 - Air Cleaner 1 ea. Outside vender (any leads)
  - 53682 - Elbow 1 ea. casting
  - 54548 - Support Strap 1 ea. formed up flat stock
  - 53676 - Arm (throttle shaft) 1 ea. casting
  - 44028 - Starting Crank Bearing 1 ea. Casting
  - F9586 - Starting Crank 1 ea.
  - F9587 - Starting Crank Spring 1 ea.
  - 53680 - Spring Bracket 1 ea.
  - 53679 - Spring Anchor 1 ea.
  - M32754 - Throttle Spring 1 ea.
  - M33960 - Tool Box 1 ea.
  - M15921 - Gas Tank (8 gallon) 1 ea.
- Appreciate any help in finding these parts.  
 Darren Doss, 1575 E. County Home Rd., Union City, TN 38261 [ddoss@usit.net](mailto:ddoss@usit.net) ma00

## Calendar of Motorcar Excursion - Year 2000

Please look under the different Motorcar groups for more details concerning motorcar excursions.

<b>CPE - Central Pennsylvania Excursions</b> .....	30
<b>FID - First Iowa Division</b> .....	25
<b>GLRC - Great Lakes Railcars</b> .....	29
<b>MEX - Mexico 2000</b> .....	31
<b>MOW - Motorcar Operators West</b> .....	27
<b>NCR - North Central Railcars, Ltd.</b> .....	28
<b>NCRA Northern Central Railcar Association, Inc.</b> .....	30
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<b>PRO - Pacific Railcar Operators</b> .....	28
<b>SERO - Southeastern Railcar Operators</b> .....	29
<b>SWRC - Southwest Railcars, Ltd.</b> .....	28
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### APRIL 9

Yolo shortline (SWRC) Woodland CA

### APRIL 15 - 16

Central Montana Railroad (PRO) Montana

### APRIL 15

California Western (MOW) Willits, California

### APRIL 22

Santa Cruz Big Trees & Pacific Railway (MOW) CA

### APRIL 28 - 30

Florida Central Railroad (SERO) Florida

### APRIL 29

Indiana Railway Museum (GLRC) French Link, IN  
 Southern Michigan Railroad Society (GLRC) Clinton MI  
 Boone Scenic Valley Railroad (FID) Iowa  
 Maryland & Pennsylvania RR/Yorkrail (NCRA) York, PA  
 California Northern Railroad (PRO) Woodland, CA

### APRIL 30

Northern Central Railroad (NCRA) York, Pennsylvania

### MAY 13

Wisconsin & Southern Railroad (NCR) Milton Junction, WI

### MAY 15

CP Rail (Wilderness Tours)

### MAY 20

Apalachicola Northern Railroad (SERO) Florida  
 Hoosier Southern RR (GLRC) Lincoln City IN  
 Lycoming Valley RR (CPE) Williamsport, PA  
 Niles Canyon (MOW) Sunol, CA

### MAY 20 - 21

Montana Western Railway/Rarua Railway (PRO) Montana

### MAY 27 - 28

McCloud River Railroad/Lake Country Railroad (PRO) CA

### MAY 27

Sweet Line (GLRC) Carson City MI  
 Sisseton & Milbank Railroad (FID) Milbank, South Dakota

### MAY 28

Red River Valley & Western Railroad (FID) LaMoure, ND

San Joaquin Valley Railroad (MOW) Kerman CA

### MAY 29

Dekota, Missouri Valley & Western Railroad (FID) Linton, North Dakota

### JUNE 10

Nebraska Northeastern Railroad (FID) Osmond, Nebraska

### JUNE 16 - JULY 1

Pacific Northwest Tour (MOW) Run is full - Waiting list CA-BC

### JUNE 17

Cal Northern RR (PRO) California

### JUNE 24

Nobles Rock Railroad (FID) Luverne, Minnesota

### JUNE 25

Minnesota Central Railroad (FID) Franklin, Minn.

### JULY 1

Dakota Southern Railroad (FID) Chamberlain, SD

### JULY 2 - 12

BC Tour (Wilderness Tours) Sold Out

### JULY 15

Camas Prairie (PRO)

North Shore RR (CPE) Northumberland, PA

### JULY 16

Iowa Northern Railroad (FID) Vinton, Iowa

Shamokin Valley RR (CPE) Sunbury, PA

### AUGUST 1 - 11

BC Rail (SWRC)

### AUGUST 5

Elliot Elevator Company (FID) Elliot, Iowa

### AUGUST 19

Chattooga & Chickamauga Railroad (OME) Summerville, GA

### AUGUST 23 - 26

Durango & Silverton Narrow Gauge Railroad (MOW) Durango, Colorado

### AUGUST 26 - 27

Montana Rail Link (PRO) Montana

### AUGUST 26

Chillicothe Burnswick Rail Authority (FID) Chillicothe, Missouri

### AUGUST 28 - SEPTEMBER 3

Nevada Northern (MOW) Currie, Nevada

### AUGUST 29

Idaho Northern and Pacific (PRO)

### SEPTEMBER 2

DM&E Railroad (FID) Chardon, Nebraska

### SEPTEMBER 3

Nebkota Railroad (FID) Gordon, Nebraska

### SEPTEMBER 5 - 12

River Tour (Wilderness Tours) Sold Out - Canada

### SEPTEMBER 16

Wisconsin & Southern Railroad (NCR) Spring Green, WI

### SEPTEMBER 16-17 or 23-24

Nevada Northern Railroad (PRO) Nevada

### SEPTEMBER 17

Appanoose Co. Railroad (FID) Centerville, Iowa

### OCTOBER 7 - 8

McClould Railway (SWRC)

### OCTOBER 14

Fort Leonard Wood Army Base (FID) Iowa  
 Wellsboro & Corning RR (CPE) Wellsboro PA

### OCTOBER 14 - 15

San Diego & Arizona (MOW) California

### OCTOBER 17

Mexico 2000 El Paso, Texas

### OCTOBER 20 - 22

Georgia Northeastern Railroad (OME) Marietta, GA

### OCTOBER 21 - 22

California Western (MOW) California

### NOVEMBER 4

Boone & Scenic Valley Railroad (FID) Boone, Iowa  
 Gettysburg Railway (NCRA) Gettysburg, Pennsylvania

# 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 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 [rttufts@ac.net](mailto:rttufts@ac.net) or  
Tom Stallings (252) 827-4693  
[bestalli@eastnet.educ.ecu.edu](mailto: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](mailto:ddelatte@cruisenet.net) or visit the web site at [www.ksry.com](http://www.ksry.com).

**FIRST IOWA DIVISION  
(FID)**

**April 29** - **Boone & Scenic Valley Railroad** - Multiple rides on a very scenic 11 mile line including the famous 156 ft. high wooden interurban bridge. NARCOA insurance is not required for this ride but membership in the Boone Railroad Historical Society is required at a cost of \$25 per year. Set on time will be at 8:00AM with a 10:00AM departure for the first run. Cost of this ride will be \$15 per car plus the Boone membership if you don't have a current membership card. There will also be a swap meet of motor car parts and railroad memorabilia. Come to buy, sell, or both! See the enclosed flyer for more information. There is a Super 8 motel in Boone, Iowa. 1-800-800-8000.

**May 27** - **Sisseton & Milbank Railroad** - This ride will be from Milbank, SD. to Sisseton, SD. which is about 68 miles round trip. Enjoy the famous Sisseton Tunnel! Set on time will be 7:00AM with an 8:00AM departure. Cost of this ride will be \$30 per car. After returning to Milbank, we will drive to the Red River Valley ride. There's a Super 8 in Milbank 1-800-800-8000.

**May 28** - **Red River Valley & Western Railroad** - This will be the second year for a ride on the Red River Valley. We will be riding mainline trackage beginning in LaMoure, N.D. but our final destination has yet to be determined. Cost of this ride is \$30 per car. Set on time will be 6:30AM at the LaMoure depot with a scheduled departure of 8:00AM. The Omega Motel is at 701-883-5373. *NOTICE: This ride is subject to change so watch your newsletters closely and call either Tom Jenness or Carl Schneider a week in advance of the ride. Our phone numbers and e-mail addresses are listed at the bottom of this list.*

**May 29** **Dekota, Missouri Valley, & Western Railroad** - We will be riding from Linton, ND. to Mackenzie, ND. Mileage for this ride is 90 miles round trip. Set on will be 6:30AM with a scheduled departure of 8:00AM. Cost of this ride is \$30 per car. Don's Motel is at 701-254-5457.

**June 10** **Nebraska Northeastern Railroad** - We will be setting on at Osmond, Nebraska, which is the railroad's headquarters, and going east to Jackson, Ne. This ride is approximately 52 miles each way for a grand total of 104 miles. Our set on time will be at 7:00AM with an 8:30AM departure. There are no motels in Osmond but there is a motel in Randolph. The Cedar Motel in Randolph has only 14 units so make reservations early. The phone number is 402-337-0500. There are also many motels in the Sioux City area, approximately an hour east of Osmond. Due to the high charges from the railroad for this ride, the charge will be \$45 per car. Please come join us for the first trip on the east end of this railroad. We will plan on our lunch break at Laurel where there is a convenience store.

**June 24 Nobles Rock Railroad** - We will be starting this ride in Luverne, Minnesota and run east to Worthington, Minnesota and then back west to the South Dakota state line and return to Luverne. Mileage for this ride is 90 miles round trip. Set on time will be 7:00AM with an 8:30AM departure. Cost of this ride will be \$35 per car because of higher railroad costs. As in the past, there will be food available at the depot in Luverne at noon. There is a Super 8 motel in Luverne 1-800-800-8000.

**June 25 Minnesota Central Railroad** - This will be our first trip on this railroad in Minnesota. The trip will be from Franklin, Mn. to Hanley Falls and return. This will be a total of approximately 100 miles for the day. Then we will continue on to Gibbon and return to Franklin. Set on will be at 6:30AM with a departure of 8:00AM. Cost of the ride is \$35 per car. There are no motels in Franklin but there is a Super 8 in Redwood Falls 20 miles away. 1-800-800-8000.

**July 1 Dakota Southern Railroad** - We will tentatively be riding from Chamberlain, SD. west to Reliance across the beautiful Missouri River bridge but the rest of the ride hasn't been decided at this time. Set on will be at 6:30AM with an 8:00AM departure. Since this line has been taken over by the Nobles Rock Railroad, the cost has been increased to \$35 per car because of higher railroad charges. There is a Super 8 Motel in Chamberlain and also the Belle Air Motel near the set on at 605-754-5595.

**July 16 Iowa Northern Railroad** - We are planning this ride in conjunction with the 125th anniversary of the Rock Island depot in Vinton, Iowa so our set on point will be near the depot in downtown Vinton. We will set on beginning at 6:30AM with an 8:00AM departure. We will run to Waterloo and then return to Vinton for lunch. After lunch, we will head south to Cedar Rapids and return for a grand total of about 100 miles for the day. Cost of this ride is \$30 per car. *NOTICE: Due to traffic on the railroad, this ride is subject to change at the last minute so watch your newsletters closely and call either Tom Jenness or Carl Schneider within a week or so of the ride to insure that you show up at the right location.*

**August 5 Elliot Elevator Company** - This line is owned by the Elliot Elevator Company in Elliot, Iowa and runs south to Red Oak, Iowa. We are able to run the first 9 miles on this scenic track which runs along the Nishnabotna River. We will ride the line several times during the day. Our noon meal will be in the city park and will be in the form of a potluck and barbeque. This will not be in conjunction with the town's celebration as it has been in the past. Everyone is encouraged to bring something good to eat. Set on will be at 8:30AM with a 9:30AM departure for the first run. Cost of this ride is \$15 per car. Motels are available in Red Oak and Atlantic.

**August 26 Chillicothe Brunswick Rail Authority** - Ride this ex-Wabash line from Chillicothe, Mo. to Brunswick, Mo. We will go through two game preserves and pass

under the Kansas City to Chicago mainline of the BNSF. Mileage is 70 miles round trip. We will have lunch in the city park in Sumner. There is a sandwich shop available near the tracks. Cost of the ride is \$35 per car. We will begin setting on at 6:30 AM with an 8:00AM departure. There is a Super 8 Motel in Chillicothe. 1-800-800-8000.

**September 2 DM&E Railroad** - This will be our first ride on the DM&E which has tracks in South Dakota and Minnesota. We will ride from Chadron, Ne. to Buffalo Gap, S.D., a distance of about 47 miles each way. We will set on at the Pine Street crossing at the west end of Chadron beginning at 6:30AM and departing at 8:00 AM. This is a rustic ride with no facilities or eats available so be prepared! Cost of this ride is \$30 per car. There is a Super 8 Motel in Chadron 1-800-800-8000. When we finish this ride, we will be travelling to Gordon for the Nebkota ride and may make a night run between Gordon and Merriman if time permits.

**September 3 Nebkota Railroad** - We will be riding both directions from Gordon, Nebraska on this last remaining piece of the former CNW Cowboy Line. The line runs to Chadron on the west end and to Merriman on the east for a grand total of about 160 miles. We will also have a night run towards Merriman. Set on time will be 6:30 AM with an 8:00 AM departure. Cost of this trip is \$30 per car. Motels in Gordon are the Hacienda Motel at 308-282-1400 and the Jeffco Motel at 1-800-252-1319.

**September 17 Appanoose Co. Railroad** - This popular ride will again be held from Centerville, Iowa to Albia in conjunction with the Moravia, Iowa town celebration. Our noon meal will be a barbeque at the restored Wabash depot with the First Iowa Division paying \$3 of the cost of the barbeque per person. We will set on in Centerville near the watertower in the southeast part of town at 6:30AM with an 8:30AM departure. Cost of this ride will be \$30 per car. Motels in Centerville are Super 8 at 1-800-800-8000 and Motel 60 at 1-800-437-7271. This will be the last year for Darrell Morrow, President of the railroad, to be with us as he is retiring after this year. Come help us give him a big send off! *NOTICE: Due to planned trackwork, this ride is subject to last minute changes. Watch your newsletters closely and contact Tom Jenness or Carl Schneider a week before the ride as set on information may change.*

**October 14 Fort Leonard Wood Army Base** - This popular ride through the Missouri scenery will again be held to take advantage of the changing Fall colors. Our set on time will be 11:30 AM with a 1:00 PM departure for the first run. We plan on making two runs which are 40 miles round trip. For those not familiar with the area, a map of Ft. Leonard Wood will be enclosed to show our set on point when I mail the waivers. There is a Super 8 Motel at the Waynesville exit on I-44 1-800-800-8000 and also other motels at the St. Robert exit near the army base.

**November 4 Boone & Scenic Valley Railroad** - Come enjoy our season closer complete with a cookout ( inside where it's warm! ). We wanted to have this ride earlier in October to possibly avoid the weather we've endured the past two years. Unfortunately, the railroad couldn't accomodate us due to the October ride season being their busiest. We will be setting our cars on at 8:00AM with a 10:00AM departure and we will be 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 at a cost of \$25 per year. The ride will also cost \$15 per car. There is a Super 8 Motel in Boone, Iowa at 1-800-800-8000.

**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.**

**Safety Is My Responsibility!!**

Tom Jenness (712) 225-2614 e-mail:  
[jennjeto@netins.net](mailto:jennjeto@netins.net)

Carl Schneider (515) 967-5181 e-mail:  
[motorcarl@raccoon.com](mailto:motorcarl@raccoon.com)

**MOTORCAR OPERATORS WEST  
(MOW)**

**April 15 - California Western** - Willits to Fort Bragg, CA. One day run \$100 per motor car. Optional stop for dinner, overnight and breakfast at Camp Mendocino for \$235 for 2 adults and return to Willits on April 16. NARCOA Insurance and rulebook certification, MOW license or mentor form, spark arrestor required. Meet Coordinators: Clint Watkins and Janet Dominguez. Mail check payable to MOW with a large SASE to Janet Dominguez, 8672 Fairmont Way, Fair Oaks, CA 95629 E-mail [gilnjanet@foothill.net](mailto:gilnjanet@foothill.net)

**April 22 - Santa Cruz Big Trees & Pacific Railway** Excursion. Fenton CA, 100 miles south of San Francisco. Pre-registration required - 20 car limit on this run. NARCOA Insurance and rulebook certification, MOW license or mentor form, spark arrestor required. Fee: \$40 (includes Roaring Camp parking fee) Mail check payable to MOW with a large SASE to Bill Owen, 24601 Voorhees Drive, Los Altos Hills, CA 94022.

**May 20 - Niles Canyon** - Sunol CA, Hwy. 84 east of Fremont CA. Swap meet, barbecue, day and night runs, 10 a.m. to 1 p.m. swap meet. 1 p.m. set-on. 2 p.m. first run; 3:30 p.m. second run. 5:30 barbecue - steak dinner with all the trimmings. \$11 per person, 7 p.m. third run, 8:30 p.m. fourth run. Send check payable to MOW, along with LSASE to Dave Towle, 1260 South Bascom Ave., San Jose, CA 95128. \$40/car. (408) 817-9400 [davidtowle@aol.com](mailto:davidtowle@aol.com)

**May 28 San Joaquin Valley Railroad** - Kerman to Firebaugh and Helm - 90 miles. One day run \$115 per car. Memorial Day weekend ride through the Mendota Wildlife area and the orchards of California's Central Valley. Set on in Kerman, CA 15 miles west of Fresno CA. NARCOA Insurance, MOW rulebook and license or mentor form, spark arrestor required. Meet Coordinators Fred Hill and Wayne Parsons. Mail check payable to Motorcar Operators West plus a large SASE with \$0.55 postage to Fred Hill, 19217 Avenue 104, Terra Bella CA 93270. Questions: e-mail [wparsons@ix.netcom.com](mailto:wparsons@ix.netcom.com) Ten car minimum.

**June 16 - July 1 - Pacific Northwest Tour** - June 16 - June 20: Camas Prairie Railnet, Idaho. June 22 - 24: Cascade and Columbia Railroad, Washington. June 25 - 29: Esquimalt and Nanaimo Railroad, Vancouver Island, BC. June 30 - July 2: Englewood Railroad, Canadian Forest Products, Vancouver Island, BC. Run is full, waiting list has been set up. Meet Coordinator - Chris Baldo (707) 459-2600.

**August 23 - 26 - Narrow Gauge** The Narrow Gauge Gang, MOW, Motorcar operators West, invite you to join us on the Durango & Silverton Narrow Gauge Railroad Excursion and Railfest 2000 (45 miles one way) in Durango, Colorado.

Required - MOW membership, license, rules, specifications, etc. including (but not limited to) spark arrestor, fire extinguisher, lever actuated brake lights, headlights, etc., NARCOA membership, certification and insurance, etc. This is a NON-SMOKING event with no one under 18 years of age allowed and work type footwear is required. (No Nikes)

**August 23 - Wednesday** Unload motorcars and display them in the D&SNGRR Museum with rules orientation. This is a requirement on the D&SNGRR in order to participate.

**August 24 - Thursday** Run from Durango to Silverton with overnight stay in Silverton, CO.

**August 25 - Friday** Run from Silverton to Durango, CO.

**August 25 - Saturday** Run from Durango to Silverton, round trip.

Registration starts April 15, 2000 with cut-off date July 10, 2000. Total cost per car is \$225.00 (subject to change) non refundable. Motels and meals are on your own. Excursion limited to 15 motorcars.

Send check for full amount, along with your MOW numbers, NARCOA numbers, payable to MOW, and a LSASE to: Smitty at 45 Talia Court, Sedona, Arizona 86336-7039. (520) 204-2337 or [smitty@kachina.net](mailto:smitty@kachina.net)

**August 28 - September 3 - Nevada Northern** - East Ely NV - Track work 8/28-31; Currie to Ely on 9/1, and Ely to Shafter on 9/2 and back to Currie on 9/3. Barbecue in Shafter on Saturday night. MOW license and spark arrestor required. Tentative costs: \$45/car; \$15/BBQ dinner. Mail check payable to MOW with a large SASE to Meet coordinator: Doug Jensen, 12463 Valley View Road, Nevada City, CA 95959 [hdouglas@jps.net](mailto:hdouglas@jps.net)

**October 14 - 15 - San Diego & Arizona** - Cross the international border into Mexico in your motorcar! Special insurance for Mexico is in process. MOW license and spark arrestor required. Final run schedule and cost details later. Meet coordinators Dave McClain [mctrain@jps.net](mailto:mctrain@jps.net) and Wayne Parsons [wparsons@ix.netcom.com](mailto:wparsons@ix.netcom.com)

**October 21 - 22 - California Western** - Willits to Fort Bragg, CA. Overnight stay in Fort Bragg. NARCOA Insurance and rulebook certification, MOW license or mentor form, spark arrestor required. Cost details later. Meet coordinator: Bill Owen, 24601 Voorhees Drive, Los Altos Hills, CA 94022 [wowen@hotmail.com](mailto:wowen@hotmail.com)

**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.*

**May 13 - Wisconsin and Southern Railroad**, first time excursion from Milton Junction to Waukesha, WI just west of Milwaukee, 85 miles round-trip, limited to 25 motorcars. Open to all NARCOA insured and rule-book certified operators. To register send check for \$95 made payable to North Central Railcars to: Craig Bluschke, 10916 Spring Creek Road, Blue Mounds, WI 53517 (608) 437-4419, E-mail: [bluschke@engr.wisc.edu](mailto:bluschke@engr.wisc.edu) All registrations must be received on or before April 29th.

**September 16 - Wisconsin and Southern Railroad**, Spring Green to Prairie du Chien, WI. This will be a repeat of our popular 1998 excursion through the scenic Wisconsin River valley. 120 miles round-trip, limited to 25 motorcars. Open to all NARCOA insured and rule-book certified operators. To register send check for \$95 made payable to North Central Railcars to: Craig Bluschke, 10916 Spring Creek Road, Blue Mounds, WI 53517 (608) 437-4419, E-mail: [bluschke@engr.wisc.edu](mailto:bluschke@engr.wisc.edu) Registrations will be accepted beginning June 1st and must be received on or before September 2nd.

**SOUTHWEST RAILCAR, Ltd.  
(SWRC)**

**April 9 - Yolo Shortline** - Coordinator - Pat Coleman, Set-on Sunday, April 9th, 8:00 - 9:00 a.m. Run fee \$50 per car. Applications and checks to be mailed to Pat Coleman, 1989 Robin Ridge Court, Walnut Creek, CA 94596. Please include LSASE. We will run from Woodland to West Sacramento and back 3 times. Suggest

you bring lunch. We will serve hosted coffee and bakery items on first run.

**May 26 - 28** Canceled - Checks to be returned. Coordinator, Chuck Harrison

**August 1 - 11 BC Rail** Coordinator, Tom Phair. Set-On July 31 afternoon. Run fee \$1,995 per run includes 10 nights lodging, 1 dinner, Bus transportation from rail head to hotel and return and replenishment fuel. Application and check to be mailed to Tom Phair, P O Box 664, Alamo CA 94507. Application submission deadline 3/1/200. Cancellation deadline 6/1/2000.

**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.

**PACIFIC RAILCAR OPERATORS  
(PRO)**

**April 15 - 16 Central Montana Railroad** "Tune-up, Car Inspection and Shake Out the Kinks" motor car excursion on the former Milwaukee Lewistown - Great Falls and Great Northern Lewistown - Moccasin lines, 160 miles round trip. Saturday, set on at Denton, Montana. Car inspections and planning will follow. This is an unstructured run in that we have permission to travel the entire railroad, but we may choose not to do it, depending on weather and inclination. Our primary purpose is to get new operators trained and check out their cars. This will result in a run of up to 180 miles for the weekend over historic rails and through some of the most fantastic scenery in western Montana including tall bridges, a tunnel and the scenic grandeur of Arrow Creek Loop. Fee \$30 for the weekend. PRO membership, NARCOA Insurance, NARCOA operator's number, spark arrestors, standard motor cars, signed releases required. Make checks payable to Pacific Railcar Operators, and send to Bill Taylor, 917 Park View Way, Missoula, MT 59803 For more information call (406) 721-2351 or e-mail [btaylor@montana.com](mailto:btaylor@montana.com)

**April 29 California Northern Railroad** - Woodland to Corning Round Trip. 187 miles RT. 30 car limit. \$125 per car. PRO membership, NARCOA membership and insurance are required. Make check payable to PRO. Large \$0.55 SASE to: PRO, 920 29th Street, Sacramento, CA 95816. Cut-off date: April 10th. Refunds not guaranteed after that date. Denny S. Anspach, MD, Coordinator.

**May 20 - 21 Montana Western Railway/Rarus Railway** - Former NP line between Butte and Garrison - 103 miles round trip, and the former Butte, Anaconda & Pacific line between Butte and Anaconda - 50.5 miles round trip. Saturday operate over the MWR to Garrison and return.



**SOUTHEASTERN RAILCAR OPERATORS  
(SERO)**

*SERO invites all motorcar operators to explore the rails in the Southeastern US. SERO hosts motorcar excursions using the NARCOA insurance program, releases and rules.*

**April 28 - 30 Florida Central Railroad** - Mount Dora - Tavares - Plymouth - Ocoee - Winter Garden - Umatilla. 150 total miles. NARCOA insurance, NARCOA Certificate of Operating Rules, SERO or MOW Operator Certification required. NARCOA Operating Rules and Regulations in effect. Signals are not to be activated - no grounded axles. Motorhomes will be accommodated. Reservations for motor car trip, \$55 per car, by April 22, 2000. All checks payable to: John Meier, 110 Ruser-Ury Avenue, Apt. B1, Fruitland Park FL 34731 (352) 787-5596 [flyboy@lsbg.net](mailto:flyboy@lsbg.net)

**May 20 Apalachicola Northern Railroad** - Port St. Joe to Chattahoochee, Florida. 178 miles round trip. Sponsored by SERO, with support from the Gulf Wind Chapter, National Railway Historical Society. Set on Saturday, 7:00 a.m. (EST); Safety Meeting 8:00 a.m., all operators and passengers must attend Safety Meeting. Depart 8:30 a.m. Required: NARCOA Insurance, NARCOA Operating Rules and Regulations in effect. NARCOA Certificate of Examination, SERO or MOW Operator Certification. Cost \$45 per car. 40 car limit. Pre-registration. Make checks payable to Gulf Wind Chapter, NRHS, include your name, address, telephone number, NARCOA Insurance #, NARCOA Certification of Examination #, SERO or MOW MC Operator Certificate # along with \$45 to Gulf Wind Chapter, NRHA, c/o David Ferro, 1205 Old Fort Drive, Tallahassee, FL 32301. For more information call (850) 656-0592 (7 p.m. to 9:30 p.m.) or [dferro541@aol.com](mailto:dferro541@aol.com)

**GREAT LAKES RAILCARS  
(GLRC)**

The following excursions are for the year 2000. All excursions and dates listed are tentative and subject to final approval by the railroad(s) track conditions, etc. All participants and operators are required to conduct themselves in a safe and professional manner and do so at their own risk! Operators are required to have a working knowledge of the current NARCOA Rule Book. Other rules may also apply.

**April 29 Indiana Railway Museum**, French Lick IN. 34 miles round trip, French Lick to Duboise IN. 2,300 foot tunnel. Set on at French Lick 8:00 to 9:00, NARCOA Insurance required. Contact Stan Conyer (812) 342-0565 for details.

Saturday evening, time permitting, we may operate over the former BA&P tracks from Rocker to the Mt. School of Mines - 8 miles RT. Sunday we will loop through Butte to the Rarus tracks where we will go to Anaconda over the former BA&P tracks, now operated by Rarus. Up to 190 miles will be ran over the weekend. PRO membership, NARCOA insurance, NARCOA operator's number, proven experience as an operator, spark arrestors, standard motorcars, signed releases are required. Fee \$195 for the weekend. Limited to 20 cars. For more information and reservations Contact Meet Coordinator, Bill Taylor, 917 Park View Way, Missoula, MT 59803, (406) 721-2351 [btaylor@montana.com](mailto:btaylor@montana.com). Make checks payable to Pacific Railcar Operators, but send them to the above address. No reservation is confirmed without payment. Information packets will be sent upon confirmation of your reservation. PRO cancellation policy is in effect.

**May 27 - 28 Memorial Day Weekend** - Spring Green in the intermountain high country - Memorial Day weekend:  
1) Saturday, May 27 - McCloud River Railroad - Burney - Lookout. Round trip 190 miles (the very best of McCloud trips!) Gala dinner at famous Pit River Lodge. 20 car maximum. Dave McClain Coordinator.  
2) Sunday, May 28, Lake Country Railroad (Late morning set on). Lakeview - Alturas. 100 miles. Gorgeous bucolic scenery. 20 car maximum.

**June 17 Cal Northern RR** Tracy to Los Banos excursion. Cost \$115 per car. This is a preliminary announcement. We will be sending a more detailed formal announcement closer to the run. If anyone has questions or wants more info, contact: Steve Paluso (408) 956-8070 [sbpaluso@aol.com](mailto:sbpaluso@aol.com)

**July 15 Camas Prairie** - "Last run on Grangeville branch" excursion in planning stages.

**August 26 - 27 - Montana Rail Link** We will either do a 1st time ever run over the MRL's 10th Sub from Missoula to Paradise plus the Polson Branch or we will run the Whitehall to Logan line. An announcement will be posted June 5th as to which run we will do as well as the cost. Reservations will be taken at that time. For more information contact Bill Taylor, Coordinator at [btaylor@montana.com](mailto:btaylor@montana.com)

**August 29 Idaho Northern and Pacific** - including Joseph branch, in planning stages.

**September 16 - 17 OR 23 - 24 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.



**April 29** - Southern Michigan Railroad Society, Clinton, Michigan. Excursion and pig roast. Run the North half of the line in the morning and the south half in the afternoon. Several runs planned. NARCOA Insurance not required. Must be a member of SMRS by April 1, 2000. SMRS Membership cost is \$15. Excursion and pig roast \$30 per car payable on day of excursion. Pre registration mandatory 30 days before excursion because of pig roast, 25 cars required for pig roast otherwise menu may be revised. SMRS rules in effect. Contact Dave Stroebe (231) 773-7980 for details.

**May 20** (Note Date Change) Hoosier Southern RR, Lincoln City to Tell City IN. 44 miles round trip. Ride along the Ohio River. BBQ lunch at Troy. Set-on at Lincoln City 8:00 to 9:00, NARCOA Insurance required. Contact Stan Conyer (812) 342-0565 for details.

**May 27 Sweet Line.** 14 miles round trip, 3 trips planned. Carson City MI to Middleton MI. Lunch available at the Middleton Dinner. \$10 payable the day of the excursion. Set on 9:00. Contact Dave Stroebe (231) 773-7980 for details.

**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 Hi-Rail Vehicles will no 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](mailto:Moreman@mindspring.com)

**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 no 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 0800 and 1200 hrs. Cannot return long distance calls, (770) 457-6212

[Moreman@mindspring.com](mailto:Moreman@mindspring.com)

**WILDERNESS TOURS**  
(WT)

Wilderness Tours requires 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](mailto:wilderness@inxpress.net) or write to Wilderness Tours, Box 25, Cottage Grove WI 53527.

**May 15** - CP Rail - Sudbury to Perry Sound, ONT

**July 2 - 12** - BC Tour - (SOLD OUT)

**September 5 - 12** River Tour - (SOLD OUT)

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

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

**April 29** - Maryland and Pennsylvania RR/Yorkrail. third annual event. Ride the Ma & PA RR from York, PA to Hanover, PA. Transfer to Yorkrail track at Spring Grove, and return to York. Includes P. H. Glatfelter Paper Co. trackage in Spring Grove. NARCOA insurance and certification required. Cost \$40. Contact Henry Herrman for information: M to F 8:00 a.m. to 5 p.m. (717) 244-7054. All other times: (717) 244-2049.

**April 30** - Northern Central Railroad - From York PA to New Freedom, PA and return. Travel through scenic countryside, small towns, and Howard Tunnel. A lunch stop is planned at Elmer's Store in Seven Valleys, PA. A rail trail runs beside the NCR and portable toilets are available at various places. Total mileage will be approximately 36 miles. A second run to the tunnel and back to York is possible if time and train schedules permit. Cost \$40. Contact Henry Herrman for information: M to F 8:00 a.m. to 5 p.m. (717) 244-7054. All other times: (717) 244-2049. The price for the day (and any future excursions on the NCR through Jan. 31, 2001) is \$40 (which includes a membership in the NCRA through January, 2001). NARCOA insurance required. NARCOA rules apply. Send Insurance Card #, Exam. #, name, address, phone No., and e-mail address to: Eileen Shrey, 54 Adams Road, New Freedom, PA 17349. Make \$40 check payable to "Northern Central Railcar Association". Phone (717) 227-9628

**November 4** - Gettysburg Railway (Third Annual Excursion) Tentative plans have been made for the

NCRA's Gettysburg excursion on Saturday, Nov. 4, 2000. More information will be added when available. Gary Shrey: (717) 227-9628 (evenings) or e-mail anytime [gshrey@aol.com](mailto:gshrey@aol.com)

**CENTRAL PENNSYLVANIA EXCURSION  
(CPE)**

**May 20 Lycoming Valley RR** - Williamsport PA - Ride the 80 miles of the LVR including the former lines of the Reading and New York Central Railroads between Avis, Williamsport and AMuncy, PA. There will be a tour of the Transco Rail Products, Inc. We are going to tour the repair facility. We will also run the railcars through the plant. You will heed a hard hat, safety glasses and hard soled shoes (no sandals or sneakers) Proof of NARCOA Insurance required. All NARCOA operating and safety rules apply. Registration fee \$40. Information packet sent upon receipt of check. For further information contact: Larry Maynard (570) 538-9050. Please do not call the railroad for information! Send \$40 check, NARCOA Insurance #, your name, address, and phone number to: Larry Maynard, RRI Box 351, New Columbia PA 17856.

**July 15 North Shore RR** (Northumberland PA)

**July 16 Shamokin Valley RR** (Sunbury PA)

**October 14 Wellsboro & Corning RR** (Wellsboro PA)

Further information will be published as dates approach. Contact Larry Maynard (570) 538-9050 or e-mail at [lmayn@jdweb.com](mailto:lmayn@jdweb.com)

**MEXICO 2000  
(MEX)**

**October 17 - Mexico 2000** - October 17 meet in El Paso, Texas for general meeting. Trailer to Chihuahua on the 18th, set on the rails the 19th. 750 miles spread out over 7 days through 87 tunnels, 35 bridges, a loop on welded rail. We will stay at first class hotels that cook with bottled water. Total of 8 nights and 9 days. Price includes all meals, hotels, and railroad fees. Two cylinder speeders only. We cross the continental divide three times. Belt drives O.K., but chain drives preferred. Price is \$2,850 for one speeder and two people. \$2,700 for speeder and one person. \$3,700 for speeder and three people. Mexican insurance not included. Accepting \$100 deposits to be included on this year's list. Mail to Al McCracken, 2916 Taper Ave., Santa Clara CA 95051. Phone (408) 249-2953; Fax (408) 249-3120; e-mail [alnethe@aol.com](mailto:alnethe@aol.com)

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

**OFFICERS**

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

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- |  |   |
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| <b>Area 1</b><br>(ME, NH, VT, NY, MA, CT, RI)<br>Dick Wilhelm<br>Box 209<br>Bearsville NY 12409  | <b>Area 7</b><br>(ND, SD, NB, IA)<br>Carl Schneider<br>1302 - 6th Avenue S.E.<br>Altoona IA 50009           |
| <b>Area 2</b><br>(NJ, PA, DE, MD)<br>Joel Williams<br>Box 82<br>Greendell NJ 07839               | <b>Area 8</b><br>(Canada)<br>Ken Annett<br>3483 Church Street<br>Windsor ONT N9E-1V6                        |
| <b>Area 3</b><br>(IN, OH, MI)<br>Stan Conyer<br>9333 West State Road, 46<br>Columbus IN 47201    | <b>Area 9</b><br>(CO, KS, MO, AR, LA, TX, OK)<br>Jim McKeel<br>9742 Yosemite Ct.<br>Wichita KS 67215        |
| <b>Area 4</b><br>(WV, VA, KY NC, SC, TN)<br>Rick Tufts<br>93 Idlewild Road<br>Pineherst NC 28374 | <b>Area 10</b><br>(WA, OR, ID, MT, AK, WY)<br>Tom Norman<br>1047 Terrace View Drive<br>Alberston MT 59820   |
| <b>Area 5</b><br>(MS, AL, GA, FL)<br>Jack Whitt<br>P.O. Box 356<br>Yalaha FL 34797               | <b>Area 11</b><br>(CA, NV, UT, AZ, NM, HI)<br>Gil Dominguez<br>8672 Fairmont Way<br>Fair Oaks CA 95628      |
| <b>Area 6</b><br>(MN, WI, IL)<br>Mike Paul<br>1780 Maricopa Drive<br>Oshkosh WI 54904            | <b>Recording Secretary</b><br>Joel Williams<br>Box 82<br>Greendell NJ 07839                                 |
| <b>Director at Large</b><br>(Non-voting)<br>Ron Zammit<br>469 Campana<br>Arroyo Grande CA 93420  | <b>Director at Large</b><br>(Non-voting)<br>Dave Verzi<br>10059 Aldridge Drive<br>Columbia Station OH 44028 |

**Committee Chairs:**

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

**THE SETOFF**

Jan Taylor  
917 Park View way  
Missoula MT 59803

**Operations**

Hank Brown  
622 Oak Street  
Cottage Grove WI 53527

**Nominations  
Elections**

Carl Anderson  
1330 Rosedale Ln.  
Hoffman Estates IL 60195

**Rule Book**

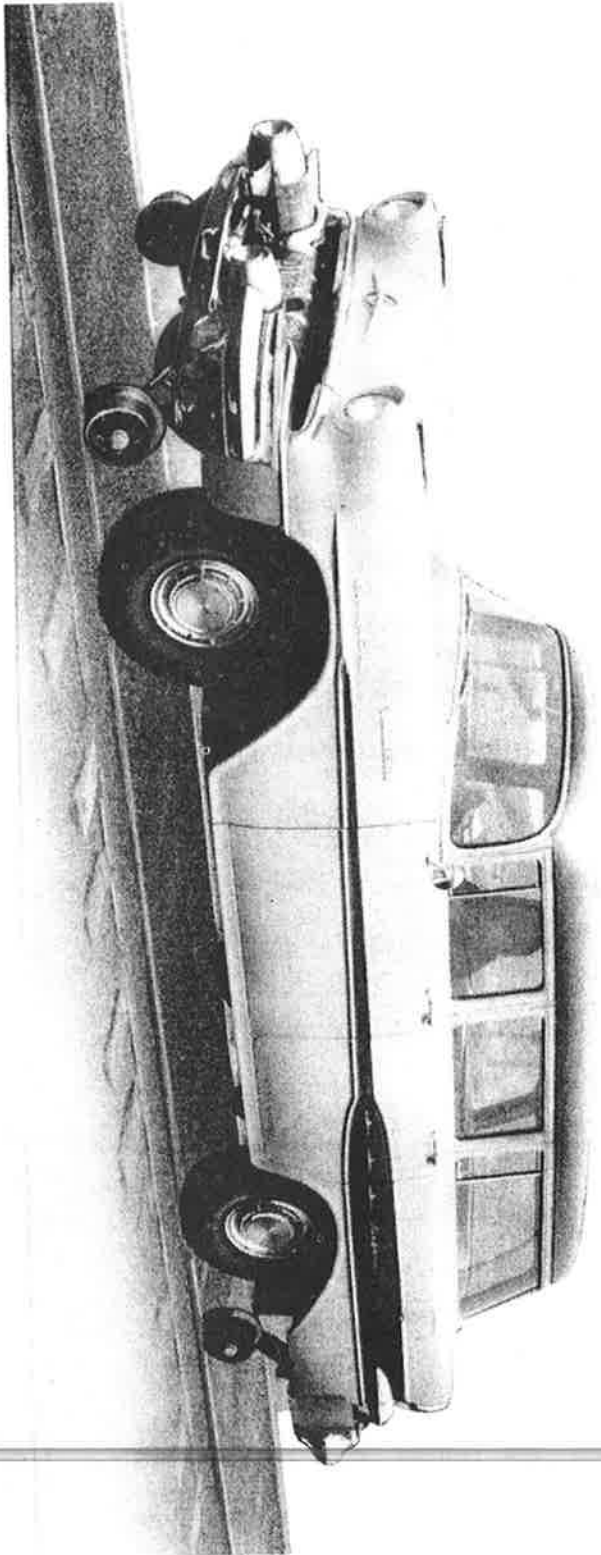
**Certification Test**  
Al McCracken  
2916 Taper Avenue  
Santa Clara CA 95051

**Legal Forms**

Mark Springer  
143 N. Arcadia  
Wichita KS67212

**NARCOA Licensed Radio Call Sign  
WPHT745 - 151.625 mHz**

A 34 SERIES B HY-RAIL CAR



### For Time Saving Inspection Service

When using the A34, inspection trips can be made in comfort and in the shortest possible time. It is a very flexible unit that seats eight people, and can be changed from road to rail operation in a very few minutes. Guide wheels are raised and lowered hydraulically, and held in place by a separate mechanical lock. Fully equipped, has power brakes and steering, and power-dividing differential. Refer to bulletin 707 for complete details.

**SPECIFICATIONS:** ENGINE: Pontiac V-8 (252 H.P.). TRANSMISSION: Dual range hydraulic. PNEUMATIC TIRES: 8.50 x 14-4 ply Nylon tubelless. LOAD CAPACITY: Driver plus 1050 lbs.

**ACCESSORIES:** Air conditioning.



*From Fairmont's 1957 catalog.*