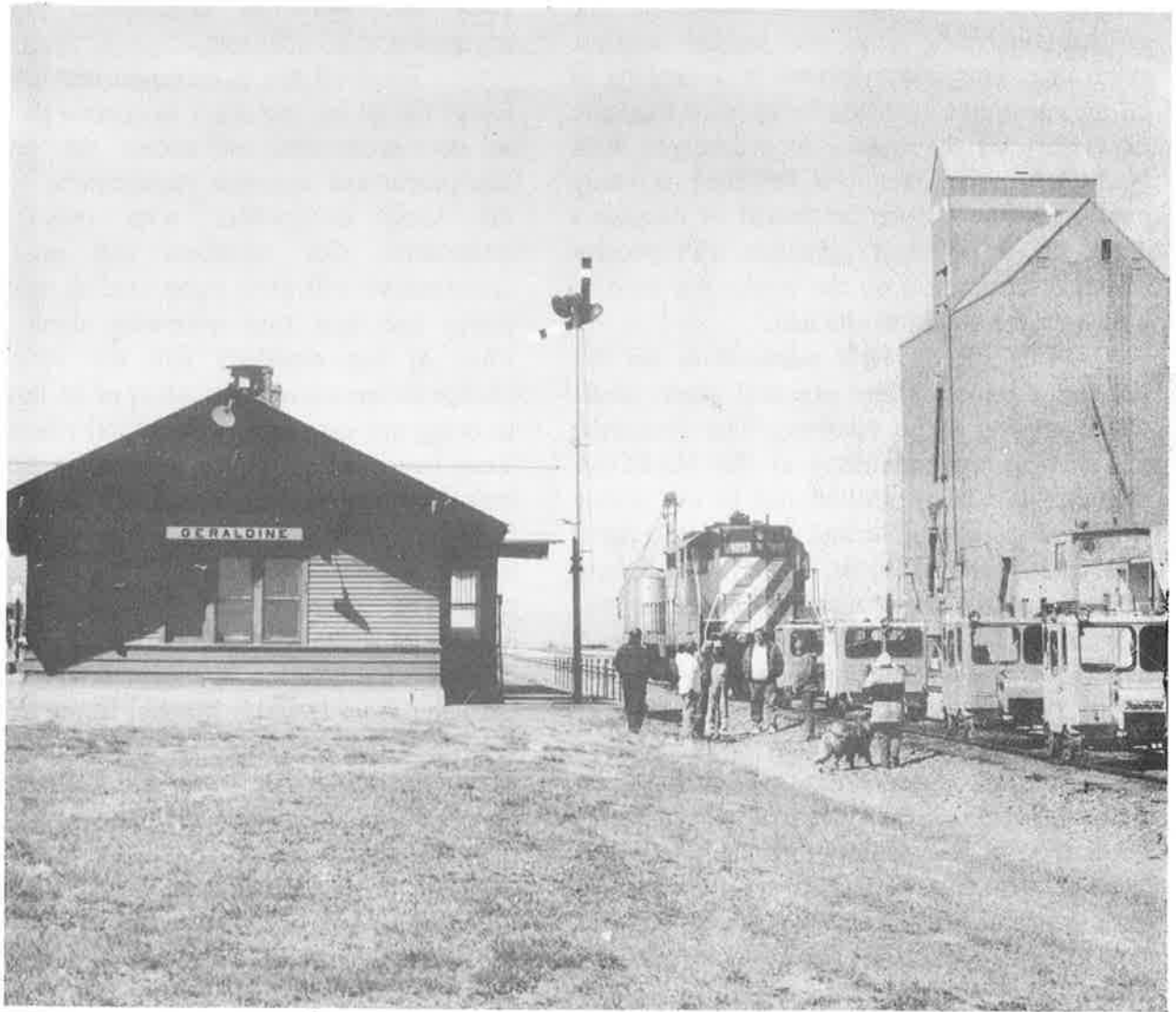
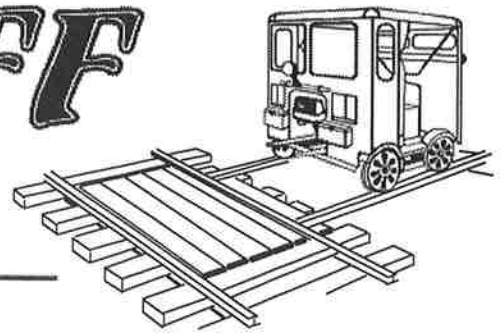


THE SETOFF

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

May/June 2000 Volume 14 - No. 2



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Views from the President's Car

by Stan Conyer

In this issue of The Setoff you will find a draft copy of the PROPOSED new NARCOA rulebook. This represents many months of hard work by the members of the committee, chaired by Dick Ray, which include representatives from many of our affiliates including those who publish separate rulebooks. This new rulebook is a merging of all the rulebooks currently being used to insure our safety on the rails. In accordance with NARCOA policy the new rulebook is being published here before the board of director's votes on it so your directors can receive comments from you on the book. We need to hear both the good and the bad.

This PROPOSED rulebook is not the finished product. There are still some issues which are yet to be resolved. The procedure for changes and additions to the NARCOA rulebook is clearly spelled out in our policy book and is being followed in this procedure. The role of the affiliates in the rule making process and the mechanism to change or add rules in the future needs to be addressed in our bylaws. Different rules are confusing to many of our members who travel to different parts of the country to enjoy motor car riding. This is the reason I proposed that a new rulebook be assembled from all the rules that are out there. There are a few new rules being proposed. One reflects the safety hazard of improperly retracted turn tables, and there are others, but most of the book addresses subjects already covered in the existing rulebook.

The procedure as I see it to bring this all together is this. First the role of the affiliates in the rule making process needs to be resolved. Second, any changes to the proposed rulebook discussed and approved. Third, votes

to accept the rulebook taken. A new committee must be formed to handle future rulebook changes, which insures input from all affiliates. Finally a program to mentor new operators and acknowledge experienced ones, including a rules test, must be developed, which is acceptable to all affiliates.

When all this is accomplished it will be easier for all our members to operate their cars at our excursions all across the country. Equipment and operator requirements will be the same everywhere with only minor exceptions. Our members and our meet coordinators will have more time to enjoy our hobby and less time worrying about rules. Most of our members will see very little change to our excursions. Most of us just want to bring our cars to a railroad and ride safely. Your board members are working together to make this happen.

In this issue you will find some members letters concerning home-built motor cars. The letter by Steve Weiss and Dave Verzi, on behalf of Ohio Valley Railcars, express two differing opinions. I will address the letter from Douglas Magby. In my letter in the last issue I wrote a tribute to Mark Mayfield, founder of Motor Car Collectors of America. Included in the column was a picture of Mark and his family on an early home-built car. This photo was taken in 1987. A car like this would not be allowed to operate at a NARCOA excursion today as it would not

(Continued On Page 15)

Cover Photo . . .

April 2000 PRO run on the Central Montana, stopped for lunch at Geraldine.

JOHN CHASE PHOTO

Please submit materials for the
July/August issue of
THE SETOFF by July 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

Insurance Program Update

by Tom Norman, NARCOA Insurance Administrator

The NARCOA Motorcar Insurance Program is off and running for the year 2000. We already have 603 insured members through April 19th, compared to 604 for the entire previous year, and 115 members have not renewed their insurance yet.

Certificates of Insurance issued for scheduled motorcar excursions already total 66. That means we are well on our way to exceed last year's total of 153 Certificates of Insurance covering 112 different railroads!

I would like to thank those members who sent in insurance applications early this year. As you know, I am a volunteer, as are the other five Area Insurance Reps. It is much easier to process applications at the first of the year, rather than during the busy summer and fall motorcar excursion seasons. After all, we want to be out there "riding the rails" too! So please allow plenty of time to process insurance applications and Certificates of Insurance. During the summer months, please allow up to 30 days turnaround time.

Which brings up the following warning: I will be on vacation from 6/16/00 through 7/14/00 on Chris Baldo's Pacific Northwest Tour 2000, and Hank Brown's 2000 BCR tour. If you need insurance help while I'm gone, call Doug Stivers. Please plan accordingly.

The NARCOA Area Insurance Representatives are listed below:

Hank Brown	Ph: (608) 839-4939
Jim McKeel	Ph: (316) 721-4378
Tom Norman	Ph: (406) 722-3012
Doug Stivers	Ph: (408) 264-1048
Jack Whitt	Ph: (352) 324-3868
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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.

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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

Let's Have NARCOA'S Affiliates Friendly to All Motorcars — an open letter to all NARCOA members

March 15, 2000

I applaud and support the fine work our leadership has done during the past years to improve safety and open up more rail mileage. However I think there is one area that needs attention and that is the practice by certain affiliates that ban certain types of motorcars solely on personal prejudice. For example, there is a NARCOA affiliate that currently bans home-built and modified motorcars in their meets yet uses the NARCOA insurance program (paid for in part by these same NARCOA members who own and operate homebuilt and modified motorcars) to run what become in effect "closed meets". There are stories of these NARCOA members (who have thousands of safe NARCOA meet miles) driving hundreds of miles to participate in a meet made possible by the NARCOA insurance program only to be refused entry by meet coordinators and affiliates who have added their rules to the NARCOA rules. There are also cases when a host railroad will allow home-builts or modifieds and these affiliates "poison the well" by making bogus claims about safety. While the condition of our equipment is an important issue, it is dealt with in our current NARCOA mechanical standards. It should be clear that any equipment that can pass current standards and run successfully on meets does not pose a threat to our safety record.

I submit that these practices by certain affiliates should not be allowed if these affiliates wish to benefit from NARCOA's insurance program. Apparently these individuals feel that since they have gone through the trouble of setting up a meet, they should be able to "do whatever they want." This is fine, but don't use the insurance we help pay for to set up your "closed operation" and then keep us out. NARCOA allows all types of motorcars that pass inspection. NARCOA affiliates should be required to do the same. Please share your views on this matter.

Steve Weiss
397 Spring Valley Rd.
Paramus, NJ 07652
(201)-599-1522

OVR Response to Member Steve Weiss

March 15, 2000

As an Affiliate of NARCOA with equipment restrictions over the base NARCOA policy, Ohio Valley Railcars has been asked to reply to the previous opinions and commentary that suggestively relate to OVR policy. Some NARCOA and Affiliate issues are also raised herein the previous editorial that while incorrect, cannot be fully addressed with this response.

OVR's policy of accepting factory-built equipment extends from requirements of our hosting railroads, which as a condition of the excursion, would not allow home-built equipment. It's a policy that actually predates the present OVR. OVR does not host closed excursions, a fact proven by the fact that it is a NARCOA Affiliate. NARCOA has an exhaustive Affiliate program that insures open participation at an Affiliate's event. It should be noted that the author of the prompting editorial has participated at OVR events in factory-built equipment. NARCOA policy and rules allow for the addition of equipment restrictions by either the host railroad or coordinator/Affiliate, and that same policy requires participation open to all NARCOA members subject to local membership and policy requirements.

The occasion has never arisen where OVR has refused participation to a member "who drove hundreds of miles" to attend an excursion. Our policies are made clear well prior to a participant's registration.

Enforcing professional mechanical and participant standards protects NARCOA's insurance and reputation. Consequently, in the unlikely event that a hosting OVR railroad would allow home-built equipment, OVR's staff is not qualified to judge the integrity of a self-engineered car, as it's possible to meet the letter of the rule while missing the intent of building a trackworthy motorcar. Factory-built cars have millions of proven miles on their design, and while not perfect, have a proven track record.

OVR will continue to provide high quality excursions on an ever growing list of railroads. A fact bolstered by the successful participation of its enthusiastic participants with proven factory-built equipment that hosting railroads are familiar and comfortable with operating on their railroads.

Respectfully submitted by the Board of Directors, Ohio Valley Railcars
Dave Verzi, President
Jerry Belter, Vice President
John Gonder, Secretary
Dean Mark, Treasurer
Jeff Levensgood

**Would this car then be "legal" to operate
on one of your excursions?**

April 11, 2000

Being one of those rare NARCOA members who do not yet have a rail car but plan on obtaining one, I was drawn to one of your photos in the March/ April 2000 issue of **THE SETOFF**. Having been influenced by an engineering background/manufacturing, I've always been interested in "small" vehicles whether they travel on land roads, rail, through the air, or on the water. That's one thing that attracts me to railcars. They are simple honest means of going from point A to B or whatever.

On page 20 of the March/April 2000 issue is a photo of Mark Mayfield taken in 1987, according to the caption. The railcar on which he and apparently his family are having a good time appears to be of a non factory nature, possibly "home-built." Would this car then or would it be now "legal" to operate on one of your excursions? I've got "sketches" of ideas (as every "inventor" does) on how a small rail vehicle might be built but do not know if a "standard" exists. I was under the impression that certain lighting and marking standards had to exist. Was just curious and thought you might have a comment.

Thanks and best regards,

Douglas Magby

Fuel Gauges for Motor Cars
by Ron Zammit



One of the problems I've always had with motor cars is running out of gas. In the early 1990's I was lucky enough to purchase, via a friend, an enclosed cab MT19B at one of the Union Pacific auctions. This car has the outside gas filler with spring loaded cap, making gas checks very difficult.

After trying various sticks and rods for gas gauges, I decided to find a better way. I had not run out of gas that much with the car—it gets great mileage—but the times I did were embarrassing.

In checking the JC Whitney Catalog, I found just the item needed: a gas gauge kit for about \$20. The kit comes complete with gauge and float. The wiring and gauge mounting were simple. However the float was a bit more difficult. You have to drill some holes in the tank. It goes without saying, but I'll say it anyway: do not drill into the gas tank with gas and/or gas vapor inside! In working with automobiles, I've filled gas tanks with water to

solder/drill/weld. However on the Fairmont tank, I drained it, then used a hair dryer running on the "fan" setting to blow out vapor. I ran the fan until no gasoline odor was detectable. I had to purchase a hole saw for the large hole via which the float enters the tank. Then, using the float-mounting bracket as a template I drilled the small holes needed around the one large hole. Using the gasket provided, the float bracket was attached to the tank and has never leaked.

Calibration is a snap; the float rod is adjustable so you can get "full" and "empty" readings to register on the gauge correctly. The unit is not linear for the Fairmont tank's shape. Therefore "1/2" full is not really correct, but you can get used to this. At least I have an indication as to how much fuel is left. And that has solved my problem, I have not run out of fuel with this car.

Maybe I should modify one of these for 6 volts and install on my 2-cycle car!



MT14 / MT19 TRANSMISSION OIL

Compiled by Dick Ray

The following is extracted from about six months' of discussion on the proper fluid for the transmission behind an Onan engine. There were many contributors to the discussion, each of whom had part of the answer.

It sort of started with a report from Mike Paul of an Onan-engined car towing another car uphill in a warm climate. The owner found significant oil leakage and discovered the oil had the consistency of water—in other words it had thinned out considerably. The transmission was replenished with 140W gear oil. Of course we assume the original fluid was correct, but there were a lot of unknowns at that time. The design of the transmission left a lot of places for thin oil to leak out.

The most often suggested lube oil is 80/140W or 90W gear lube. We should remember that those viscosity numbers are derived differently than for motor oil, so that 90W is not twice as thick as 40W

motor oil. Those oils are usually specified as being suitable for hypoid gears, however, meaning they will survive in the differential of rear drive vehicles. Another source reports that those oils should not be used in transmissions containing bronze bushings or gears. Apparently the only suitable oil is "straight" 140 weight gear lube. This is what Fairmont recommended in their manuals.

Although many people have had difficulty finding that straight 140W oil, Chad Newman has found it at Car Quest or a truck stop. Newman Machinery has put it into all the rebuilt transmissions that they use and have had no reports of trouble.

A related transmission fix addresses the lack of an oil seal at the front, which allows the transmission oil to get on the clutch. A fix was devised, and a drawing is available for the machining necessary to cure the problem. A second article by Bud Stych describes this fix with text and the drawing.

FIX THAT OIL LEAK!

Compiled by Bud Stych

From information supplied by Charlie Jensen, Patrick "Smitty" Smith, Tom Norman, and Dudley Newman

This is the information on adding an additional seal to the Transmission Input Shaft on an MT19A or MT14. Possibly just replacing the pinion bearing with a new sealed bearing will do the job, but installing the CR9244 seal while the transmission is on the bench gives additional insurance. If you find any incorrect information or have suggestions, please send them to me. Also, I want to know if this solution worked for you.

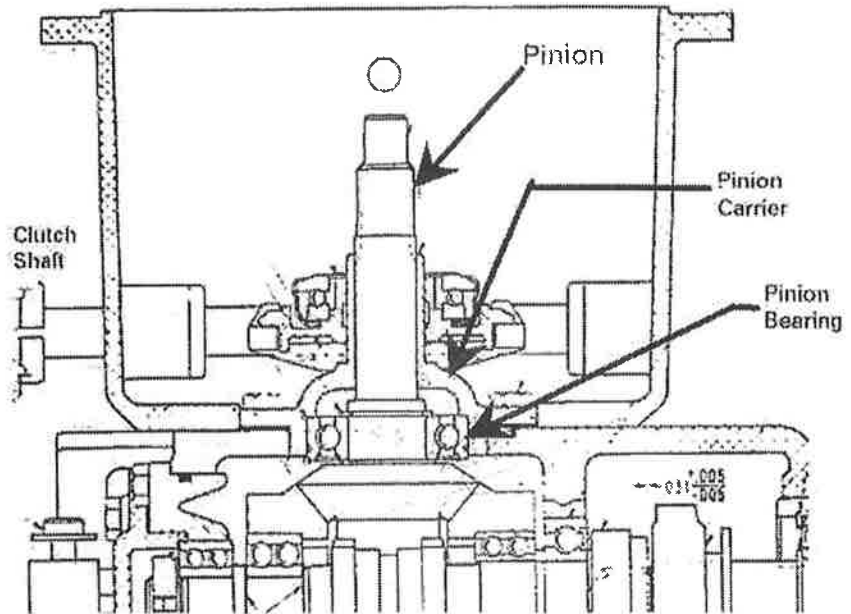
Please refer to the drawing to the right. You will need:

1. A replacement pinion bearing.
Tom Norman suggests using MRC #206SZZG which has a double seal, and prying out the inner seal to allow the oil to lubricate the bearing.
 2. A CR9244 seal from your local bearing supplier.
- A. Drain transmission fluid, remove transmission and clutch housing from the motor and separate them. Flush transmission.
 - B. Remove pinion and pinion carrier.
 - C. Remove pinion bearing retaining ring and pinion bearing.
 - D. Charlie Jensen suggests filing a small V-notch (perhaps angled downward towards the transmission) in the bottom of the hole where the bearing is mounted to allow the lubricant to drain back into the transmission.
 - E. Replace pinion bearing with replacement bearing.
 - F. Replace pinion bearing retaining ring.
 - G. Have a 3/16" deep hole bored in pinion carrier to accept CR9244 seal.

(Get the diameter from the bearing supplier. My supplier says 1.375").

- H. Have the CR9244 seal inserted in the bored hole with the open end of the seal towards the transmission (seal will protrude some).
- I. Polish the pinion shaft area where the CR9244 seal will ride on it.
- J. Replace pinion carrier. Use RTV seal around the pinion carrier bolt threads to prevent oil from wicking out.
- K. Bolt 'er up, fill 'er up, and get back on the rails.

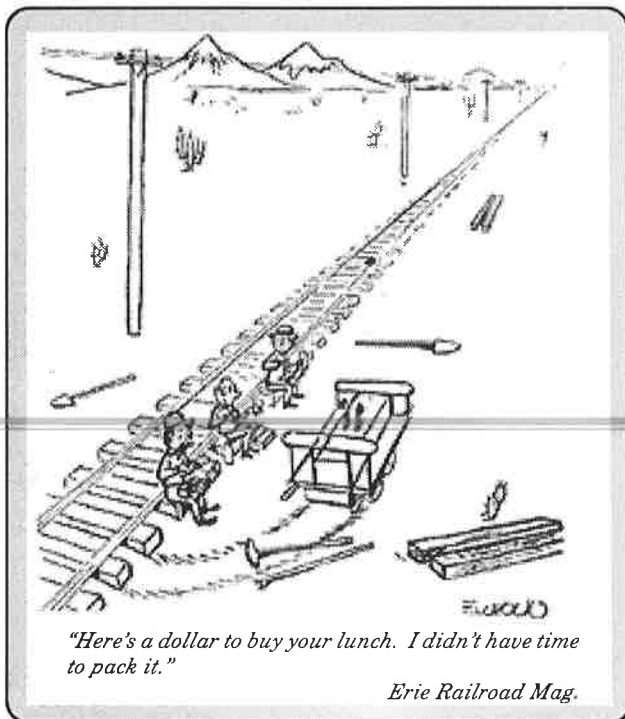
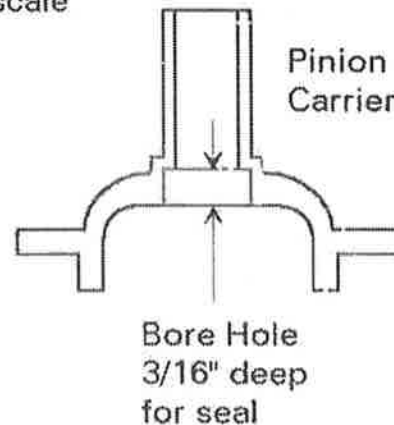
Section of Clutch Housing, viewed from above.



I would like to know if this solution worked for you. If you have any comments, please send them to:

Bud Stych
 14044 Bluff Road
 Traverse City, MI 49686
 bstych@gtii.com)

Not to scale



"Here's a dollar to buy your lunch. I didn't have time to pack it."

Erie Railroad Mag.

(Contributed By Dave Verzi)

You could say . . .

- Bend the iron** (change the position of a switch)
- Freeze the hub** (cool a heated journal)
- Hit the grit** (fall off a car)
- Make a hitch** (couple two cars together)
- Shuffle the deck** (used by local brakemen for switching housetracks at every station)
- Pin ahead and pick up two behind one** (Cut off the engine and pick up three cars from the siding, put two on the train and set the first one back on the siding)
- Wing her** (set the brakes on a moving train)

He Tried To Cross . . .

Pattern for Track Gage

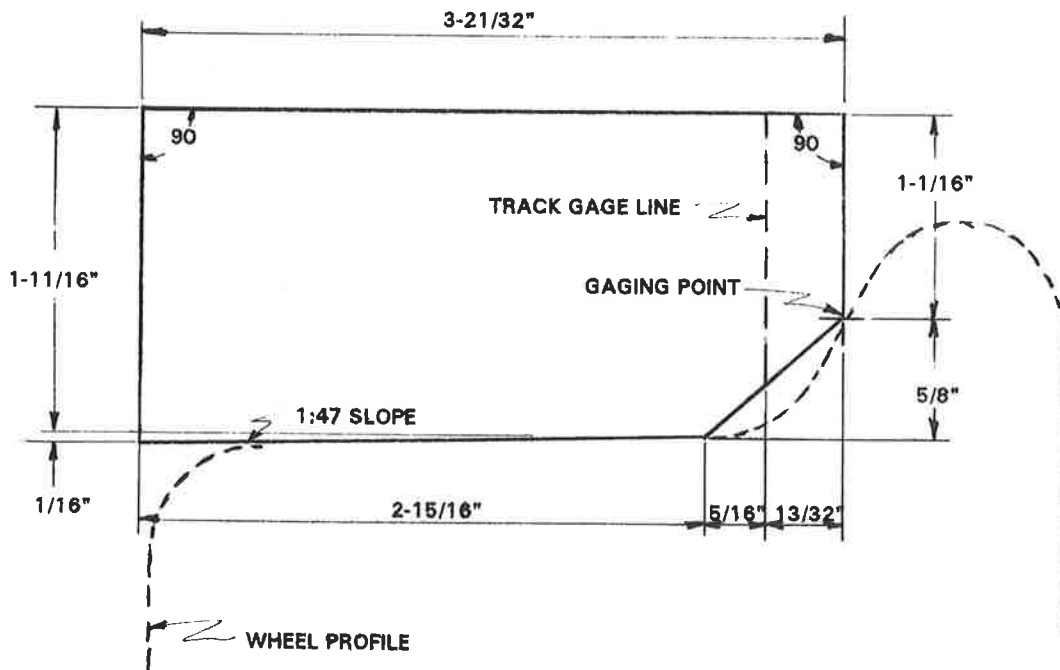
by Tom Norman

Here is a pattern for a simple gage to be used to measure motor car track gage. Transfer the dimensions to sheet metal, card stock, masonite or sheet plastic. You can also photo copy this page, as it is drawn full scale, and glue the pattern to cardboard. Make two gages, one as shown, and one opposite hand (or just scribe the track gage line on front and back of gage). To measure your motorcar track, hold one gage on left sheet and have a friend hold one on the right wheel. Using a tape measure, measure the distance between the inscribed track gage lines on the gages. Be sure that bottom edge of each gage is lying flat on the wheel tread and the gaging point is touching the flange.

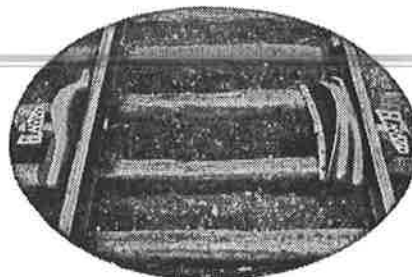
Fairmont recommends standard gage (56-1/2") motor cars be gages 56-1/4" to 56-3/8".

AREMA recommends standard gage motorcars and push cars be gaged 56-3/8" to 56-1/2".

The wheel tread slope for this gage is 1:47 which is for 1982 and later Fairmont wheels. Fairmont used 1:20 prior to 1937, 1:46 from 1937 to 1982. AREA and AREMA used 1:50 from 1958 on. A different slope will not make a noticeable difference in track gage using the above pattern. AREA, AREMA, and Fairmont all use the same gaging point which is 5/8" above the tread, and 13/31" in from the track gage line. This gage should work for pressed steel wheels of 14", 16" and 20" diameter.



READING CAR and ENGINE REPLACERS



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832 Transportation Building

*Reading ad from the July 1916
Milwaukee Railway System
Employees' Magazine.*

BILL TAYLOR COLLECTION

EDUCATION, NOT LEGISLATION

Editor's note: The following is the first in what Dick Ray and I hope becomes a series of short pieces on railroad equipment and therefore on safety. Please feel free to contribute, so that we all are better educated when we start out on the next run.

SPRING FROGS

By Dick Ray

WM M9 #67

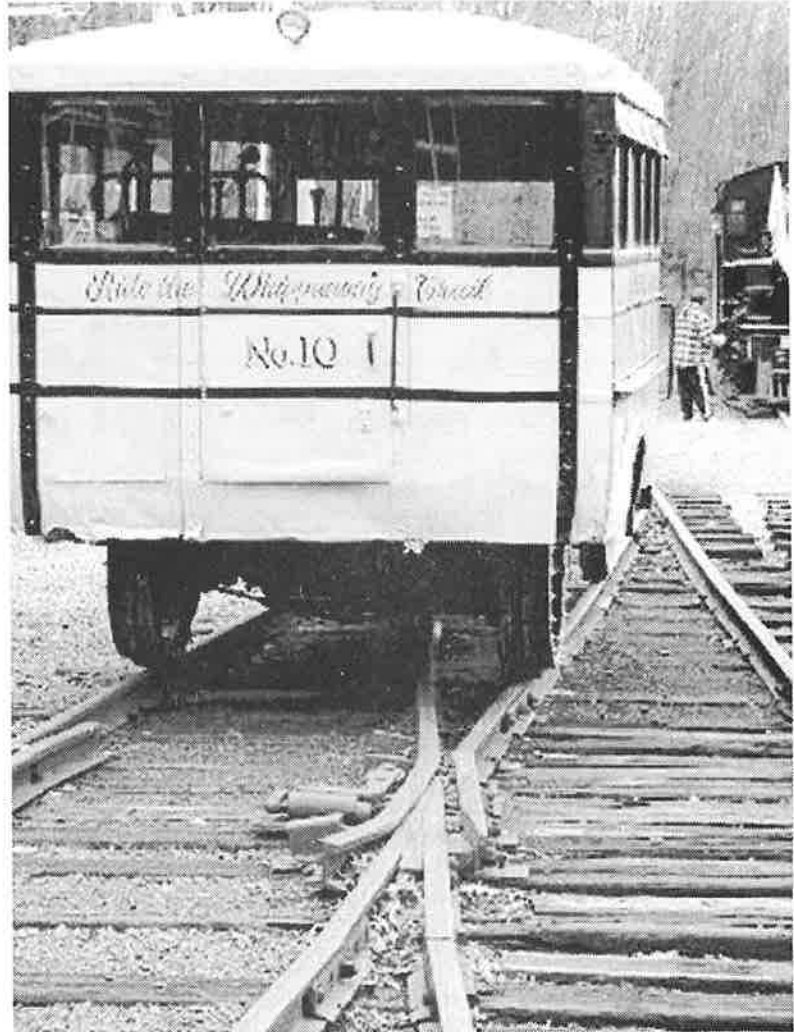
The saying "Education, not Legislation" originated with Fred Fisher of Riverside, New Jersey, several years ago, and is particularly appropriate now that we are redoing the Rulebook. The Rulebook requires that cars be walked through a spring frog, but perhaps not everyone knows what a spring frog is. This article and the accompanying photos are intended to be an educational service for those who do not know about the danger presented by a spring frog. But be forewarned; now no one can say, "I did not know what that was!"

Look closely at the frog behind the railbus. If the bus moves backward there is seemingly no flangeway for his right rear wheel. If the flange follows the one flangeway you can see, he will be derailed. The close-up photo of the frog shows that there is a spring-loading mechanism holding the needed flangeway closed. The railbus and typical railroad cars are heavy enough to overcome the spring tension and so provide a flangeway through the frog.

Our motorcars are typically not heavy enough to pry the flangeway open and so will bounce up and over the frog. If the car is going faster than a walk, the guardrail shown on the left rail may not be enough to contain our flange, and a derailment may occur. It has happened more than once, but should never happen again. Remember that you do not just fall onto the ties. You fall onto a switch which can damage your rear pulley or sprocket. In addition the rails can bring you to a very sudden stop and cause you to fall out of the car.

The spring frog is intended to provide a smooth route through the main line or straight route. The railbus is on the diverging route. The danger to a motorcar is present going either direction on the diverging route, but the straight route is safe.

The railbus is a 1918 White, and is located at the Whippany Railroad Museum at Whippany, New Jersey. The rail in the vicinity of the spring frog bears the dates 1919 and 1923. It is not known if this is the original rail, but the bus went into service here in 1918 on the Morris & Essex Railroad. Some of the ties do not have tie plates, and the rail appears to be no larger than 70-pound.



As Fast Train Nears.

Harold T. Hog Hosts Meet on the SMRS

By Dave Stroebe

One of the advantages of our hobby is the opportunity to socialize with those who have a common interest. Keeping this in mind, I decided to cure "Cabin Fever" with a Pig Roast in conjunction with a meet on the Southern Michigan Railroad April 29, 2000.

I knew that the line hadn't been used much so far, and that crossings needed to be dug out and brush cut. So on Friday, April 28th, I met Kelley St. Antoine from Cheboygan, Michigan, and Glen Rothfuss from Michigan Center at the SMRS yard at Clinton. We loaded our cars (Two M19s and one MT14) with pick axes, shovels, brooms, ice fishing spuds, hoes, my chainsaw and Kelley's unique gas-powered broom. My plan was to dig out the first half of the line, since a track relocation project was still being performed.

As we headed south, the crossings became more gravel filled, requiring more effort with the pick ax and garden hoes. Kelly fired up his power broom and soon made short work of digging out the flangeways. We finally reached Tecumseh Michigan and were met by SMRS motor car supervisor Eric Schwandt who proceeded to finalize arrangements for the next day's meet. While we were there, Ernie Jeschke (**THE SETOFF** publisher) drove up and informed us that the relocation project was to be completed that night and we should be able to run the entire line without setting on twice as I had planned. What a relief that was. Who wants to set on twice?

We turned and headed back to Clinton where we reloaded our cars and trailered them to "South Yard" in Tecumseh. There we set on, and after I logged in, as I had in Clinton, we loaded our equipment in our cars and proceeded to clean out crossings to Raisin Center. After we passed a golf course, we set about our most formidable task of removing a highly bloated deer carcass which the highway department had tossed on the "abandoned track." This task fell to Glen and me whose cast iron stomachs were not affected by the highly pungent aromatic properties of the unfortunate creature! A few strokes of the garden hoes, and we skillfully removed the deer to a nearby thicket. Glen went back and brought a few old Christmas trees to cover up the spectacle! We then cleaned out the next crossing. We finally arrived at the end of track, turned our cars and headed to Tecumseh.

As we approached M50 we couldn't see any activity on the newly laid track, so Glen and I decided to make a run for Clinton. Kelly was tired from all

the hard work, so he loaded up and went to the Tecumseh Inn for the night.

We arrived at Clinton to find several cars already set on and waiting for a night run. Glen and I joined Gary Greenwood and others, though I explained that my track warrant expired at midnight and we had to be back in Clinton and off the main by then. We made it to South Yard and turned the cars and returned to Clinton.

After a good night's sleep at Eric & Beth Schwandt's place, I headed to Clinton to find Eric helping with setons and collecting money and releases. By 9:45 AM 27 cars from Michigan, Ohio, Indiana, Kentucky, Illinois and Ontario, Canada, had set on. At 9:50 AM I called the safety meeting and explained to the meet operators and their guests to prepare to stop at all crossings, to come to a stop at all major crossings and to remember that highway traffic has the right of way over motorcars, etc. I explained that "Harold T. Hog" would be making his appearance at about 1:30 PM.

At 10:00 AM we headed south out of Clinton. We ran along "Raisin Center Highway," passing ponds, thickets before coming into the outskirts of Tecumseh. South Evans Street was still blocked off to highway traffic, so we didn't have to be concerned about that crossing. We slowed and prepared to stop at several side streets before coming to M50. In the safety meeting I explained that since Evans Street ran along the main, we would use the traffic light to cross busy M50, being mindful of autos making left turns onto M50. Once across M50, we watched for traffic coming out of alleys in Tecumseh, then headed across a very rough "diamond" leading to a motorcar display of an A-type gang car used by the SMRS for advertising. I stopped short of Russell Road and radioed Rich Dunton to find out if they were across M50 yet. He informed me that they were just about to clear M50. Once the rear car caught up to us in South Yard, we bunched up and headed across Russell Road as a complete "train" as soon we got the green traffic light. We headed across Comfort Road and by the golf course, past the sight of the previous day's carcass extraction, and over several private crossings of homes nearby, all the while using caution when approaching these crossings.

At Sutton Road, we stopped to bunch up again and wait for Eric Schwandt to activate the crossing signal manually and to have the flaggers from the rear cars flag the crossing using red fuses. Sutton road is a very busy east-west road, and traffic moves

at high speeds. This was the crossing I was most concerned about. With the signal activated and flaggers with fuses in hand, we made it safely across Sutton Road. I waited to allow our flaggers to board their cars and for Eric to turn off the signal.

We soon passed a large chemical plant and entered the woods. We crossed over a high bridge over the River Raisin (That is its name, not Raisin River) which was the high point (no pun intended) of the runs. At Laberdee Road we turned our cars and backed to the Norfolk Southern main line and the end of track. While we were there we were treated to the passing of a hot NS westbound. After the last car had turned, we waited ten minutes, then headed back to Clinton.

We turned our cars at the various crossings leading to Clinton Yard. I was informed that "Harold T. Hog" was there on his roasting tray and that Liz Dunton and Les Huizenga were carving the pig for the 64 hungry people. The pig was done to perfection, and we had side dishes of cole slaw, spaghetti salad, potato salad, homemade cookies and pop. Everybody went away stuffed. Some of us visited

Les King's mobile motor car parts emporium which was parked at the curb in front of the museum. At 3:00 PM we made our second run. We then made two more runs, the last being a night run to Laberdee Road with five cars. Southbound at Tecumseh, one car dropped out because the operator's wife's purse fell off the motor car. I assumed they found it because we didn't see it on they way back! We arrived back in Clinton at 11:50 PM ten minutes before my track warrant expired.

All in all, we had a fine time of motor cars, good food, good fellowship and all under perfect blue skies and with warm weather. As usual we had absolutely no accidents, and everybody enjoyed a very safe time.

I want to thank the Southern Michigan Railroad for allowing us to run on the track. Also I want to thank Beth Schwandt who handled the pig roast, Cindy King, Vicki Stahler, Liz Dunton, Nancy Stych, Celia Davision SMRS President, Richard Loucks, and Les Huizenga who helped with the dinner; Clinton and Mark Andrews and Charlie Hill for flagging grade crossings; and Glen Rothfuss and Kelly St. Antoine for helping prepare the line for this meet.

A New Name For FAIRMONT

by Joel Williams

Fairmont Tamper has acquired **Pandrol Jackson** and has changed its name to **Harsco Track Technologies**. They plan to keep the Tamper, Fairmont, and Jackson names very much alive and active in their product lines.

Following is a short history of Harsco Track Technologies Division, including a list of the companies and year acquired:

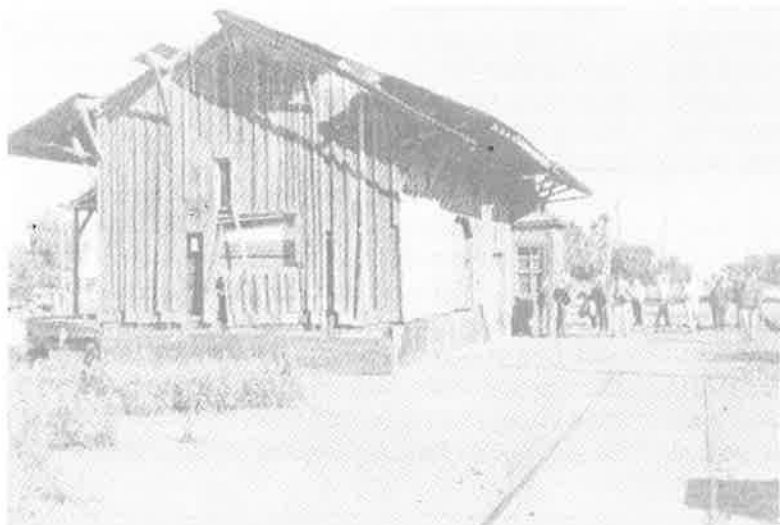
1. **Fairmont Railway Motors** (1979)
This is the original acquisition that started Harsco into the railway maintenance of way business.
2. **Permaquip** (1986)
UK small track tool manufacturing. Today primary business is hy-rail. Plant continues to operate in the United Kingdom.
3. **RTW** (1987)
Philadelphia, Pennsylvania, company that manufactured tie cranes.
4. **Portec** (1988,
Pittsburgh, Pennsylvania, company that made tie inserter removers, anchor machines, and spike drivers.
5. **Tamper** (1992)
Columbia, South Carolina, company that manufactures tampers, track renewal machines, ballast regulators, and many other products.
6. **Holley** (1995)
Montgomery, Alabama, company that manufactured spike reclaimers, tie plate handlers, anchor squeezers, and anchor spreaders.
7. **Pandrol Jackson** (1999)
Ludington, Michigan, company that manufactures tampers, rail grinders, rail flaw detection equipment, and stoneblowers.

Death Didn't Draft Him . . .

The West Valley Line

by Ron Zammit

It was going to finally happen, we were going to ride some rails I had coveted for years. Denny Anspach had acquired permission for an excursion



The former SP station at Willows. In bad shape, won't someone give it some TLC? RON ZAMMIT PHOTO

on the former Southern Pacific "west valley line," now operated by California Northern. This line once hosted the many SP passenger trains between California and points north in Oregon and Washington. In late March, Pacific Railcar Operators hosted the first ever motor car excursion on this trackage between Woodland and Corning.

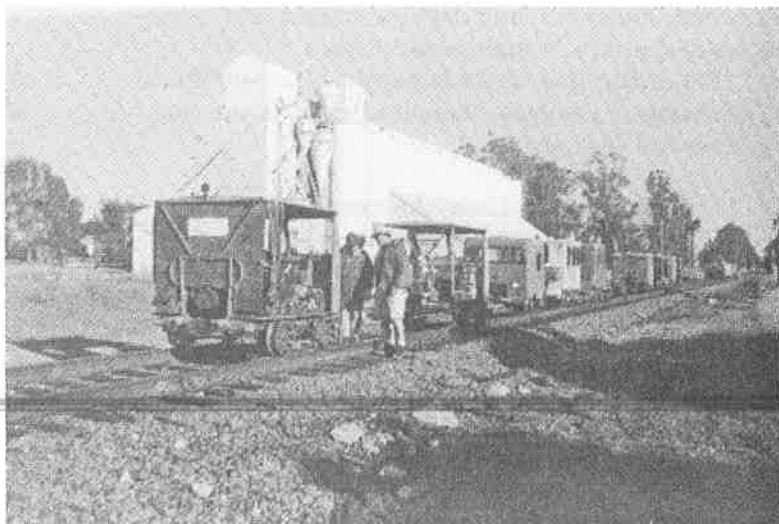
Now why should I get so excited? The line is itself not as interesting as many of the rails I've had the privilege to operate over. And the passenger trains are long gone. The interest for me was that I had been watching this line for many years as I went to other excursions further north, as I-5 parallels the rails. Yes, as I had traveled north many times, to ride the McCloud, OC&E (Oregon, California and Eastern, now lifted), NCO (Nevada, California, and Oregon), CORP (Central Oregon and Pacific running the Coos Bay and Syskiyou lines), Tillamook, Yreka Western and many other lines in Washington, Montana, Idaho, and British Columbia, I and many others in the motor car community had driven beside these tracks. All these trips started with the drive up I-5 along the west valley

line, and now I was going to be able to ride it!

For this excursion I decided to bring my M19AA, a thirsty beast, which at best gets 20 m.p.g. Planning for gas was essential. Denny, along with Bob Church, had scouted the line weeks before and decided the best way to organize was a 12-hour jaunt over the line with few stops. That meant, with 190 miles of travel for the day, that I had to pack about 10 gallons of mix for the 2-cycle. This was done with cans safely stowed, and I, along with 31 other operators showed up in Woodland, trackside on a breezy Saturday morning for a safety meeting and 6 AM departure.

At the meeting Denny stressed flagging and the crossings—85 major ones. With more than 30 cars, we would cross public streets and drives over 5,000 times. We had to be careful. After the meeting we started the cars and backed out onto the main. Our lead escort was Doug Purdy, former employee of the McCloud and a person who had led us before on that fine railroad.

We headed north, and the most noticeable thing, besides the crossings which were not too bad this early, was the terrific head wind from the north. Not only was it cold, but it was relentless. My guest

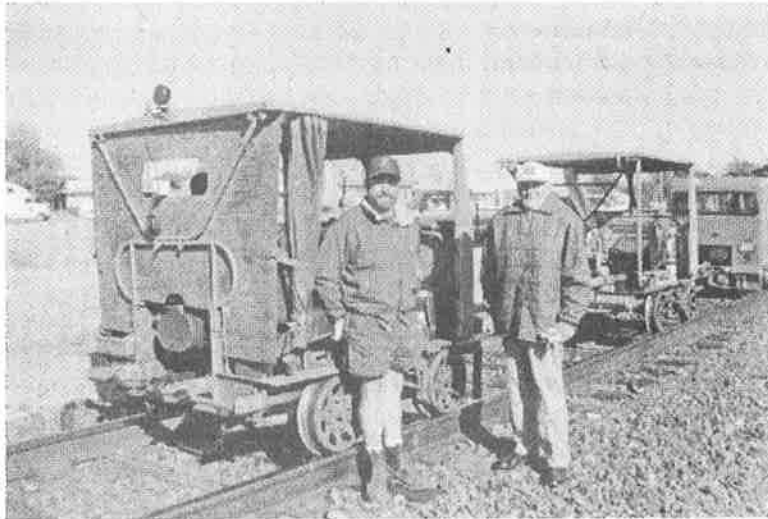


Stop near rice dryer. RON ZAMMIT PHOTO

was Rick Perry, employee of CORP. Since he had come down from Oregon, he figured on a warm day so only had on shorts. I had gotten my rain gear

from the truck as we had left the yard, and now he needed it.

Rick and I were at the very end of the group with all the other belt cars. Directly in front of us were two ST2s and a M9. Once out of Woodland, the group stretched out several miles, and speeds were about 30 m.p.h. I was running full throttle at times with the head wind. The track was wonder-



Chris Baldo and his Dad. The elder Baldo is 87 years old—great to see someone like him out in the motor cars. He had a great time and was in such great shape, he helped us turn the cars. RON ZAMMIT PHOTO

ful, a mix of smooth welded rail with sections of jointed mixed in. Curves were elevated and gradual. On either side were the mountains, which surround the Sacramento Valley, with snow showing on various peaks. And yes, there was I-5, with the stream

From Yesteryear . . .

HANDCAR AT GARRISON [Bearmouth] HIT BY CABOOSE HOP

At an early hour last evening a "caboose hop" of the Northern Pacific passing Bearmouth station collided with a handcar which the section men failed to have removed from the track. The meeting was disastrous for the handcar and caused the engine to leave the rails and start across the country toward the Milwaukee tracks. The caboose cleared the main line about 10 feet, and the engine was within 20 feet of the Milwaukee track before it came to a stop. The engine remained upright and was not seriously damaged. The train was in charge of Engineer Dittlemeier and Conductor C.E. Newton. No one was injured and the accident is considered very fortunate.

Missoulian

December 15, 1910

of vehicles it always carries. Finally I was on the rails I had always seen on my northern drives!

At the first stop in Arbuckle, I noticed the level of gas in my tank—bad news! I had gotten only 15 mpg. I filled the tank with gas from my stash on board. Now the search was on for gas. I did not have enough, but I did have a quart of 2-cycle oil. Luckily, the group had stopped near a station, so instead of using the porta-pottie, I ran over to the station and filled a container. (It turns out we did have to make a gas stop; everyone was using more than planned. Additionally, Theron Brown, one of the ST2 operators, had a "pit crew." His wife was pacing us with a pickup and was supplying him gas at each stop, so some of us paid her to pick up extra fuel.)

As we moved north, I noticed the fields around us were for rice. In spots crews were using laser levelers to level the fields for crop flooding, very sophisticated compared to what my grandfather did in his rice fields in southwest Louisiana. Additionally, crop dusters were at work with their biplanes.

At one stop, I noticed a bird's nest in the ballast with four spotted eggs. Without seeing it, we stopped right next to it. It was a killdeer nest, and mom was nearby making a racket. Rick says the birds seem to favor the ballast, and he always has to work around such nests

when he's doing his signal work.

Further north, Sutter Buttes were clearly in view east of track. This is supposed to be the world's smallest mountain range. It appears as an outcropping of mountains on the Sacramento Valley bottom. Near noon, snow-topped Mt. Lassen (a volcano, and southerly extension of the Cascades) came into view, and finally, right before the turn around in Corning, there was Mt. Shasta. It was huge and snow-covered. Alas, this trip would not take us to its foot, even though the track certainly goes there.

At Corning we turned the cars and had lunch. Facilities were nearby, and the wind died off. It was the beginning of a perfect return trip. (Of course, had the wind continued, we would have had a tail wind, but I'm pleased that the wind did not reverse to give a headwind both ways.) With all of us gassed up, we headed south. The trip back was pleasant, and we returned "on the advertised" at 6 PM.

Many thanks to Denny, all the group leaders, and the seton directors for making this a safe, enjoyable trip.

He Volunteered. Burma Shave

It Was Love at First Run.

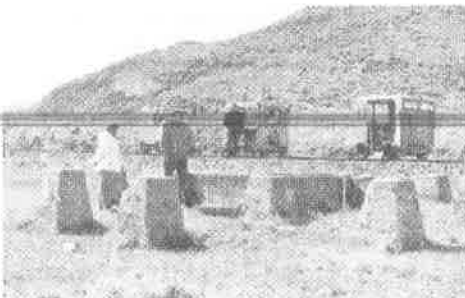
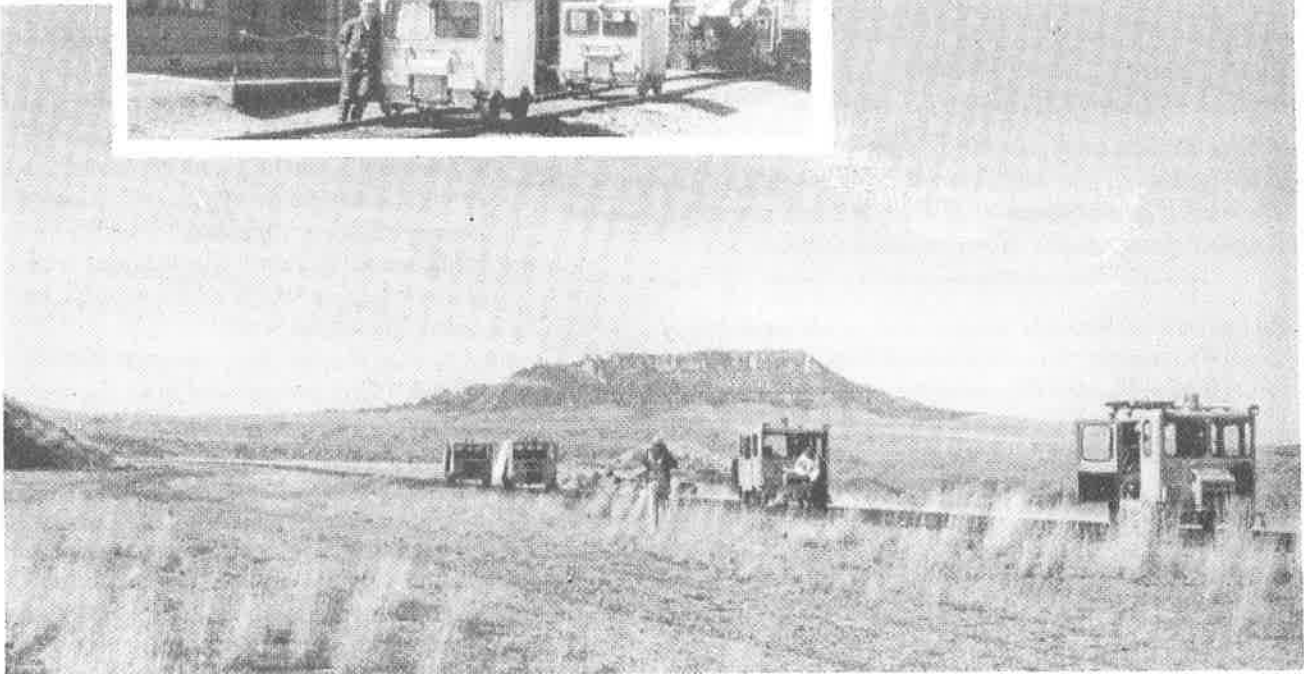
Meet John Chase, a new motorcar owner/operator on his first outing. Normans, Radomans, and Taylors escorted John and his passenger Jack Hoover along the Central Montana for a leisurely, two-day trip with lots of time for learning and for taking photographs. If we heard him correctly, all the money spent so far on car, trailer, dues, etc., has come back as joy on this very first run!

JOHN CHASE PHOTOS

***John and his Northern Pacific
MT19A at Geraldine, Montana.***



Square Butte in the distance.



***First we scared the rabbit into the
water tank foundation, then we
had to rescue him.***



Sage Creek tunnel.

Views from the President's Car

(Continued From Page 2)

meet current standards. Years ago many home-built cars started showing up at our meets. Some were real engineering works of art while others were wrecks looking for some place to happen. NARCOA equipment standards were written specifically to give members who wish to build their own, some minimal standards to go by. In addition, added safety equipment to reflect the way we use these cars is specified.

Can you build a better motor car, I am sure someone out there can, but I wouldn't try. A suitable home-built car would have to be built to the highest standards, but it could be done. We should not stifle American ingenuity by simply not allowing a craftsman to try to build a better car. To not allow any home-built motor car is very shortsighted in a hobby with limited equipment resources. Our host railroads and meet coordinators must have the final authority as to whether or not they will allow any motor car to operate on the railroad they have taken responsibility for, so these are the people who must be satisfied. It is far easier to rebuild an existing motor car than design and build one from scratch.

Also in this issue are ballots to vote for members of the Board for directors for the odd numbered areas. You have received a ballot only if you live in an area where the director is up for re-election. The directors in area 3, 5, 7, and 9 are unopposed. Director seats in area 1 and 11 have two candidates. Please carefully consider the candidates and return your ballot.

One final note to meet coordinators. NARCOA's affiliate program requires that all excursions that use the NARCOA insurance be organized by a NARCOA affiliate after January 1, 2001. If you have neither affiliated nor joined with another affiliated group you will not be eligible to organize an excursion using our insurance. This is being done to ensure that all NARCOA insured events are open to all NARCOA members, and to offer some protection for our organization. The affiliation procedure is simple and open to all

NARCOA members. It was explained on page four of the September / October 1999 issue of The Setoff, or you can contact Dave Verzi (Dave's address is listed in the "Flag").

Many members of your staff at NARCOA have worked hard and continue to work hard to make participation at motor car excursions safe and simple. Please let me or your board representative know your thoughts on how we are doing and your suggestions will be carefully considered.

Thank you and be careful out there.

Stan Coyner



NARCOA Book Of Rules #5 Draft Copy

The NARCOA Board of Directors at their Board meeting in Chicago last fall formed a committee to merge NARCOA Book of Rules #4 with those of affiliates who have issued their own rule books. The committee has worked very hard over the winter and developed the NARCOA Book of Rules #5 draft.

This proposed rule book is being published to allow each member to make comment to his/her elected representative before the representative is allowed to vote on its acceptance or rejection, per NARCOA policy. Please do not send comments to me.

Assuming The Setoff is received before July 1, members will have until August 1 to make comments. A vote will then be taken, whereby each board member will receive a ballot and will vote to accept or reject the entire rule book. The results of the balloting would then be collected before the September 15 - 16 board meeting.

Mike Mitzel
Chairman of Safety and Rules

This Is A
DRAFT COPY
Of The Proposed
NARCOA Book Of Rules #5
(Effective Date To Be Announced)

February 7, 2000

Book Of Rules

Version 5
(Effective Date To Be Announced)

This version will replace all previous versions.

NORTH AMERICAN
RAILCAR OPERATORS ASSOCIATION
Box 82
Greendell, NJ, 07839

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INTRODUCTION

This issue, Version 5, supersedes all previous Editions. In addition it replaces all alternative rulebooks used for NARCOA insured motor car excursions. As a condition for attendance at NARCOA insured motor car excursions, members must demonstrate familiarity with its contents, via a written test on the rules and a certificate attesting that the motor car operator is knowledgeable about the rules. This Rule Book will be the defining Rule Book for NARCOA insured excursions with possible modifications by the host railroad, community, state, or federal government regulations.

SAFETY

The conditions encountered at an organized motor car excursion differ from those found in railroad maintenance-of-way service. Certain concerns of this type of work aren't found at motor car excursions, while other problems are generated by the operation of large numbers of motor cars in close proximity. These rules have been formulated to take that difference into account.

Motor car operators are responsible for knowing and obeying these rules, and ensuring that their passengers obey these rules. Obedience to the rules is essential to safety. Rules

cannot be written to cover every possible situation that may arise in connection with operation.

Rules are not a substitute for the common sense and good judgment which must be used in the absence of specific instructions. When in doubt, the safest course must be taken. Safety is the foundation of motor car enjoyment. The good safety habits of each operator and of his/her passengers ensures the pleasure of all. The carelessness of a single individual can create serious personal injury and has the potential to close off the entire hobby to the larger group.

THE RAILROADS

Railroads are a serious transportation business, and their personnel may be unfamiliar with organized recreational motor car events, commonly perceiving such activities as both unsafe and inconsistent with the railroad's primary business goals. In these regards, the railroads will accept us only if we can positively demonstrate beforehand a history of mature judgment, behavior, operational competence, unswerving commitment to safety in all of its aspects, and a willingness to be accountable for our actions. In other words, the railroad must consider us an asset instead of a liability.

RAILROAD RULES

The railroads on which we operate may impose their own operating rules and/or mechanical standards. Where these rules and standards conflict with those in this Rule Book, the more restrictive rules in terms of the safety of individuals and the protection of property will prevail in all instances unless mutually agreed upon otherwise. Additionally a railroad may specifically waive a NARCOA rule or rules in the interest of safety on its track. The railroad industry operates by rules, understands rules, and expects rules to govern all railroad operation. Violation of NARCOA or host railroad safety rules may result in loss of riding and/or membership privileges.

It is the duty of all operators to report rules violations to the Excursion Coordinator as soon as possible. If violations are dangerous the excursion will be halted until the violation ceases.

I. MOTOR CAR MECHANICAL STANDARDS

1. GENERAL. Minimum mechanical standards are established below. Each operator has the responsibility for the safe mechanical and operating condition of their motor car

2. BRAKES. Brakes shall stop all four wheels, acting on the wheel surfaces or on disks/drums on the axles. An exception is manufactured cars not originally equipped with four wheel brakes. All brakes shall operate simultaneously from one lever or pedal. Application and release of brakes must require one simple direct motion of the operator. The brake lever must hold the car in position and not be beyond one-half of its available travel. Brake end arms shall not be in danger of going over center with full application. Each car shall be equipped with a device which is capable of keeping the

brakes applied when the car is unattended. Electric or boosted brakes are not allowed unless they are original equipment.

3. **GLAZING.** Laminated safety glass is recommended for windshields. Tempered glass and plain window glass are unacceptable for any window. Polycarbonate, Lexan, or Plexiglass are acceptable unless the surface is scratched to the point that vision is impaired. Severely cracked or shattered glass is forbidden.

4. **FOOTBOARDS.** Adequate footboards for operator and passengers shall be conveniently located and securely fastened to the car.

5. **ROTATING PARTS.** Exposed moving engine or drive line parts must have proper guards to prevent injury to riders or bystanders.

6. **REVERSE.** All cars must be capable of operating in a reverse direction. Exceptions are cars which can be easily turned in place.

7. **WHEELS.** Worn running surfaces on detachable plate wheels (pressed wheels) are not to be repaired by welding. Wheel running surfaces on plate wheels shall not be less than 1/8 inch thickness for light and medium weight cars, and 5/32 inches thick for heavy gang cars. Wheels must be free from cracks. Only manufactured wheels are allowed. Exception: Wheels approved by NARCOA Board of Directors.

8. **INSULATION.** All wheels must be electrically insulated from each other so that there is no possibility that track circuits for grade crossings, or other signaling, will be activated.

9. **TOW HITCHES.** All cars must be equipped with horizontal tow hitches, with a 3/4 inch to 1 inch hole, mounted on the front and rear of the car 6 to 16 inches above the railhead. The hitch must be constructed of material at least as thick as the member to which it is attached. Eye bolts used as tow hitches must be of 1/2 inch stock or larger, and must be welded closed or cast. Hitches must be mounted on the center-line of the car.

10. **TOW BARS & PINS.** A tow bar strong enough for pushing or towing must be carried on the car. It must be at least 20 inches long. The ends of the tow bar shall overlap the top and bottom of the hitch. Tow pins must be 3/4 inch (nominal) and have a retainer clip to prevent them from falling out. Bolts and nuts are not acceptable unless drilled for and used with a retainer clip. It is the responsibility of each operator to make certain that the length of the towbar is sufficient to clear any structural overhang or attachments on the end of the car that might otherwise prevent safe coupling to another car.

11. **FUEL TANKS.** AAR standards require that all exposed gasoline tanks be painted red. Auxiliary containers must be

approved for the purpose of storing and transporting fuel by a recognized testing agency. Auxiliary fuel containers must be secured to the car. Protection against puncture for the main and auxiliary tanks is highly recommended. Containers of compressed gas must be mounted inside the frame of the motorcar.

12. **LIGHTS.** All motorcars are required to be equipped with a head light and a red tail light. Cars without original lighting equipment may use portable battery operated lights as a substitute.

13. **STOP LIGHTS.** All motor cars must be equipped with one or more red stoplights mounted on the rear of the car which are automatically illuminated upon brake application. Stoplights must be bright enough to be easily visible in daylight at 300 feet. Stoplights may be integral with the tail lights. Stoplights may flash with brake application. Non-lighted cars must use a battery operated manual stoplight if operated after dark.

14. **FLAGS.** Two bright red or orange flags, minimum size 16 inches by 16 inches, must be carried on each car and be used for signaling other motor cars and flagging crossings.

15. **TRAILER CARS.** Trailer cars are discouraged at all times, and may be prohibited at any individual event unless specifically accepted by the Excursion Coordinator. If used for carrying passengers the trailer must meet all other relevant NARCOA equipment rules including an operable, four wheel brake system and required lighting. End sill railings securely fastened to the car and seats for all passengers are required.

16. **AUDIBLE WARNING DEVICE.** Each car must be equipped with an audible warning device. This device is not to be used as a substitute for other signaling requirements at grade crossings. The operator is cautioned to avoid excessive noise from loud horns.

17. **HANDHOLDS.** The front and rear safety railings originally supplied with the motor car must remain in place. Replacement must be with OEM type safety railings or equivalent.

18. **ADDITIONAL SAFETY EQUIPMENT.** A first aid kit and an ABC fire extinguisher with a minimum 2 pound capacity are required to be carried on each motor car. Seat belts are recommended.

19. **TURNTABLES.** Hydraulic turntables including the OEM Fairmont types must be equipped with a positive locking mechanism that will prevent the table from dropping inadvertently. All turntable installations including electrically operated turntables with positive gear engagement must be equipped with an audible or visual alarm system that notifies the operator if the turntable is not fully retracted.

20. **MISCELLANEOUS.** Cracked or broken frame members, broken or rotten floor boards, body panels not fastened securely, badly cracked glass, loose axles or axle

bearings, or similar defects which affect safe operation may be cause for exclusion from NARCOA excursion participation.

II. MOTOR CAR OPERATING RULES

1. GENERAL. Most of the safety issues in recreational motor car excursions may be likened to that encountered in a line of automobiles following one another on a one lane road without shoulders. All should recognize that this is not standard railroad practice, where motor cars usually operate alone.

Motor car excursions may be held on little used or irregular track. Brush may obscure clear vision of the track and right-of-way. Rail joints may be uneven, rail segments may be missing, track gauge may be variable, switches may be unusable, and grade crossings may be paved over. Infrequent use of track makes the right-of-way a haven for animals of all types. Traffic or pedestrians at highway grade crossings may not expect motor cars or any other railroad traffic.

Most common motor car safety hazards include the following:

- A. Operator inattention.
- B. Insufficient signaling to the following motor car that the leading car is stopping.
- C. Excessive speed for conditions.
- D. Improper yielding to automobile traffic.
- E. Following too closely.
- F. Collisions with animals.
- G. Improper seating of passengers.

2. HOST RAILROAD. The operation of a railroad motor car upon a cooperating railroad's right-of-way requires obedience to special instructions by the railroad and to NARCOA rules. The host railroad rules will supersede any NARCOA rule or regulation with which there is a conflict.

3. RULE BOOK. The current NARCOA rulebook, or a copy thereof, must be carried by or be thoroughly familiar to all operators at a NARCOA insured excursion.

4. ALCOHOL AND DRUGS. Alcohol in any form or mood-altering drugs are not to be consumed by or be in the possession of any motor car operator or guest while on railroad property during a NARCOA excursion. All attendees and guardians of minors must sign a copy of the NARCOA General Release to indicate they understand the zero-tolerance policy. That form is the controlling document.

5. GRADE CROSSINGS. Motor cars and track equipment do not have the right-of-way at grade crossings. Motor cars must be prepared to stop short of all grade crossings and proceed only when safe to do so. Be prepared to stop for vehicles and pedestrians that may run around crossing gates or flaggers. Check flangeways for obstructions and make sure that you have room on the other side before proceeding.

Automatic grade crossing signals will not ordinarily be activated. However when they are activated the protection may be limited because waiting traffic expecting trains may not see motorcars and may ignore warning signals. No motor car may enter a grade crossing until instructed to do so by the flaggers, and the motor car operator has determined that it is safe to do so. At crossings the use of any horn shall not be used as a substitute for the crossing rules above.

6. MATERIALS. Loose materials or tools loaded on motor cars shall be properly placed and secured so as to not fall off and become a hazard to the following cars.

7. RIDING POSITION. No person shall ride in a standing position or with arms or legs dangling from a motor car or trailer. Arms and legs must not be placed between towed cars. Do not get on or off a moving car.

8. SPEED. Motor cars shall be run slowly over frogs, switch points, around sharp curves, and when running through interlocking plants. Cars must be walked through spring switches that do not offer a smooth frog passage. Cars must also be walked through the diverging route of a self guarding frog. Go slow and use extra caution when approaching people or animals along the right-of-way. Never pass between a station and a train discharging or receiving passengers.

9. TURNING. Turning motor cars weighing more than 500 pounds at places other than platforms or grade crossings without the use of a jack or turntable is prohibited.

10. REFUELING. Smoking, having open flame, or running the engine while fueling motor cars is prohibited.

11. BRAKING. Sudden application of the brake shall not be made except in an emergency. Warning of such application shall be given to riders and following cars via the automatic brake light and the showing of a flag as soon as possible. If it is necessary to stop on a curve or other spot with restricted visibility, a flagger must be sent back immediately to warn following motor cars. During hours of darkness a portable light must be used to signal a stop in a limited visibility situation. The operator must demonstrate the use of the flag to all passengers and indicate that they are to use it in case of emergency.

12. TORPEDOES AND FUSEES. The use of torpedoes at NARCOA motor car excursions is prohibited. Fusees must not be placed where they may cause a fire. Fusees are to be used only with the permission of the host RR.

13. SWITCHES. Generally switches must not be thrown unless so authorized by the railroad. If thrown the switch stand lever must be secured in position so that the switch points are firmly closed against the rail. After passing through the switch the points shall be returned to their original position with the locking device in place.

14. **OVERLOADING.** Motor cars must not be overloaded with passengers causing unsafe operation.

15. **FOLLOWING.** When following another motor car, the operator must be constantly aware of the actions, or potential actions, of the operator of the car in front. A good rule of thumb is to allow a 10 to 12 second spacing behind the car ahead. This may be increased at higher speeds and reduced in yards or at slow speeds. If there is limited visibility or wet rail allow additional spacing.

16. **INDEPENDENT OPERATION.** The Excursion Coordinator will define the plan for the excursion. Operation outside of the organized group without the knowledge of the Excursion Coordinator or the host railroad is prohibited. All motor car movements are governed by the Excursion Coordinator and the host railroad. No NARCOA excursion shall be held without railroad escort or proper written track authority. No NARCOA member may operate on any railroad without railroad escort or proper written authority.

17. **RESTRICTED SPEED.** Motor car operators must adhere to restricted speed when a clear view of the track ahead is obstructed due to curvature or grade changes, or when the terrain limits the motor car operator's vision.

18. **BRIDGES.** Avoid stopping on a bridge or trestle. Dismounting from motor cars while on bridges or trestles is prohibited unless there are walkways and handrails installed, and is permitted by the host railroad.

19. **HOURS OF SERVICE.** All operators are to receive a minimum of 8 hours of uninterrupted rest before a day of motor car operation. Excursions should not be scheduled to require more than 12 operating hours per day.

20. **TOWING.** In the event of a breakdown the car ahead of the disabled car has the responsibility of towing the disabled car as needed to repair or set off. Pushing any car is strongly discouraged unless it is the only practical method to move the disabled car to a towing position or a set off spot.

III. PERSONNEL RULES

1. **GENERAL.** The appearance and conduct of motor car excursion attendees is the major factor in how we are viewed by the railroad personnel. The more professional we appear the more likely we are to be invited back.

2. **SHOES.** The required footwear at all NARCOA events is closed-toe, ankle-height boots with a hard sole. Sneakers are not acceptable.

3. **TRASH.** Trash and other refuse items must not be thrown on railroad property, thrown in streams, or left on private property along the right-of-way. Discard these items in proper receptacles.

4. **TRACK.** Walking, stepping, standing, or sitting on rails or switches is prohibited. Avoid crossing points and frogs at switches. The points may move at any time without warning.

5. **PROPERTY.** Respect railroad property as if it were your own. Do not remove anything you didn't bring with you. If you pick it up put it back down where you found it.

6. **FLAGGING.** Flaggers should always face the highway traffic and watch for vehicles that may not stop. Hold flag up and away from body. Don't make excessive motions to motorcars that highway traffic could misunderstand. Flaggers must only signal highway traffic to stop. Flaggers must never signal traffic to go. Highway traffic and pedestrians have the right of way at all grade crossings.

7. **LOCOMOTIVES AND TRAINS.** Excursion participants are to keep well away from operating railroad trains. Be constantly aware that engineers have restricted close-in vision, and that they may be unaware of people and motor cars. Standing between the group of motor cars and a passing train is expressly prohibited.

8. **CHILDREN.** No children under the age of 5 years are allowed to participate at motor car excursions. Children under 18 years old are required to wear approved bicycle helmets.

9. **RADIOS.** The official licensed frequency for NARCOA club activities or motor car excursions is 151.625 MHz. The license, covering usage in the US, is held at NARCOA headquarters. Radios on this frequency are to be used only for official business and not for idle conversation. During radio use, adhere to normal radio protocol, keep message short and to the

point, use plain English so that everyone can understand the message, use "over" to indicate the end of your transmission and "out" to indicate the end of the conversation. In the event of an emergency the radio is not to be used except by those who can provide aid for the emergency. When the emergency is over an announcement of "Emergency Message Terminated" shall be broadcast. Transmitting on the railroad channel is prohibited unless specifically authorized.

10. **SMOKING.** Smoking in and about motor cars is prohibited at all times and is strongly discouraged on railroad property not designated as a smoking area. Smoking may be prohibited entirely for specific excursions.

IV. RULES FOR EXCURSION COORDINATORS.

1. **GENERAL.** The Excursion Coordinator has the final say in all instances. He or she may call upon any attending NARCOA Directors and any Directors of the Affiliate for advice.

2. **FLAGGING.** Flagging of grade crossings during poor visibility, storm, or night conditions must be done with fuses, flashlights, or lanterns.

3. **BREAKDOWNS.** Operators will be notified of the breakdown rule in effect at each excursion.

4. **INSPECTIONS.** Excursion Coordinators, or their designate must verify that all equipment on any excursion satisfies the NARCOA equipment standards, and any special standards that are in effect at the time. Inspectors are encouraged to record observations of equipment on the borderline of intended standards, in the inspector's opinion, and supply to the operator.

5. **OPERATOR CERTIFICATION.** Excursion Coordinators or their designate must verify that all operators have in their possession a current NARCOA approved operators certificate and a valid insurance number.

6. **HY-RAILS.** Excursion Coordinators must place autos or trucks with Hy-rail gear at the appropriate end of the group with consideration as to the purpose of the vehicles.

7. **STEAM POWERED CARS.** Steam or other alternative fueled cars are allowed on NARCOA excursions only when approved ahead of time by the Excursion Coordinator and the host railroad. Refer to the Operations Manual for requirements for steam cars and other fueled cars.

8. **ACCIDENT REPORTING.** The Excursion Coordinator must report all accidents in accordance with the procedures set forth in the Operations Manual.

9. **ADDITIONAL RULES.** Excursion Coordinators may make certain exceptions for equipment not classified as true motorcars (hand cars, velocipedes, and steam cars) or antique motorcars. In the cases where additional rules or equipment are mandated by the railroad or other responsible governmental body, the need shall be announced in the meet notice and the conformance judged at the Safety Inspection.

10. **SAFETY MEETING.** Prior to departure at an excursion, the Excursion Coordinator shall conduct a safety meeting. This meeting shall highlight verbally or in a printed notice such things as:

- A. The operating plan for the day.
- B. Location of bridges or trestles that lack railings or walkways and the prohibition on getting out of the car on a bridge.
- C. Presence of spring frogs and self guarding frogs that the group might operate through in a dangerous route.
- D. Location of known bad joints or gauge.
- E. Description and location of dangerous crossings.
- F. Presence of flange lubricators.
- G. Planned stops and meets.

V. DEFINITIONS.

1. **GENERAL.** This section is intended to increase the knowledge of operators and flaggers so that everyone knows the proper meaning of signals, and to define several hazards to motor cars that may not be familiar to inexperienced operators.

2. **HAND SIGNALS.** Operators and designated flaggers must demonstrate working knowledge of standard railroad hand or flag signals for: Stop, Forward, and Back.

A. A hand, flag, or lantern waved horizontally means Stop. Any object waved violently by anyone on or near the track is a signal to stop.

B. A hand, flag, or lantern waved vertically means go Forward. The movement is often very slight at grade crossings so as to not confuse the traffic.

C. A hand, flag, or lantern waved in a circle means go Back. In our circumstances it means Stop and prepare to reverse when the last car has arrived.

3. **HORN SIGNALS.** Only three horn signals are observed. Two short blasts indicates "Lets GO", or prepare to proceed forward.

Three short blasts indicates "Back Up", or prepare for a reverse move.

One long blast indicates "We are leaving. Return to your car". This is used to call a dispersed group back after an extended stop. Signals are to be originated by the Excursion Coordinator or designate. Two and three short blasts may be repeated by others as necessary to inform a large group.

4. **RESTRICTED SPEED.** When required to move at restricted speed, movement shall be made at a speed that allows stopping within half the range of vision short of: train, engine, railroad car, people or equipment fouling the track, stop signal, derail, or improperly lined switch.

5. **FLANGE LUBRICATORS.** These are devices installed on railroads where there is a lot of curvature. The purpose is to lubricate the rails with grease or oil, which makes it very slippery for motor cars. The lubrication drastically reduces traction for braking, especially when rain is present. Operators are required to anticipate flange lubricators and to allow extra spacing in case braking is needed.

6. **SPRING FROGS.** These frogs have no flangeway on the diverging route and present a special hazard to motor cars because one wheel must ride up and over the frog. This is likely to cause a derailment unless the motor car is walked through the frog.

7. **SELF GUARDING FROGS.** These frogs present a hazard to motor cars because there are no guardrails opposite them. Motor cars have wheels too narrow to use the guidance provided by raised edges on the frog. While they are seldom used on main lines we operate through yards and sidings where they are common. The greatest hazard is the diverging route from the straight track to the siding and motor cars must be walked through this route while being pushed sideways so as to take the necessary route.

VI. NOTES AND CHANGES

Want Ads



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

FOR SALE

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

Fairmont M-19 AA (2 cylinder) SOO LINE RR, Soo Line tool boxes, rebuilt engine with all receipts of \$900 in parts, about 800 miles since rebuilt, full cab, side panels, curtains, air horns, beacon, blinking stop lights, headlight, marker lights, good seats, wipers, 12 volt battery mounted on frame, inside wood shelf 7 x 24 for stuff! Good runner. Has been stored in garage all the time I owned it, since 1992. Has not run for the last 3 years. Asking \$2,600

Fairmont M-19 H? SCL, Entire car rebuilt from ground up and rebuilt engine 1992. Head light, blinking stop lights, wipers, air horn, 12 volt battery mounted on frame. Windshield with aluminum roof, curtains, new seats, new deck, took boxes, shelf on inside for stuff! Went to Moosinee, Canada, with Wilderness Tours about 1994. Good runner, garaged all the time I owned it. Asking \$2,000. Also have some extra parts, state your needs. Priced right. Bruce G. Saylor, 2836 Leon Avenue, Audubon PA 19403. (610) 666-6572 hgsberk@erols.com mj00

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

FOR SALE

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

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

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

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

8-Foot Trailer Car - All steel construction, 10" high sides, Ex-Chessie System originally from Saginaw, Michigan. Trailer is located on the Southern Michigan Railroad Society, Tecumseh, Michigan. Possible delivery for gas money in SE Michigan or NW Ohio. Price: \$200. A picture of the trailer car can be seen in the January photo in the NARCOA 2000 calendar. Bob Schucknecht, 516 1/2 North Charles Street. Saginaw MI 48602-4037 (517) 793-0685. E-mail RJSchucknecht@GBPackers.com mj00

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

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

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

FOR SALE

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

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

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

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 Andrusovich 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 PLEASE no phone calls or e-mail before May 6th. ma00

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

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

FOR SALE

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

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

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 winch, 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 ma00

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 Jeremy Winkworth, (616) 388-5058 winkwo1@net-link.net ma00

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

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	

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

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

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

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

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 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 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 Website for more information or email or call Scott Grunewald, 25713 Hillview Court, Bldg. 4, Mundelein IL 60060. (847) 726-7900 oem1@usa.net Price is discounted to \$375 USD plus S&H (Reg. Price \$490) jf00

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

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

FOR SALE

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

Videos Of Trackcar Meets

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

NOTICE

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

WANTED

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

Wanted - Mt-19 Onan Serviceable available Southeastern U.S. Your help will be appreciated in locating one that is available for sale. Jim Garner, 1746 Gumtree Drive, Orange Park FL 32073 (904) 264-5564. mj00

Wanted - M-9 motorcar in restorable condition. I would prefer one near the West Coast, but that is not a requirement. Rod D. Whitney, 10 North Street, Willits CA 95490 (707) 459-2025 rwhitney@saber.net mj00

WANTED

Wanted - Four (4) - 16" Kalamazoo wheels. These are not the same as Fairmont wheels, the bolt pattern is tighter. Contact Fred Fisher, 1 (800) 892-6688, or E-mail Fred@fishercanvas.com mi00

Wanted - The Maryland and Pennsylvania Railroad Preservation Society is looking for (4) 20" wheels and (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 of course with this amount of use we are wearing wheels out fast. Trades, donations and purchasing are all options. Please contact me (Wade Monn 3rd) at E-mail monn@umbi.edu or call (717) 927-8268 6 p.m. to 8 p.m. (EST) weekdays. mj00

Wanted - A-8 rear end, Steve Torrico, Edwards Motor Car Co. Mount Dora FL (352) 383-7910 Fax (352) 383-9360 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 ma00

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 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 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

WANTED

- 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 ma00

**Calendar Of
Motorcar Excursions
2000**

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

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JUNE 10

Nebraska Northeastern Railroad (FID) Osmond, Nebraska
North Central Railroad (NCRA) New Freedom, Pennsylvania

JUNE 10 - 11

North Vernon Railroad Days - (GLRC) North Vernon, IN

JUNE 11

Indian Head Central Railway (NCRA) Indian Head MD

JUNE 16 - JULY 1

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

JUNE 17

Buckeye Central Railroad (OVR) Hebron, Ohio

JUNE 24

Nobles Rock Railroad (FID) Luverne, Minnesota
Everett Railroad (NCRA) Altoona, PA (*Sold Out*)

JUNE 25

Minnesota Central Railroad (FID) Franklin, Minn.
Western Scenic Railroad (NCRA) Cumberland MD

JULY 1

Dakota Southern Railroad (FID) Chamberlain, SD
JULY 2 - 12

BC Tour (Wilderness Tours) *Sold Out*
JULY 8 - 9

Delware & Ulster Railroad (NERCA) Arkville NY
JULY 8

Oil Creek & Titusville (OVR) Co'ry, Pennsylvania
JULY 9

Allegheny Valley Railroad (OVR) Arnold,
Pennsylvania

JULY 15

North Shore RR (CPE) Northumberland, PA
JULY 15 - 16

Kentucky Railway Museum (GLRC) New Haven KY
JULY 15 - 18

Camas Prairie (PRO) *Sold Out - Waiting List*
JULY 16

Iowa Northern Railroad (FID) Vinton, Iowa
Shamokin Valley RR (CPE) Sunbury, PA

JULY 22

Nagatuck Railroad (NERCA) Waterville CT
JULY 23

Valley Railroad (NERCA) Essex CT
JULY 27 - 31

White Pass and Yukon Railroad Narrow Gauge
(MOW) Whitehorse, Yukon Territory

JULY 28 -30

McCloud Railroad (MOW) California
AUGUST 5

Chillicothe Brunswick Rail Authority (FID)
Chillicothe, Missouri

AUGUST 12

Coopersville & Marne/GR&E (GLRC)
Coopersville MI

AUGUST 19

Chattooga & Chickamauga Railroad (OME)
Summerville, GA

West Virginia Central (OVR) *Sold Out*
AUGUST 20

South Branch Valley Railroad (OVR)
Petersburg, WV

Whitewater Valley Railroad (GLRC)
Connersville, IN

AUGUST 23 - 26

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

AUGUST 26 - 27

Montana Rail Link (PRO) Montana
AUGUST 26

Elliot Elevator Company (FID) Elliot, Iowa
AUGUST 27 -29

Cumbres & Toltec Narrow Gauge (MOW)
Chama NM

AUGUST 28 - SEPTEMBER 3

Nevada Northern (MOW) Currie, Nevada

AUGUST 29 - 31

Idaho Northern and Pacific (PRO) Emmett ID

AUGUST 30 - 31

Heber Valley Railroad (MOW) Utal

SEPTEMBER 2

DM&E Railroad (FID) (*Cancelled*)
Chadron, Nebraska

Sweet Line Railroad (GLRC) Carson City MI
SEPTEMBER 3

Nebkota Railroad (FID) Gordon, Nebraska
Wheeling & Lake Erie's River and

Valley Subdivisions (OVR) Rayland, Ohio
SEPTEMBER 5 - 12

River Tour (Wilderness Tours) *Cancelled* - Canada
SEPTEMBER 8 - 9

Ottawa Central River Tour (WT) Canada
SEPTEMBER 8 - 10

Two Railroads (OME) Tillamook, Organ
SEPTEMBER 9

Maine Coast Railroad (NERCA) Rockland Branch
Wiscasset, Maine

SEPTEMBER 10

Maine Coast Railroad (NERCA) Lower Branch -
Brunswick, Maine

SEPTEMBER 16

Wisconsin & Southern Railroad (NCR) (*Sold Out*)
Spring Green, WI

SEPTEMBER 16-17

Nevada Northern Railroad (PRO) Nevada
SEPTEMBER 17

Appanoose Co. Railroad (FID) Centerville, Iowa
Illinois Rail Net (GLRC) Illinois

SEPTEMBER 23 - 24

Southwest Pennsylvania Railroad (OVR)
New Stranton Pennsylvania

OCTOBER 7 - 8

McCloud Railway (SWRC)

OCTOBER 14

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

Great Miami & Scioto Railroad (OVR) Ohio
OCTOBER 14 - 15

San Diego & Arizona (MOW) California
OCTOBER 15

Camp Chase Industrial Railroad (OVR) Ohio
OCTOBER 17

Mexico 2000 (MEX) El Paso, Texas
OCTOBER 20 -22

Georgia Northeastern Railroad (OME) Marietta, GA
OCTOBER 21 - 22

California Western (MOW) California
Upper Hudson River Railroad (NERCA)

North Creek NY
Indiana Railroad and Crane (GLRC) Indiana

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 (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.

OHIO VALLEY RAILCARS (OVR)

Ohio Valley Railcars (OVR), a NARCOA Affiliate, is an Ohio nonprofit 501 (c) 7 Corporation dedicated to the organization of motorcar excursions in the Ohio Valley Region, and the promotion of general rail safety involved with our activities. OVR hosts only NARCOA insured events. Membership dues are \$10 annually, and you must be a member to attend our excursions. OVR imposes rules and regulations over and above the NARCOA Rule Book. For an emailed membership application and excursion registration form for any listed excursion please write John Gonder, OVR Secretary at UP3706@aol.com For organizational info contact Dave Verzi, OVR President at WM340@aol.com The mailing address for Ohio Valley Railcars is P O Box 157, New Stanton PA 15672-0157.

June 17 - Buckeye Central Railroad Hebron, Ohio. 10 mile round-trip, we'll operate on several times. Relaxed day of operating. A good trip for antique human powered equipment. 10 car limit. Fee is \$12 for car and operator. \$7 for each additional person. Coordinator: Dean Mark, P O Box 137, Fredicksburg OH 44627 (330) 695-4251.

July 8 - Oil Creek & Titusville - 84 miles round trip - The OCTL is comprised of the former Erie/Erie Lackawanna main line. Good track with fast operations. Our set on is planned to be in historic Corry PA. Fee is \$50. Registration deadline is June 15, 2000. Ohio Valley Railcars c/o Geraru Belter, Jr., 11703 Pleasant Valley Dr., Parma OH 44130 (440) 888-6972.

July 9 - Allegheny Valley Railroad - Arnold PA to Pittsburgh - 48 round trip miles. Lunch in Pittsburgh Strip district. Former PRR. Track conditions vary, but an interesting variety of scenery from river bank communities to industrial and urban views. Fee is \$45 per car, 35 car limit. Coordinator: John Gonder, P O Box 157, New Stanton PA 15672 (724) 925-8507. email UP3706@aol.com

August 19 - West Virginia Central - EXCURSION SOLD OUT

August 20 - South Branch Valley Railroad - Set-on at Petersburg operating to Greensprings. This is the 11th annual running of this excursion on former B&O branchline. Very scenic excursion operating along the South Branch of the Potomac River. 50 car limit. Fee is \$45 per car. Coordinator is John Gonder (724) 925-8507 7:00 to 9:00 p.m. or email UP3706@aol.com Registrations: Chuck and Sally Badger, 1298 Dogwood Avenue, Morgantown WV 26505 (304) 599-6953 email SALATBDEN@aol.com

September 3 - Wheeling & Lake Erie's River and Valley Subdivisions - This years' excursion is planned to begin at Warrenton (Rayland) OH on the Ohio River and travel in three directions. We plan to travel toward Mingo Junction, then Bellaire OH and on to the Valley branch operating beyond Dillonvale OH. Approximately 75 miles round trip. This route will be a unique experience of heavy industrial views, lots of operating along the Ohio River, plus rural scenes. There is a 35 car limit. Safety glasses and over the ankle work boots required of all attendees. Registration deadline is August 15, 2000. Fee is \$65. Coordinator: Ohio Valley Railcars c/o Jeff Levengood, 2189 Oak Tree Drive, Dover OH 44622 (330) 343-3407.

September 23 - 24 - Southwest Pennsylvania Railroad - Former PRR and B&O lines. Set-on will be the Sony Yard in New Stanton PS on Saturday. Sunday set-on at Mt. Braddock PA. About 90 miles of varied and interesting railroad operating on various branches of the railroad. Fee \$60 per car. Coordinator: John Gonder, P O Box 157, New Stanton PA 15672. (724) 925-8507 email UP3706@aol.com

October 14 - Great Miami & Scioto Ry. - 100 plus round trip miles. The GM Ry. is comprised of the former B&O, C&O and DT&I lines. Features much welded rail along varied scenic locations with 2 tunnels. Our set on is to be announced in your confirmation letter to be sent this summer. There will be a stop planned at either Jackson or Oak Hill, Ohio. Registration deadline is September 20, 2000. Fee is \$50. Contact: Ohio Valley Railcars c/o Dave Verzi, 10059 Aldridge Drive, Columbia Station OH 44028 (440) 236-3374 7:00 - 9:30 p.m. email WM340@aol.com

October 15 - Camp Chase Industrial Railroad - 28 miles round-trip. The CCI is comprised of the former C.C.C. & St. L Ry. The track is light weight jointed rail.

Primary business on this railroad is the movement of grain. This line changes in nature from the rural flat grain fields of Lilly Chapel to the suburban & Urban neighborhoods of Columbus. There will be no food available during the course of this trip, so you'll need to pack a bit of a lunch for this half day excursion. Registration deadline is September 20, 2000. Fee is \$30. Contact: Ohio Valley Railcars, c/o Jeff Levensgood, 2189 Oak Tree Drive, Dover OH 44622 (330) 343-3407.

**MOTORCAR OPERATORS WEST
(MOW)**

*All cars operating on a MOW excursion must meet MOW specifications, including (but not limited to) spark arrestor, fire extinguisher, lever actuated brake lights, headlights, and NARCOA insurance. Smoking is prohibited on all runs. Send check for full cost of selected run, along with NARCOA Insurance No., MOW License No., and NARCOA Rule Book Certification No. **Include LSASE with every request.***

June 16 - July 1 - Pacific Northwest Tour - June 16 - July 1 - RUN FULL - WAITING LIST

July 27 - 31 - NEW - Narrow Gauge - White Pass and Yukon Railroad narrow gauge run. July 27, we meet in Whitehorse, Yukon Territory and ride the rails to Carcross and return to Whitehorse. Friday, July 28, late afternoon we ride the rails back to Carcross. Saturday, July 29, the big celebration. After the celebration, we follow two steam trains to Skagway, Alaska. Sunday, July 30, our cars will be on display in Skagway. Monday, July 31 we ride the rails back to Carcross and off load. Approximately 318 miles run. Mail your check for \$200 payable to MOW to Gil & Janet Dominguez, 8672 Fairmont Way, Fair Oaks, CA 95628, (916) 965-3949 giljanet@foothill.net

July 28 - 30 - NEW - McCloud Railroad - Set on in McCloud on July 28th. Excursion \$140 - plan on a dinner for about \$10/person. Includes Burney and Lookout and possible switch backs to Mt. Shasta. Gary Cousin, 160 Longford Lane, Vacaville CA 95688. (707) 455-1748 glcousin@jps.net

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 Raifest 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

August 27 - 29 - NEW - Narrow Gauge - Cumbres & Toltec Narrow Gauge Excursion. Set on in Chama NM on Sunday. Monday - Chama to Antonit. Tuesday - Antonit to Chama. \$275 per car. Traditional cars only! 15 car limit. LSASE to: Smitty at 45 Talia Court, Sedona, AR 86336-7039. For information call (520) 204-2337 or smitty@kachina.net

August 30 - 31 - NEW - Heber Valley Railroad - Evening run August 30th. Main event August 31 on this picturesque former Rio Grande Western Railroad line. Multiple photo opportunities including steam train meets. See masthead for requirements. Send \$30 payable to MOW to Gil and Janet Dominguez, 8672 Fairmont Way, Fair Oaks CA 95628. (916) 965-3949 giljanet@foothills.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 bdouglas@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 and Wayne Parsons 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

FIRST IOWA DIVISION
(FID)

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 Aire 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 ensure that you show up at the right location.*

August 5 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.

August 26 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.

September 2 DM&E Railroad - CANCELLED

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!!

To: n Jenness (712) 225-2614 e-mail:
jennjeto@netins.net

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

**CENTRAL PENNSYLVANIA EXCURSION
(CPE)**

CENTRAL PENNSYLVANIA WEEKEND

July 15 - North Shore RR - Ride the 86 miles of the North Shore Railroad, including the former lines of the Reading and Erie Lackawanna Railroads. Northumberland to Berwick and return. **Saturday Night Bonus** - The Central PA chapter NRHS will be your host at their station in White Deer. They will be serving a meal and showing slides of local railroads. They will be providing caboose rides. \$10 of the registration fee will be donated to the Chapter for ongoing station upkeep.

July 16 - Shamokin Valley RR - Ride the 50 miles of the Shamokin Valley Railroad, former Reading and Pennsylvania Railroads, from Sunbury to Shamokin and return. We will be touring the Anthracite Model Railroad in Shamokin featured in the February, 1999 issue of Railroader Magazine

Registration for the weekend is \$60 per car. NARCOA Insurance required and NARCOA Operating and Safety

Rules apply. Please enclose a business size stamped Self-addressed envelope, along with your name, address, phone number, NARCOA Insurance # to: Larry Maynard, RR1, Box 351, New Columbia PA 17856. For more information call (570) 538-9050 before 10 p.m.

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

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

June 10 - Northern Central Railroad - Planned at this time is a run from New Freedom PA to Hyde (Near York) PA and return. Approximately 36 miles round trip. This is free for current NCRA members. For information contact Gary Shrey, 54 Adams Road, New Freedom PA 17349 e-mail gshrey@aol.com Phone (717) 227-9628 until 11 p.m. The price for the day for non-members is \$40 (which includes a membership in the NCRA through January, 2001). NARCOA insurance required. NARCOA rules apply. Send: Ins. Card #, Exam #, name, address, phone #, and e-mail address to: Eileen Shrey, 54 Adams Road, New Freedom PA. Make \$40 check payable to "Northern Central Railcar Association *Make it a 2-ride weekend - Travel time from New Freedom to Indian Head is approximately 2 hours.*

June 11 - Indian Head Central Railway - From Indian Head MD to White Plains MD and return. Approximately 30 miles round trip. If time permits, we plan to ride the line twice, with those wanting to, being able to leave after first ride. Price for one or both rides is \$15. NARCOA insurance required. NARCOA rules apply. Send: Insurance Card #, Exam #, name, address, phone #, and e-mail address along with a \$15 check payable to "Northern Central Railcar Association. Send to: Gary Shrey, 54 Adams Road, New Freedom PA 17349. (717) 227-9628 e-mail gshrey@aol.com

June 24 - Everett Railroad - First time ride on the Everett Railroad, which is located just to the south of Altoona PA. It will be approximately 50 miles round trip. Cost is \$25 per car. There is no car limit. NARCOA Insurance required. NARCOA rules apply. Send: Insurance Card #, Exam #, name, address, phone #, and e-mail address along with a \$25 check payable to "Northern Central Railcar Association. Send to: Gary Shrey, 54 Adams Road, New Freedom PA 17349. (717) 227-9628 e-mail gshrey@aol.com *Make it a 2-ride weekend - Travel time from the Everett Railroad to Cumberland MD is less than 1 hour.*

June 25 - Western Scenic Railroad - Western Maryland Motorcar Association - Ride the Western Maryland Scenic

Sold Out

Railroad from Cumberland MD to Frostburg MD and return. This former Western Maryland RR has steep mountain grades, Helmstetter Curve, a tunnel and excellent mountain scenery. Then, have your car turned on the turntable at Frostburg. It will be approximately 36 miles round trip. Cost is \$30 per car. We expect to set on from 8:30 a.m. to 10:00 a.m. leaving at 10:00 a.m. or shortly thereafter. We should be back in Cumberland by 2:00 p.m. for those who have a long distance to travel. NARCOA insurance required, NARCOA rules apply. Send Insurance Card Number, Driver Exam Number, name, address, phone number, e-mail address and a check payable to: "John Kemmet": to: John Kemmet, 708 Westwood Street, Hagerstown, MD 21740, phone (301) 739-5948 e-mail AMSIAP@aol.com

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

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

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

July 8 - 9 - Delaware & Ulster Railroad - Arkville NY. By popular demand, we are going to the Catskills on the weekend of a full moon. Explore the D&U from Highmount to Roxbury on both Saturday and Sunday. And after the chicken barbecue on Saturday, a special full moon run to Highmount. Price is \$30. Chicken barbecue is \$6 per person.

July 22 - Nagatuck Railroad - Waterville CT to Torrington CT. About 44 miles round trip around the Torrington Dam. A must for any *New Haven Enthusiasts*. cost is \$40.

July 23 - Valley Railroad - Essex CT - Essex to Haddam along the Connecticut River. Scenic and entertaining motor car run with steam train ride and river cruise - \$30 per car and operator. Extra riders at \$16.50 each, and \$8.50 per child.

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

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

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

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

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

**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.

June 10 - 11 - North Vernon Railroad Days - North Vernon, IN. Public rides on one mile of protected track. Insurance furnished by the festival committee. Rides start at 10 a.m. EST. Working on a possible ride on the Madison Railroad to North Madison for Saturday afternoon. NARCOA Insurance required for the Madison Railroad trip. Details pending, call Stan Conyer for details (812) 342-0565.

July 15 - 16 - Kentucky Railway Museum - Bluegrass Weekend. New Haven KY and **Big South Fork Railroad** - Stearns KY. Start out at KRM (set on at 8:00 EDT) with a ride on their 12 miles of track, load the cars back on the trailer and convoy to Stearns KY. At Stearns we will have a evening meal then ride the BSFR 7 miles down into the Cumberland River Valley and visit the Blue Heron Mine National Park. We will stay in the park until dark and return to Stearns. The next morning, after breakfast, we will return to the Mine, then back to Stearns about noon and depart. At KRM we will buy tickets, at BSFR, the cost will be \$30 per car. Big South Fork Motor Lodge in Stearns, (606) 376-3156. Parkland Motel (606) 376-5046. this event organized by Hoosier Railcars, Call Stan Conyer for details. (812) 342-0565.

August 12 - Coopersville & Marne/GR&E - Coopersville MI to Marne and Grand Rapids, MI. 24 miles round trip. Coopersville/Grand Rapids. 20 miles round trip Coopersville to Marne. Same weekend as the Del Shannon Festival. Set on 9 a.m. at Coopersville MI.

NARCOA Insurance and NARCOA Rules Certification required. Cost \$30 per car includes steak dinner. For registration packet contact Dave Stroebe, 1694 Broadmoor Street, Muskegon MI 49442 Phone (231) 773-7980.

August 20 - Whitewater Valley Railroad - Connersville IN. Ride from Connersville to Metamora IN. We will visit the tourist shops in Metamora then return to Connersville. An evening trip with dinner at Laurel is also planned. We will purchase tickets at Connersville. This event organized by Hoosier Railcars. Call Stan Conyer (812) 342-0565 for set on time and details.

September 2 - Sweet Line - 14 miles round trip. Carson City MI to Middleton MI. Call Dave Stroebe at (231) 773-7980 for details.

September 17 - Illinois Rail Net - 80 miles round trip. Thye trip will cover most of Illinois Rail Net's line including crossing the 100 year old lift bridge at Ottawa IL. NARCOA Insurance required. Cost to be announced. For information contact Mike Mitzel, (815) 264-7979 or Mike Ford, (317) 839-9320 mpford@iquest.net

October 21 - 22 - Indiana Railroad and Crane - Details Pending.

**WILDERNESS TOURS
(WT)**

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

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

September 5 - 12 River Tour - (CANCELLED)

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

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

**OTHER MOTORCAR EXCURSIONS
(OME)**

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

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

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

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

PACIFIC RAILCAR OPERATORS
(PRO)

July 15 - 18. Camas Prairie - (Sold Out - Waiting List)

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

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

August 29 Idaho Northern & Pacific - Emmett to Cascade on Tuesday, August 29th. Travel to La Grande that afternoon for set-on Wednesday, August 30th in La Grande, staying overnight at Wallowa Lake and return on Thursday, August 31st. Cost is \$210 for both runs or \$160 for either La Grande or Emmett. Send check made out to PRO with SASE to George Gilchrist by July 1st. George Gilchrist, 211 Spring Street, La Grande OR 97850. Info sheet will be sent back. Riders need to get their reservations for motels now. - August is prime tourist season. Only one motel in Emmett - Holiday Motel (208) 365-4479. In Wallowa Lake there is - Flying Arrow Resort (541) 432-2951; Eagle Cap Chalet (541) 432-4704; Matterhorn Swiss Village (541) 432-4071; Nut Cracker Inn (B&B) (541) 432-5108; Rams Head Cottage (B&B) (541) 432-2002; Collett's Cabins (541) 432-2391; Tamarack Pines Inn (B&B) (541) 432-2920; Wallowa Lake Lodge (541) 432-9821

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

NORTH CENTRAL RAILCARS, LTD.
(NCR)

NCR Rules: All motorcar operators must be NARCOA rules-certified and must have insurance approved by NARCOA as a condition for registration at all NCR - sponsored excursions. All motorcars must be equipped with automatic brake lights.

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

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

SOUTHWEST RAILCAR, Ltd.
(SWRC)

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

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 cyclinder 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 alnethie@aol.com

**THE FOLLOWING RAILROADS ARE
HAVING MOTORCAR OPERATIONS
THAT MIGHT BE OF INTEREST TO
MOTORCAR OPERATORS**

1ST & 3RD WEEKEND EACH MONTH - Red Springs Northern RR. The (RO-C) are sponsoring rides on these work/ride events. Ride privileges are granted in return for maintaining the grass. Tracks run 12.5 miles between Red Springs and Parkton NC. \$50 annually per calendar year (no prorating) or \$20 per day. Red Springs is located south of Fayetteville NC, 15 miles west of I-95 on NC-211 and NC-71. Motels at I-95 at Lumberton and

Laurinburg. For more information contact:
Rick Tufts (910) 295-0987 rltufts@ac.net or
Tom Stallings (252) 827-4693
bestalli@eastnet.educ.ecu.edu

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

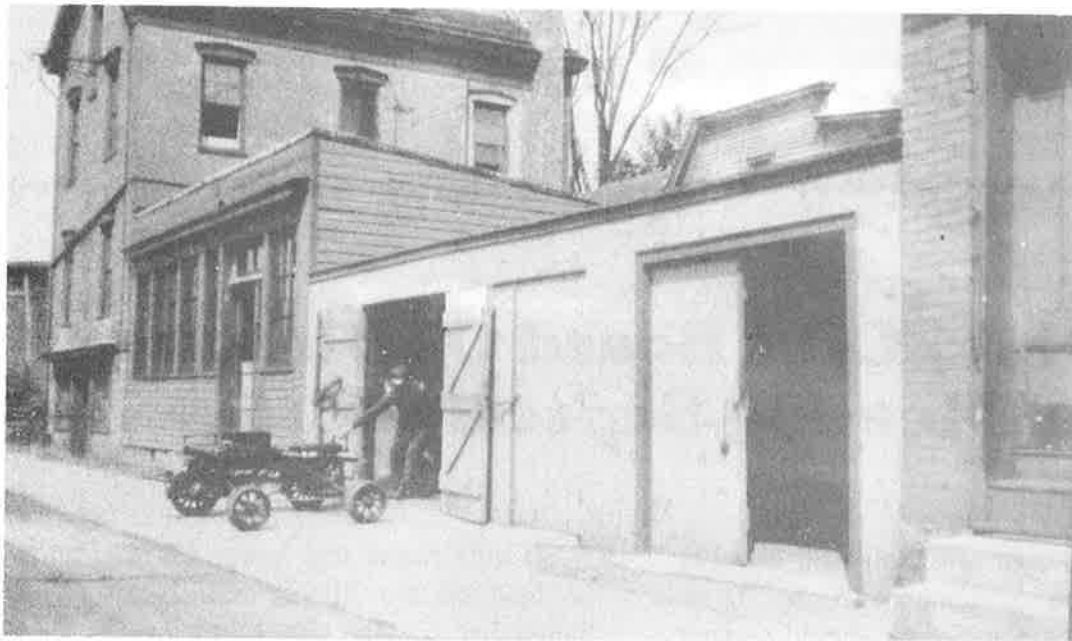
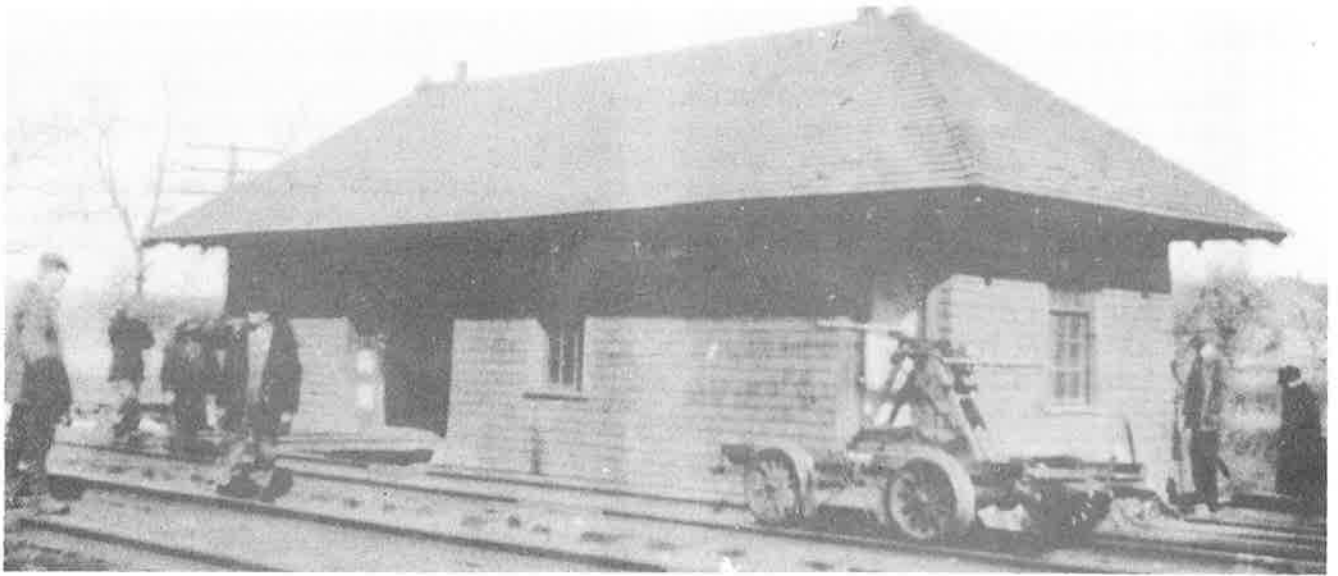
2000 NARCOA Board Of Directors Annual Meeting September 15 & 16

The NARCOA Board of Directors will have its Annual meeting on September 15 & 16 in Chicago IL. All board members should contact Hank Brown at (608) 839-4039 or e-mail wilderness@inexpress.com for reservations.

A meeting agenda will sent to all Board members prior to the meeting. Any Board member that wishes to have a item added to the agenda should contact Stan Conyer at (812) 342-0565 sconyer@juno.com The meeting is open to all members.

A 80 mile round trip motor car excursion will be held on the Illinois Rail Net on Sunday, September 17, the day following the meeting. The excursion is open to all members, NARCOA insurance required. The trip will cover most of Illinois Rail Net's line including crossing the 100 year old lift bridge at Ottawa IL. For information contact Mike Mitzel, (815) 264-7979 or Mike Ford, (317) 839-9320 mpford@iquest.net

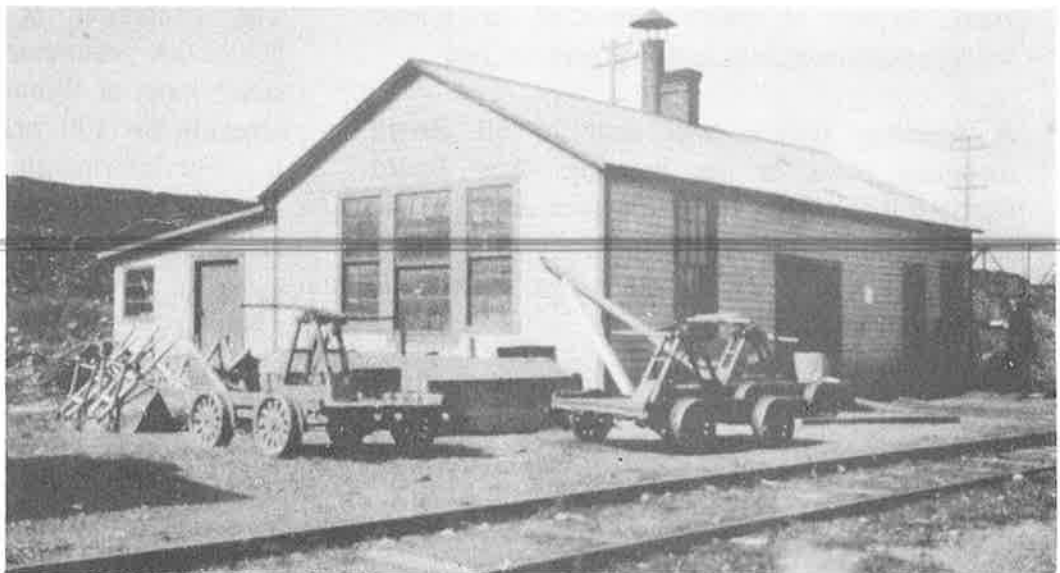
Thank You
Stan Conyer



Storing the Motorcar in a garage apparently is not a new idea, as shown in this picture. Marking on the edge of the negative - V.S. 129to50-R-20_5-26-19.

This picture is marked "M-W Rep. Shop. W.S. R.R. VSI22-1738+150".

Steel wheeled wheelbarrows are stacked up in the background near the building.



It doesn't look like a very warm day to be working on line with a pump car. The people in the picture seem to be dressed for the weather.

North American Railcar Operators Association (NARCOA)

OFFICERS

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

Board of Directors

- | | |
|--|---|
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Bearsville NY 12409 | Area 7
(ND, SD, NB, IA)
Carl Schneider
1302 - 6th Avenue S.E.
Altoona IA 50009 |
| Area 2
(NJ, PA, DE, MD)
Joel Williams
Box 82
Greendell NJ 07839 | Area 8
(Canada)
Ken Annett
3483 Church Street
Windsor ONT N9E-1V6 |
| Area 3
(IN, OH, MI)
Stan Conyer
9333 West State Road, 46
Columbus IN 47201 | Area 9
(CO, KS, MO, AR, LA, TX, OK)
Jim McKeel
9742 Yosemite Ct.
Wichita KS 67215 |
| Area 4
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Pineherst NC 28374 | Area 10
(WA, OR, ID, MT, AK, WY)
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1047 Terrace View Drive
Alberton MT 59820 |
| Area 5
(MS, AL, GA, FL)
Jack Whitt
P.O. Box 356
Yalaha FL 34797 | Area 11
(CA, NV, UT, AZ, NM, HI)
Gil Dominguez
8672 Fairmont Way
Fair Oaks CA 95628 |
| Area 6
(MN, WI, IL)
Mike Paul
1780 Maricopa Drive
Oshkosh WI 54904 | Recording Secretary
Joel Williams
Box 82
Greendell NJ 07839 |
| Director at Large
(Non-voting)
Ron Zammit
469 Campana
Arroyo Grande CA 93420 | Director at Large
(Non-voting)
Dave Verzi
10059 Aldridge Drive
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 KS 67212

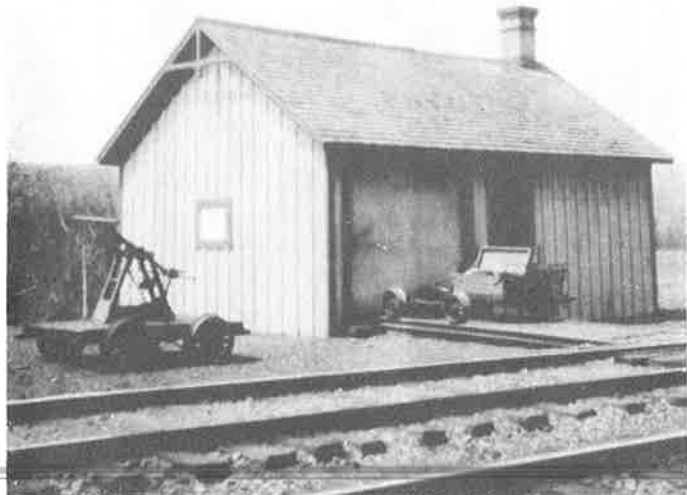
NARCOA Web Master and Communications

Rich Stivers
 1548 Fuchsia Dr.
 San Jose CA 95125-4833

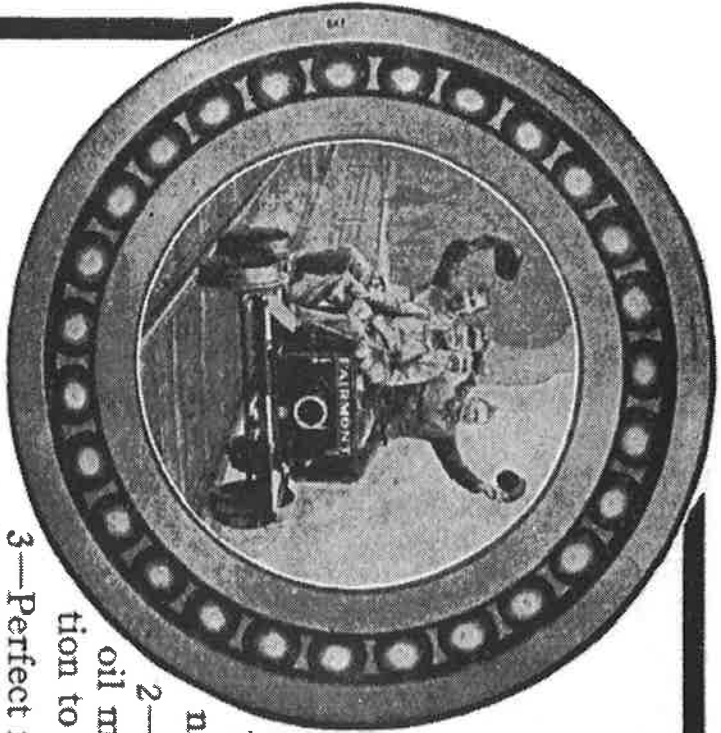
NARCOA Licensed Radio Call Sign
 WPHT745 - 151.625 mHz

These pictures of hand operated motorcars are from a collection of negatives dated in the early 1900's. The rest of the negatives are of New York Central steam locomotives. The area of these negatives are probably around the New York City area, which has negatives featuring Pouchkeepsie Station, N Y & Putnam RR, Ferry St. Station, and Mount Vernon Station.

(SMRS Negatives)



This picture of a couple of hand cars near a building with the letters "25" on the side of the building. Note the open tool box on the car in front of the shed.



The New Ball Bearing Fairmont

The Everlasting Motor

- 1—Wear-proof, compression-tight ball bearings on crankshaft keep power like new for years without attention.
- 2—No grease or oil cups to forget. All oil mixed in gasoline, hence fed in proportion to work done.
- 3—Perfect flexibility—throttles from full speed to a walk without missing explosions.
- 4—Long life, aluminum, one-adjustment carburetor.
- 5—Every feature is a time-tried success.

FOR OTHER FEATURES AND PRICE
ADDRESS DEPT. M

**Fairmont Gas Engine & Railway Motor
Car Co.**
Fairmont, Minnesota

Fairmont ad from the July 1916 Milwaukee Railway System Employees' Magazine.