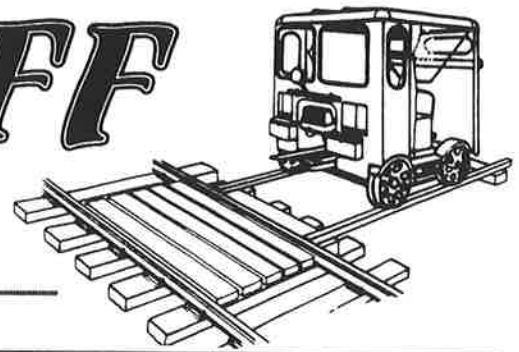


THE SETOFF

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

September/October 2000 Volume 14 - No. 4



Thank you, Nancy Van Loo for the marvelous photo of last summer's PRO run on the Camas Prairie Railnet. Nancy's shot of Chief Engineer Jim Moorefield leading the cars back down from another enjoyable stay at Grangeville, Idaho, deserves to be presented as large as possible—without cutting off that cloud!

Despite the efforts of so many, permission has been granted to abandon this primarily grain-shipping line. Rails may be removed after six months. Nancy's photo captures the expanse of sky above but cuts off the expanse of valley below. The numerous wooden viaducts on this mountain-to-prairie line contribute to its high maintenance costs, and it's unrealistic to hope that CPR will keep the line in place and cared for, just so a few weekend railroaders can go touring.

Still, we'll miss it sorely. Not so much as Grangeville will, but enough.

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FROM THE PRESIDENT

by Ron Zammit

The 2000 Board meeting in Chicago has come and gone, and there is much to report. As you may know, I was elected Director, replacing Gil Dominguez; then the Board elected me President. All other officers were reelected. I'd like to thank Stan Conyer for his guidance and service to NARCOA during the past two years as President. Stan has worked hard for NARCOA, and worked longer for this organization as a Board member than anyone, except Joel Williams. Additional new Board members seated were Warren Riccitelli replacing Dick Wilhelm, and Bobby Moreman replacing Jack Whitt. Thanks to the three outgoing Board members for their service. Being a Director is often a thankless job, so please contact these folks if you want to show some appreciation. I've appointed Mark Springer (Kansas) and Dave Verzi (Ohio) as Directors at Large.

The meeting was the longest I can remember. We went from 6 P.M. to 1:30 A.M. Friday night and 8 A.M. to 5:30 P.M. Saturday. When I returned home, I had had 13 hours sleep in three evenings. But we did get a lot done.

The rule book was the hot topic. The first item on the agenda was to formalize our procedure. Traditionally the rule book committee has proposed new rules or modifications by voting as a committee, then the Board has voted up or down, then the changes are published in **THE SETOFF**. Finally, the Board votes once again after hearing input from the members, in each Director's district. This has now been made part of NARCOA policy (the Policy Book is on the web page if you are interested), and the meeting followed this policy.

A new Rule Book Committee was appointed comprised of members from the previous rules committee, along with folks who were at the meeting. This Committee was chaired by Jim McKeel and had as members: Hank Brown, Pat Coleman, Mike Paul, Gil Dominguez, Stan Conyer, Doug Stivers, Bobby Moreman, Ken Annett, Warren Riccitelli, Dave Verzi, and myself. Starting with Dick Ray's excellent work in compiling all the affiliate rules with the old NARCOA book, the new Committee went through each item word by word. Jim had done his home work, providing us with working copies, and there was no let up after we started in early evening. At 1:30 A.M. we had finally finished most of it. Doug had it all on a laptop computer, which made it possible for the hotel to take our disk and print out copies for the Board to work with the next day. What passed, with all board members voting for it (11-0-

0), is in this issue of **THE SETOFF**. While I do not like the idea of publishing the whole book (space-cost considerations), there are too many modifications to allow a piecemeal showing of just the changes. One has to look at the whole book. I hope you will be pleased with what you see here. It is a compromise, and a good one. If you find issues to deal with, please contact your Director. If you find spelling and/or grammar errors, please contact Jim or me. After input from the members has been considered, I intend to call a final vote by the Board via the mail. If passed, the new book will be published late next spring.

Other items considered and passed by the Board include a diverse range of topics. Here are some samples:

It was decided to move up the election process one issue of **THE SETOFF** for nominations and issuance of ballots. This will allow members more time to vote. Nominations for Director must come from at least one member and that member must live in the respective Director's area.

Publication of **THE SETOFF** has always been difficult to predict (I'm to blame for this late one. I wanted the Rule Book to be in here), and I hope to keep it on schedule as much as possible. **THE SET-OFF** editor remains Jan Taylor, and publishing is done by Ernie Jeschke. Stan had introduced a policy whereby the President reviews all Letters to the Editor to see if replies from the Board need to be published along with the letters, or if a counterpoint is needed. I will continue this, but please submit all letters to Jan, and she will forward them to me. All time sensitive stuff goes to Ernie—classifieds and excursion announcements.

Please submit materials

for the November/December issue of
THE SETOFF by November 15
as follows:

Classified Ads and Excursion
Announcements Ernie Jeschke

Letters to the Editor
and All other Materials
and Photos Jan Taylor

In other actions, the Board agreed to modify some Judiciary Committee policies. As of now, every accident must be reported and points are issued, which the Board decided was too stringent. Rule book violations that do not result in accident or injury currently are not assessed points, and the Board decided that a point schedule should be established to close this loophole. Additionally, it was noted that there are no penalties for affiliates that permit rules to be broken or that do not report accidents or rule-book violations; the Board decided this was too lax. The Judiciary Committee will be working during the coming year to draft for board approval new judicial policies that correct these shortcomings. Mike Paul will chair this Judicial committee assignment.

The new Rule Book is not a ceiling book. Affiliates may still make rules more restrictive than the NARCOA base line set. A new policy calls for all Affiliates to publish such rules for its members, and those rules must also be listed on the NARCOA web page at least two months before such rules are to be enforced on excursions. As before, to meet specific needs and exceptions, excursion coordinators in conjunction with the excursion railroad have the ultimate authority in setting rules at any particular excursion.

And finally, rule book testing is to remain with NARCOA, and a mentoring program will be started for new operators. Present operators will be grandfathered/grandmothered in. More on this later, Hank Brown is in charge of formulating procedure.

That's enough for now; I had better get this to Jan. Before I close, I'd like to quote Hank Brown, "Remember it is just a hobby." And it is indeed just a hobby. The results of this meeting the product of a group of people trying to do their best to get along and keep things safe for us all. We can still have fun. While it is a shame that we must go through so much to get out on the rails, I'm reminded of my old friend, Tom Slivkas "shortest ever safety meeting:" Don't hit anyone, don't get hit, and stay on the rails. If we could all be counted on for our common sense and good luck, this would be the only rule book we need. Unfortunately, we are not so blessed in the hobby, and each rule you see in the book and each policy we have for NARCOA, have reasons for being there. Just like the rule books the railroads and most industries have, this stuff is written because there are a few people in this country without the common sense needed on the rails. Thank goodness most all of NARCOA's membership can be counted among the smart majority; we have done extremely well in making this hobby work.

Thanks for all the support you have given the Board and me. Should you have any questions, feel free to write me. Until next issue, keep the rails shiny.

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

1. Our editorial policy is to publish in **THE SETOFF** all materials received, although they may be subject to editing for space considerations.
2. Photos and materials submitted for publication in **THE SETOFF** cannot be returned because they are archived.
3. Letters to the Editor of the **THE SETOFF** will not be published unless they are signed, and a phone number is indicated. This is necessary to permit **THE SETOFF** Editor to authenticate that a letter is written by the person signing. However, the letter writer can request that his/her name not appear in **THE SETOFF**, and "Name withheld upon request" would appear in such instances.
4. Submit either black and white or sharp, color prints for publication. Please label the back of the picture as to its subject matter and photographer. Do not send slides.
5. We cannot publish copyrighted materials such as photos, posters, cartoons or articles without written permission from the author or publisher. Sender must provide written permission at the time of submission.
6. Excursion stories, technical articles, and lengthy submissions should be typed or printed. Ads, meet notices and short articles may be handwritten. Please include your phone number with your submission--**even with E-mail**--in case we need to clarify something we don't understand.
7. Send materials to **THE SETOFF** editor by the 15th of January, March, May, July, September or November for publication the following month's edition.

THE SETOFF

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THE SETOFF is the official publication of the North American Railcar Operators Association (NARCOA) and is published bimonthly to promote safe operation of railroad motorcars and to encourage fellowship and exchange of information among motorcar enthusiasts. Membership in NARCOA, which includes a subscription to **THE SETOFF**, is \$20.00 per year and is available from Membership Secretary Joel Williams. Please address all membership inquiries to Joel at the above address.

Visit NARCOA's Website at:
<http://www.NARCOA.org>

Board of Directors Nominations Open for Even Areas

The Board has moved up the dates of directors' elections to insure everyone in the future receives a ballot in time to vote. As elections happen during the busy meet season for everyone, voting will begin when you receive your March–April **SETOFF** and close June 30.

The Nominations/Elections Committee has been expanded to include Stan Conyer and Carl Schneider. We will be looking for people to run for seats on the Board of Directors.

Nominations for Board of Directors for all even-numbered area are now open until January 31, 2001. It would be ideal to have at least two candidates for each area. The incumbent is automatically nominated, unless he/she declines to run for another term. Requirements for the nomination are the following:

- Candidates must be nominated by someone from their districts.
- Candidates must be members in good standing with NARCOA, at least 18 years old.
- Candidates must be willing to perform the duties of an area representative—attend the national meeting, keep their area members informed of NARCOA-related events and issues, and poll members for their opinions on issues.

To nominate an area representative, contact the person you want to nominate and get his/her acceptance to run. Then notify me at:

Carl Anderson
1330 Rosedale Lane
Hoffman Estates IL 60195

CarlAnderson@sd54.k12.il.us

I will request each nominee to provide a brief write-up about themselves to be placed on the ballot prior to elections.



NARCOA Rule Book Jim McKeel, Chair NARCOA Rule Book Committee

The proposed rule book #5 has been reworked in consideration of comments from NARCOA members following the original proposal's publication in **THE SETOFF**. The Rule Book Committee spent a considerable amount of time reviewing the rule book at the recent NARCOA Board of Directors meeting in Chicago. The Board further refined the rule book during that meeting, then approved the final draft by a unanimous vote. The result of that work is presented to you, the members, in this issue for review and comments.

Please read through the draft very carefully. If you have comments or suggestions on this final draft, contact your area director or contact the Rule Book Committee Chair, Area 9 Director Jim McKeel. Jim's address is listed along with other directors elsewhere in this issue. Following a sufficient period of time for comments, the Board of Directors will again vote to formalize the adoption (or rejection) of rule book #5. Thanks for your help in making this rule book our best yet.

2001		October	
Sunday	Monday	Tuesday	
		1	2

2001 NARCOA Calendar

It's that time of year again—we are collecting photos for the 2001 NARCOA Calendar. Please send **black and white** or **sharp, color photos** of a motorcar or cars at interesting scenic locations.

Remember that motorcars operate at all times of the year in all kinds of weather. Please include a description of the scene and the name of the photographer.

Deadline for submitting photos is November 20, 2000. If you send more than three pictures please be sure you have enough postage on the envelope.

Unused photos will be sent to **THE SETOFF** editor to be used in future issues of **THE SETOFF**. Send photos to:

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

RJSchuknecht@prelude.packerspremier.com

The Wall Street Journal
 as submitted from Mike Paul
 from the *Ohio Valley Flyer*

"Many of you are aware of recent coverage the hobby received in the Wall Street Journal. This story was in the works for a couple of years making it to print this past August 3rd.

"The Cleveland Plain Dealer ran a feature story on OVR members Jeff & Laura Fildes that was noticed by a Pittsburgh based WSJ reporter. This reporter contacted Jeff and Laura as he thought he'd like to also do a story on our hobby. Jeff & Laura passed the reporter on to Dave Verzi and OVR to provide an introduction to the hobby at one of our excursions. While apprehensive about the coverage we felt that it is better to present ourselves from the 'inside' rather than the reporter looking at us from the 'outside.'

"Arrangements were made for the reporter to ride along with us on the 1998 Great Miami excursion. There was little activity on the story from this time until May of 2000. At this time the senior transportation reporter for the WSJ, Dan Machalaba, and Dave Verzi crossed paths in Chicago just as the first WSJ reporter was again working on the story.

"Several internal WSJ discussions transpired and the decision was made for Dan to report on our activities and also ride with us. In early July Dan rode with us on the Oil Creek & Titusville and Allegheny Valley excursions. Additionally he exhaustively interviewed many folks in NARCOA, OVR, Fairmont and hosting railroads.

"What caught his editors eyes, however, was the families who are involved with operating in OVR excursions, specifically the Ceases and Stahlers. The article detailed their family involvement while providing and overview of the hobby.

"While again apprehensive about how the article would portray us, the end result was accurate. Stressed by several folks to the reporter was that

he not portray the hobby as more than what it is, showing it as an activity that was the next passing recreational fad. To this the article did well. Dan truly enjoyed his time working on this story and was fascinated by our hobby. It was a bit of a diversion from his regular stories on railroad mergers and earnings. Feedback from the story has, not surprisingly, found its way back to us through folks looking up John Cease. John has stated that he has had calls soliciting to sell him a locomotive to some others asking that John find them a car at any cost and set them up in the hobby, now. While we may gain a few new folks from the article it's suspected that many folks forgot about the article as soon as it went out in the garbage. What it provides us is a useful tool in approaching new railroads as is the recent *Trains* article authored by Ron Zammit. Feedback from the railroads on both articles has been quite positive."

And from the same issue of *Ohio Valley Flyer*.

"July 9th. moved us to Arnold, PA on the Allegheny Valley. This ultimately became the focal ride for the Wall Street Journal story. We had a bit of a shock and delay when the railroad had left a train on the main track in Verona. Superman may have been faster than a speeding locomotive but John Gonder was able to move an entire train with a single phone call. John as received a lot of good nature ribbing from getting the 'punch line' in the Wall Street with this now famous phone call that amazed even the Railroad VP, Rich Rupp."

Editor's Note: The article "Faster Than Scooters, Though Not by Much, Track Cars Clatter On" appeared in the August 3, 2000 *Wall Street Journal*, pages A1 and A8.

You could say . . .

We got spiked by the same crew twice!

(Before the "hog law," an "old head" tells of starting out with a low priority train and soon being "sidetracked" by the "train detainer." Train and crew sat "in the hole" for two days before being scheduled back onto the "main iron"—long enough for the same "red ball" crew to pass them on two different shifts.)

Hog Law (Federal statute which provided that all train and engine crews tie up after 16 hours of continuous service.) **Old Head** (Experienced locomotive engineer.)

Sidetracked (Ordered onto a side or passing track.) **Train Detainer** (Dispatcher.)

In the Hole (On a side track.) **Main Iron** (Main line.) **Red Ball** (Fast freight.)



Substituting a Model "T" Ford Spark Coil for a Pontiac Spark Coil

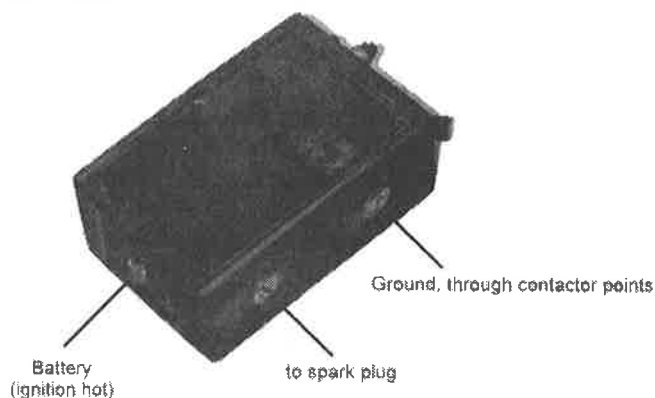
Richard J. Forde

A Model "T" Ford spark coil does much the same functions as the Pontiac spark coil which is commonly used for Fairmont two-cycle engines.

The major difference is the physical appearance. The Pontiac coil has one terminal on top and two terminals on the upper side. These terminals are screw terminals with nuts to hold the wires. The Model "T" coil has two terminals on the side and one terminal on the bottom. These terminals are lead-based contact terminals.

To make the Model "T" coil functional, solder screws onto the contact terminals. Then put on nuts and/or thumb screws to hold the wires. The attached photo shows which contact is used for which purpose. The upper side contact connects to the points on the crankshaft (intermittent ground). The lower side contact is where the plug wire connects. The bottom contact is the battery connection.

A minor difference between the coils is that the Ford coil is more forgiving as far as input voltage is concerned. The Ford coil can run directly from either 6 or 12 volts, without the need for a dropping resistor.



CHRIS BALDO PHOTO

Group photo of Chris Baldo's MOW 2000 Pacific Northwest Tour, Part 2, on Canadian Forest Products lines near Woss, Vancouver Island B.C.

Amateur Radios in the Motorcars

by Carl Sørensen, NB7C



This was my first year of being able to operate my motorcar on several different runs. I had an opportunity to meet several operators and see their equipment which included the radios they used on the NARCOA frequency. Many people used the Amateur Radio equipment, Yaesu FT 2500 or the FT 2600. From their explanations, these rigs are easily modifiable to the NARCOA and most Railroad frequencies.

I have been an Amateur (Ham) Radio Operator for over 22 years and surprisingly my introduction to the hobby of motorcars included getting a ride from another ham, Grover Cleveland, K7TP. I have been truly hooked on the idea of speeders ever since. This year's outings included meeting several ham radio operators not only operating motorcars but chasing them as well.

I modified my Yaesu FT8000, which is a dual-band radio, meaning it has VHF and UHF capabilities. This radio is able to receive two frequencies simultaneously, so that I was able to receive the railroad and the NARCOA frequency without setting it to "scan mode". I was also able to visit with the three ham operators that were "train chasing" our excursion on the Willamette & Pacific Railroad, in Oregon.

Through our conversation, we were able to coordinate photographs taken on some tressels and at railroad crossings. These railfans were also able to meet their subjects of interest—the railcar operators—and most of us took advantage of meeting our "fans" by requesting copies of the photographs they had taken. One young man was able to catch a ride with us into Corvallis through coordination via

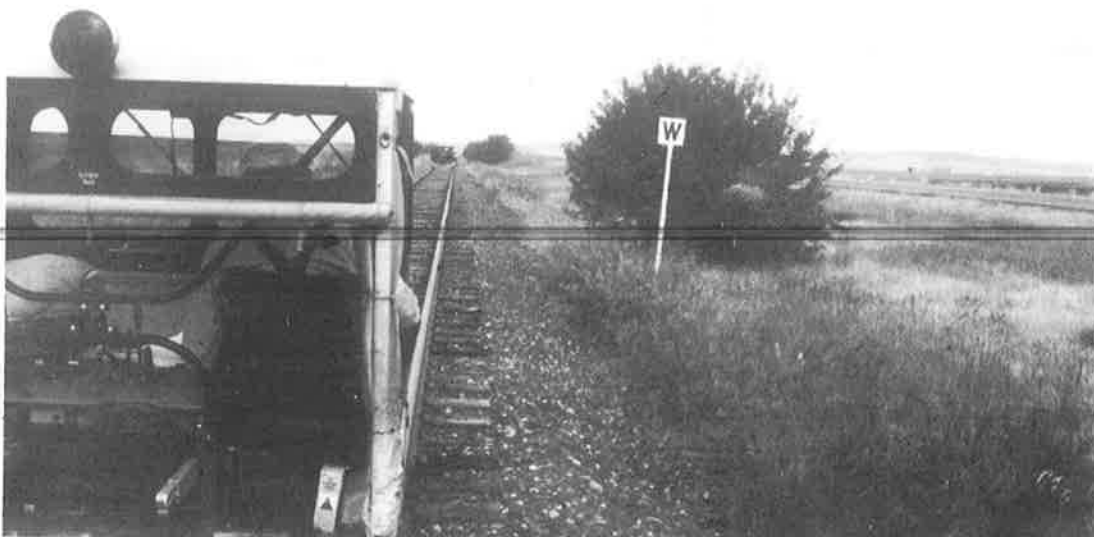
NARCOA and the Amateur Radio frequencies.

I would like to invite the use of Amateur Radio into our hobby more fully. I have met several Amateur Radio operators who enjoy motorcars, and I believe that many of them would love to visit between cars during many of our trips. By using a single band radio, however, they are limited to listening to the NARCOA or the railroad frequency. By purchasing a dual-band radio and modifying it, they can combine the two hobbies. They can incorporate the safety of monitoring their operating frequency while being able to visit with other operators about the trip, all without disturbing the main channel.

An Amateur Radio License is now easier than ever to achieve. There are only three class of licenses: technician, general, and extra. The technician license no longer has the code requirements, and the other two only require a 5-word per minute code speed. The exams are chosen from a published pool of questions that are available to the general public. Attending the exams are easier than before as well. Twenty years ago we had to go to our local FCC office (most often hundreds of miles away) during select times to take our tests from an FCC official. Today we use our local hams who serve as volunteer examiners (VEs) to test as often as the demand requires.

To find out more about the Amateur Radio exams, contact a local Ham Radio operator or you can use the web: www.arrl.org or www.w5yi.org for testing in your area.

73 de NB7C (that's ham talk for "see you at the next seton, take care from Carl. Roughly translated of course).



RON ZAMMIT PHOTO

At the Editor's request, a whistle sign photo, from the PRO Camas Prairie Railnet, 2000 run.

A Terrific Excursion on the Chattooga & Chickamauga Railroad

by Kenneth Huffines

Thirty-nine motorcars did the first ever NARCOA excursion on the Chattooga & Chickamauga Railroad on August 19, 2000. We were blessed with good weather and a safe run. The railroad, a segment of the former Central of Georgia, now runs from Summerville in northwest Georgia to a connection with Norfolk Southern in Chattanooga, Tennessee, a distance of 44 miles.

The run was coordinated by Bobby Moreman with the permission of Harold Holiman, General Manager of the Chattooga & Chickamauga Railroad, and Randall Magnusson, System Superintendent. Mr. Holiman and Mr. Magnusson rode along with the excursion for the northbound leg of the trip, acting both as pilot and tour guide. Commentary was provided by radio on C&C's frequency.

The railroad gave permission to set on a day early and people started trickling in around noon

ings where we had to stop and flag. To make this manageable for 39 cars we were divided in four groups, each with a leader. Each group leader would stop at the "mandatory flag crossing" and wait for the end of the group to arrive. A couple of people would come up from the back and flag the group through.

We had asked the Summerville Police to help us across the 4-laned US 27 north of town, a busy road and our first flagged crossing. They provide two patrol cars. This led to a big surprise for us. Other police agencies heard the Summerville officers talking on the police radio. After all the "what's going on?" radio talk subsided, we found curious police officers at most of the major crossings, many of which were our mandatory flag crossings. The officers held the automobiles and let us through. We had assistance from the City Police in Summerville,



Meet coordinator Bobby Moreman's car.



Jim Paty's car.

JIMMY CUNNINGHAM PHOTOS

on Friday. It was brutally hot with temperatures in the low 100s. A stiff breeze helped some. Nell Farrow and Becky Groce of the Summerville Home Town Program secured permission from the First Presbyterian Church of Summerville to allow us to use their parking lot a short two blocks away. This provided a great place to stash trucks and trailers.

Saturday morning was overcast and the temperature was much more pleasant. After the safety meeting we departed Summerville at 0830, headed north. The railroad had identified thirteen cross-

ings where we had to stop and flag. To make this manageable for 39 cars we were divided in four groups, each with a leader. Each group leader would stop at the "mandatory flag crossing" and wait for the end of the group to arrive. A couple of people would come up from the back and flag the group through.

We had asked the Summerville Police to help us across the 4-laned US 27 north of town, a busy road and our first flagged crossing. They provide two patrol cars. This led to a big surprise for us. Other police agencies heard the Summerville officers talking on the police radio. After all the "what's going on?" radio talk subsided, we found curious police officers at most of the major crossings, many of which were our mandatory flag crossings. The officers held the automobiles and let us through. We had assistance from the City Police in Summerville,

Then we continued north through Chickamauga and skirted the edge of the Chickamauga & Chattanooga National Military Park.

North of the park is McFarland Gap through Missionary Ridge (of Civil War fame). The gap provided great views of Lookout Mountain, just across the valley. We could see Rock City!

The next town was Rossville, which sits on the south side of the Tennessee-Georgia line. The north side is Chattanooga, which we were soon in. We went all the way to the very end of the Chattooga & Chickamauga track where it ties to Norfolk Southern. We then backed up a couple of blocks to our turn around and headed south to Chickamauga. There were a lot of street crossings in Rossville and Chattanooga to deal with.

In Chickamauga we stopped for lunch. The Chickamauga Restaurant, located 100 feet from the tracks and normally closed on Saturdays, opened just for us and served a delicious meal of fried chicken, country fried steak, vegetables and two deserts. Across the street in the old depot, the Walker County Historical Society welcomed us with their displays. Of course they had the mandatory model train layout, including one that ran all the way around the museum. Displays included what

lege, whose grassy lawn was a perfect setting for the photo run-by. About 35 people disembarked and watched the motorcars zoom by.

In LaFayette we stopped briefly again, and all too soon we were back in Summerville, just one hour behind schedule, but still within our track warrant.

The run was well received by NARCOA members and locals alike. We had worked closely with Grady McCollum, City Manager of Summerville, and he had worked some publicity for us. The local radio station interviewed Bobby Moreman and played excerpts of the interview on Thursday and Friday. Several folks came out Friday and a few came by to see us off. Many more were sitting by the tracks as we went by. (Oh, to have tracks in the back yard!) The newspapers in LaFayette and Chattanooga covered the event. Chattanooga's photographer chased us all the way north.

Summing up, it was a great run with minimal problems. There were two or three breakdowns, a blown fuel pump on a Onan, and couple of pop cars that didn't like the afternoon heat. The zero breakdown rule kept delays to a minimum. There were a few run-ins with yellow jacket nests hidden in the ties. The first few cars would stir 'em up, and they'd come out fighting mad. But being late summer such



Crossing the Chattooga River at Trion.



The depot at Chickamauga is now a museum.

looks to be a Fairbanks, Morse & Co. No. 1 Velocipede (rumored to be for sale), badly rusted and missing the third wheel, and the freight agent's desk in a bay window, complete with telegraph.

Back in the motorcars we continued south for a few miles to the campus of Northwest Technical Col-

lege, whose grassy lawn was a perfect setting for the photo run-by. About 35 people disembarked and watched the motorcars zoom by.

is to be expected. Careful operators noted the mileposts of the nests and insured they had plenty of speed through there on the way back!

And what better way to end this report but to announce we've been invited back next year! Watch for news for another trip in August 2001.



The Buckingham Branch in July

By Hugh Cain

So far, our weather this spring and summer had been very repetitious—rain, rain and more rain. I guess one could say that those of us in southeast Virginia were suffering from cabin fever. The cure was an invitation to a motorcar ride somewhere that was clear with the sun shining. The invitation was from Charles Rausch to join him and ride the Buckingham Branch Railroad in Virginia in late July.

Now for the other problem—what motorcar to use? The MT19 was still down for rewiring, and I would have to really hustle to get it done before the run, or.... Well, the OR turned out to be the purchase of another motorcar instead of hurrying the work on the MT19.

Bob Cantin's web site showed a lot of former Canadian cars. Only one caught my eye, a former CN Fairmont AT4. Bob and I worked through the sale, customs and then getting the car shipped to a friend's shop in Suffolk for the unloading. Those were the easy parts. Now I had to get the car repainted and in good running order.

Friday night, July 28, before we pulled out of Suffolk, I was still working on the AT4. I had a few last minute details to work out. With as many of those done as possible, my bags packed and thrown in the truck, I was off for Petersburg and a BBQ dinner.

Percy was in the lead after we left Petersburg. A strong weather front was moving through as we were heading west on US 460. It was as dark as midnight, the wind was blowing and small roadside debris was going everywhere. It was getting late, but not that late! Then the rain came. Was this a precursor for Saturday? I hoped not, even though I had a rain suit along just in case.

Well, the wind that was buffeting the truck and the motorcar was pretty strong. The cell phone rang and Percy inquired "if everything was OK?" I told him, since he knew the road to keep on going and maybe this storm would blow over, sooner or later. We found out it would be later, as it was still raining when we got to Farmville for the night.

Tommy was there already, having left Suffolk earlier than we did. We made plans for the morning, then hit the sack for a good night's sleep.

Saturday dawned—well sort of. Visibility was

ZERO! Pea soup-like fog had settled in overnight, and was it thick! After breakfast, we made one last gas stop to top off the motorcar tank, the spare cans and the truck. The fog seemed to be lifting; we hoped it would, or the run might be "fogged" out.

During the drive to Dillwyn, the fog started lifting. We arrived early, about 7:30 AM, and no one else was around. Closer to 8:00 AM other tow rigs and motorcars started arriving. We started setting the cars on as soon as Charlie arrived and gave us clearance and directions.

While everyone was doing last minute chores, setting on cars or looking at the other cars, Kathy



HUGH CAIN PHOTO

Early A.M. starting lineup at Dillwyn, Virginia, in the Fog.

Ranson circulated through the crowd taking orders for the catered box lunches we would enjoy after our morning ride. Charlie called for a safety meeting and introduced Mr. Robert Bryant, owner and operator of the Buckingham Branch Railroad and Gary, who would lead our pack on the first ride.

With cars at the ready, it was off on the first of two round-trip rides over the railroad. This first would be a real slow one, since Gary was doing a track inspection as well as leading our pack of cars. Numerous stops and lots of slow running caused for some plug-fouling on the two-cycle motors. The AT4 was running rough; I figured it was fuel system contamination. Finally, it quit running altogether. Once restarted, the car ran fine the rest of the morning trip and all of the afternoon run, too.

Slate Hill is the beginning of an almost all downhill trek for trains, or in our case, motorcars. We

HUGH CAIN PHOTO



Turnaround point at New Canton on the end of the first round-trip.

passed several spurs that provided car loadings for the railroad, either for lumber or the mineral businesses in the area. Our first real obstacle came as a dual threat. At the Solite facility, the rails were covered with the material from the plant. This made for some bumpy and rough riding. Then we came to a place where water covered the rails. What to do? As any good sailor would do, full steam ahead! The hy-rail truck had made it through, and so had the MT14 ahead of me. From the wake we left, you would have thought we were in a PT boat instead of a motorcar.

New Canton came into view. This is where the railroad crosses the James River on a long bridge for interchange with CSX. Gary had warned us about the self-guarding frog on this switch, and everyone moved through it slowly and safely and on down to the Forest Service road for turning the cars and a short potty break. Gary went about his business, finishing up his inspection of the bridge and left us via the street. Those who wanted to turn their cars did so. I decided since the car weighed as much as it did, I would run in reverse back to Dillwyn. Everybody got back onto their cars, and we headed up hill and back for lunch.

Our morning run had been aided by Tommy Arthur, the third member of our group from Suffolk. He was there at every crossing with the red flag out and the traffic stopped. This made our crossing of the many streets, farm roads and rural roads much safer. Tommy's efforts in the morning really paid

off, and we all appreciate his "tour of duty." The afternoon run would see us having to slow and stop at all of these crossings, as Tommy was riding with me in on this run.

Back in Dillwyn finally, the participants were directed to the Ranson family backyard where a picnic lunch awaited us, under shade trees no less. Yes, the morning fog had burned off, and now the day was getting hot and humid. The shade trees were a welcome relief, and so was the light breeze that was blowing. This lunch proved to be more than the typical sandwich and chips in a box. We had selected our choice of sandwich filling, bread and fix-

ings before we left. There were chips, cookies, pickles, plenty of iced sodas and sliced watermelon to boot! Thanks, Mrs. Ranson, we all enjoyed the excellent lunch and accommodations provided.

What better way to shake down a repast like we had eaten than with ride over jointed rail. The afternoon trip was as good as the morning run had been. Everyone got back to Dillwyn about 4 PM and commenced to load up for the trip home.

Our thanks go out to Mr. and Mrs. Robert Bryant, owners and operators of the fine Buckingham Branch Railroad, Gary, who lead the morning run and all the rest of the BBRR staff who made our run possible. Thanks, one and all. Thanks to Charles Rausch for making the arrangements and to all of our fellow riders. Two Runs, NO Strikes, NO Errors. It can be done safely and have fun at the same time.

Cars spaced out, hy-rail leading, just north of Dillwin.



TOMMY ARTHUR PHOTO

Ore Docks, GEs & Motorcars

By Dave Stroebe

The year is 1975, and I am at my best friends "Bachelor Party." He has brought out several trays of slides for us to lust over. Soon a green, white and black Alco "Alligator" DL709 with yellow chevrons appeared on the screen. Written on the side was LS&I. "Lake Superior & Ishpeming. It's all Alco and GE!" he explained to my inquiry. In the three-unit consist were a GE U-25C followed by a high hood six-wheel trucked Alco RSD12 painted in red, white and black with yellow chevrons. My friend was obviously an Alco fan (aren't we all?) and had snapped the shutter soon after the engineer opened the throttle. Clouds of thick, black smoke belched skyward as the trio of four-strokes strained with the load of 120 empty 65-ton capacity "Ore Jennies," all with friction bearings, bound up grade for the Tilden, Empire and Republic Iron Ore mines. Since the cars never left the railroad, they were exempt from FRA interchange rules; roller bearings were not required. I knew right there and then I would have to make a pilgrimage to the Mecca of four-strokes and check it out for myself. It wasn't until the early 1980s that I made a trip to Marquette, Michigan. The LS&I was always friendly to railfans as long as they got a liability release from the LS&I headquarters near the Soo Line ore dock. I received my "Visitors Badge" and was told that I could go just about anywhere except the engine house, ore dock or bridges. Upon exiting the building I looked at the massive steel girder bridge which the Soo Line had built over the city to access their ore dock. I spent three days there taking in the unusual operation.

When NARCOA started having meets on the LS&I I knew I had to return. Marquette is located in Michigan's upper peninsula (called the "Yoo Per" by the locals) and so is a hefty 420-mile, 12-hour drive from Muskegon. I decided to split up the trip and spend the night at Kelly St. Antoine's home, since I was to drop off two MT14 axles and wheels to be used to make a track mower for use on the Sweet Line Railroad. Kelly is a real diehard "Foamite," and a display of lighted switch stands and various other signals greeted me as I drove in. To say that Kelly's house is decorated in the railroad motif is an understatement; even his alarm clock has 12 different steam locomotive whistles! The next day we unloaded the axles and wheels, repositioned my MT14L on the trailer and headed

for Ishpeming to spend two days at Chris Gleason's cabin. We stopped in Marquette to locate the seton site, so we wouldn't have to look for it on Saturday, the day of the meet.

Things had changed in the 15 years or so since I had been there. Gone is the magnificent steel girder bridge rising high over downtown Marquette that was the approach to the Soo Line ore dock. It was torn down last year. Left in place was the ore dock itself, complete with loading chutes, rising three or more stories high. The yard tracks near the ore dock lay unused or torn up. Like many cities, Marquette has engaged in a renewal program for their waterfront and so has a nice park located there. The weekend of August 26th was also their Seafood Festival, and so tents for festivities were set up on the former railroad land.

We then headed for Chris Gleason's cabin. After winding our way down curvy roads we arrived at Chris's cabin located on a reservoir made by the mining companies for use in their mining and ore processing operations. Chris greeted us and then proceeded to grill hamburgers and a unique flat sausage you can only get in the upper peninsula. Afterwards he drove us around and showed us the Empire mine, largest of the existing iron mines in the area. We were amazed at the piles of mine tailings and overburden rising hundreds of feet high like some distant mountain range. Afterwards we headed back to Ishpeming and a tour of downtown Negaumee. Chris explained that there are hundreds of miles of mining tunnels under the city and that some had begun to cave in. So serious was this problem that the city officials abandoned and tore down half the town. Then they fenced off the area and put signs reading "Danger Caving Area" on the fences. Before returning home, Chris showed us the Duluth, South Shore & Atlantic/C&NW depot which was in poor condition but is being used by a veteran's group. We then headed back to "camp" for a good night's sleep.

The next day, we were awakened by a thunderstorm with rain, which continued during our trip to the seton site. I pulled up in line and proceeded to remove the straps that held my car to the trailer. Meet coordinator Jim Lindholm greeted us, and I told him my guests had paperwork to sign. Once this was done, I set my car on. As it turned out, I was lead car behind the LS&I hy-rail. After all the

trailers were parked and supplies loaded onto the cars, Jim called the safety meeting. After one late arrival set on, I was given permission by Jim to proceed up to our escort. We had to wait for a train to leave before we got permission to enter the main.

Things had changed on the LS&I, too. Gone were the Alcos and older GE "U-Boats." Instead the LS&I had ex-Burlington Northern GE units still in BN Cascade Green and white with LS&I painted on the front and sides and the friction bearings on the ore jennies were being replaced with roller bearing axles placed in the journal boxes.

Once the train was in the clear, we headed out on the main amidst light rain and a thick fog. If it weren't for our escort's yellow revolving light, it would have been hard to see the blue Chevy Suburban hy-rail. Our escort continued through the fog at a moderate pace, and we were soon traveling through the woods, up grades and around curves.

One of the highlights of this trip is the bridge over the Dead River Gorge. This relatively short bridge spans a deep gorge which reminds me of the Montreal River bridge on the Algoma Central. A short distance later we crossed another high bridge.

Up ahead our escort had stopped as we had caught up with the train. We stopped about 300 feet or so from the last car of the train, which was proceeding slowly over an unmanned automatic scale. After the train had left, it was our turn. We proceeded at a slow pace, as instructed by our escort, because going fast would mess up the scale.

Our pace quickened somewhat and soon we arrived at Humbard Yard [Eagle Mills], where we stopped for our obligatory rest stop. We checked out the many ore jennies that were BO—Bad Order not Body Odor—for various reasons. After about 20 minutes our escort threw some switches, and we were off towards the Republic Branch, while the head and ditch lights of an approaching train loomed in near distance.

The Republic Branch was built to serve the Republic mine which closed in 1980. The branch was still in service until the stock piles of taconite pellets were finally exhausted. Our escort told us that although this line is out of service, he'd ridden the branch the previous week and found it in good condition. He picked up the pace, and so we were doing some of the fastest running so far on the trip. The line was starting to get overgrown with tall grass and weeds, and pine trees were beginning to grow in some of the sidings. Soon some very tall thin weeds that were pea green with fuzzy leaves and a cylindrical yellow flower on top (called candle sticks or mullens) were growing five feet tall in the tracks. The front of my MT14L was getting whopped by these tall weeds. Chris Gleason was actually ducking, as I ran over the weeds.

The fog had finally burned off, and the sun was making an attempt to shine. Our escort stopped, took his hy-railer off, then put it back on. He proceeded to go forwards and backwards several times. I got out to see what he was doing. Turned out he was attempting to clean out the gravel-covered, grade crossing flangeways. Soon the others caught up and we proceeded to dig out the crossing with our required, steel-toed shoes. I kicked a large rock off the tracks without hurting my toes. These steel-toed-shoes do come in handy after all. Another operator went into the woods and returned with an adz (hoe-like ax) while another confiscated a beat-up snow shovel. Meanwhile I took a photograph of the front of my car which was covered with chopped up weeds. It looked like an "Onan Food Processor!"

After the flangeways were cleared and the borrowed tools returned to the woods from which they came, we were off again for the Republic Mine. We arrived at the end of the line, past an overturned C&NW ore jenny minus the trucks. We turned our cars and backed up to the fence which had a sign reading, "It is against the law to damage this fence." The sun was finally shinning as we headed back to Marquette. We had to stop as a car broke down and attempts were being made to fix it. I grabbed my orange flag and walked down the tracks to protect warn approaching motorcars. Soon the loud exhaust of a Fairmont two-stroke was echoing off the woods. It was Jeremy Winkworth who was towing Rich Dunton's MT19 with his M9. He asked if I would tow Rich since the MT14 could do an easier job of towing. I moved past the crossing and Jeremy set his car off. I backed up and hooked onto Rich while Jeremy put his car back on. We were soon off with Rich's MT19 in tow. The chain had broken leaving his car inoperable. We stopped at a roadside restaurant for lunch, and those who desired to, went to the restaurant while those of us who had lunches stay with their cars. Kelly, Chris and I had bought some pasties (pronounced past-ez) which are a upper peninsula staple. These are sort of like a meat pie with a thick dough crust, looking like an overgrown ravioli.

After Lunch, we headed out again under sunny skies, past signal bridges and through and over the town of Negaunee. We arrived back in Marquette and were given permission to run our cars up on the ore dock. This was an added treat, and we were allowed about ten minutes up there. Below us was a freighter taking on a load of Taconite pellets. We were soon told, however, that they had to use the tracks we were on, and so we backed on down to our seton point.

It was a very good trip. I wish to thank the LS&I, our escort and Jim Lindholm for getting up this very good meet.

This Is A
FINAL DRAFT COPY
Dated: September 16, 2000
Of The Proposed
NARCOA Book Of Rules #5
(Effective Date To Be Announced)

Book of Rules

Version 5

This version supersedes 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. This rule book will be the baseline set of rules for all NARCOA insured excursions. As a condition for attendance at NARCOA insured motorcar excursions, members must demonstrate familiarity with its contents via a written test on the rules. A certificate attesting that the motorcar operator is knowledgeable about the rules will then be issued to that person. 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. The NARCOA affiliates may have additional rules or requirements, which must be published.

SAFETY

The conditions encountered at an organized motorcar excursion differ from those found in railroad maintenance-of-way service. Certain concerns of this type of work aren't found at motorcar excursions, while other problems are generated by the operation of large numbers of motorcars in close proximity. These rules have been formulated to take that difference into account. Motorcar 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 judgement that must be used in the absence of specific instructions. When in doubt, the safest course must be taken. Safety is the foundation of motorcar enjoyment. The good safety habits of each operator and of his/her passengers ensure the pleasure of all. The carelessness of a single individual can create serious personal injury.

THE RAILROADS

Railroads are a serious transportation business, and their personnel may be unfamiliar with organized recreational motorcar events. In these regards, the railroads will accept us only if we can positively demonstrate a history of mature judgement, behavior above reproach, 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 operations. Violation of host railroad safety rules may result in loss of riding and/or membership privileges.

RULES VIOLATIONS

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. Violation of NARCOA or NARCOA Affiliate safety rules may result in loss of riding and/or membership privileges

I. MOTORCAR MECHANICAL STANDARDS

1. GENERAL. Individual standards may be specifically waived or additional standards may be required in any given excursion. The Excursion Coordinator is the final authority and may accept or reject any motorcar for use at that excursion. Each operator has the responsibility for the safe mechanical and operating condition of his or her motorcar.

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 that 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, tempered safety glass, polycarbonate (e.g.: Lexan) or acrylic (e.g.: Plexiglass) is required for all windows. Laminated safety glass is recommended for windshields. Window surfaces that are scratched to the point that vision is impaired are not acceptable. Severely cracked or shattered glass is not permitted.

4. FLOORBOARDS. Adequate floorboards for operator and passengers shall be conveniently located and securely fastened to the car.

5. ROTATING PARTS. Exposed moving engine or driveline 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 that 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 surface thickness on plate wheels shall not be less than 1/8 inch for light and medium weight cars, and 5/32 inch for heavy gang cars. Wheels must be free from cracks. Only manufactured wheels are allowed. Exception: Wheels approved by the NARCOA Board of Directors.

8. INSULATION. Wheels on all excursion equipment must be electrically insulated such that track circuits are not activated.

9. TOW HITCHES. All motorcars 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 inches to 16 inches above the railhead. The hitch must be constructed of material at least as thick as the member that it is attached to. 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 metal 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 between 3/4 inch and one inch and must 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 tow bar 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 by a recognized testing agency for the purpose of storing and transporting fuel. Auxiliary fuel containers must be secured to the car. Protection against puncture for the main and auxiliary tanks is highly recommended.

12. LIGHTS. All motorcars are required to be equipped with an operable white headlight and an operable red taillight. Cars without original lighting equipment may use portable battery operated lights as a substitute.

13. STOPLIGHTS. All motorcars must be equipped with one or more red stoplights mounted on the rear of the car, which are automatically illuminated upon brake application. Stoplights must be bright enough to be easily visible in daylight at 300 feet. Stoplights may be integral with the taillights. Stoplights may flash with brake application.

14. FLAGS. Two bright red or orange flags, 16 inches by 16 inches or larger, must be carried on each car for use in signaling other motorcars and flagging crossings.

15. TRAILER CARS. Trailer cars are discouraged, and may be prohibited at any individual event unless

specifically approved by the Excursion Coordinator. Motorcars towing trailers must have their taillight(s) and brake light(s) visible or the trailer must be equipped with operable taillight(s) and brake light(s) activated by the towing motorcar. If used for carrying passengers the trailer must have an operable four-wheel brake system. End sill railings securely fastened to the trailer and seats securely fastened to the trailer for all passengers are required.

16. AUDIBLE WARNING DEVICE. Each motorcar must be equipped with an audible warning device. Excessive or unnecessary use of loud horns should be avoided. The use of horns, except as an emergency warning, should be avoided when approaching grade crossings as motor cars are required to yield to approaching highway traffic and the use of horns confuses motorists.

17. HANDHOLDS. One or more safe and suitable handholds conveniently located shall be provided. Each handhold shall be securely fastened to the motorcar.

18. ADDITIONAL SAFETY EQUIPMENT. A first aid kit, a fully charged ABC fire extinguisher with a minimum two pound capacity, and an operable flashlight or lantern are required to be carried on each motorcar. Properly installed seat belts are recommended.

19. TURNTABLES. Hydraulic turntables, including OEM Fairmont turntables, 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 warning device 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, loose axles or axle bearings, or similar defects which affect safe operation may be cause for exclusion from NARCOA excursion participation.

II. MOTORCAR OPERATING RULES

INTRODUCTION. Most of the safety issues in recreational motorcar 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 motorcars usually operate alone.

Motorcar 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, turnouts (switches) may be unusable, and grade crossings may be paved over or covered with gravel. Infrequent use of track makes the right-of-way a haven for animals of all types. Traffic or pedestrians at highway grade crossings (or anywhere in between) may not expect motorcars or any other railroad traffic.

Motorcar safety hazards commonly include the following:

- a. Operator inattention.
- b. Insufficient signaling.
- c. Excessive speed for conditions.
- d. Improper yielding to automobile traffic.
- e. Following too closely.
- f. Collisions with animals.
- g. Improper seating of passengers.

1. HOST RAILROAD. The operation of a railroad motorcar 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.

2. RULE BOOK. All operators at a NARCOA insured excursion must carry the current NARCOA rule book, or copy thereof, and the applicable affiliate additions.

3. ALCOHOL AND DRUGS. Excursion participants are prohibited from: (1) the use of alcohol and drugs while participating in NARCOA excursions, (2) the possession of alcohol or drugs in open or unopened containers aboard any motorcar or on railroad property, and (3) the use of alcohol and drugs while on or off railroad property during the hours of any NARCOA excursion.

NARCOA officers, NARCOA affiliate officers, excursion officials and officials of the host railroad retain the right to inspect motorcars and personal effects to enforce this rule. Excursion participants who are found to be in possession of, or under the influence of, alcohol or drugs during a NARCOA excursion will be requested to immediately leave the excursion and railroad property. Those failing to do so will be in violation of trespassing laws. Registration fees will be forfeited. Violations will be referred to the Judicial Committee.

4. WEAPONS. Excursion participants are prohibited from possessing firearms or other deadly weapons, including knives longer than 3 inches. Persons may be authorized by officials of the railroad to have the above in the performance of their duties. (Normal kitchen/cooking/picnic implements are exempt.) Violations will be referred to the Judicial Committee.

5. **GRADE CROSSINGS.** Motorcars do not have the right-of-way at grade crossings. Motorcars 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 of the crossing before proceeding. Automatic grade crossing signals will not ordinarily be activated. When they are activated, however, the protection may be limited because waiting traffic expecting trains may not see motorcars and may ignore warning signals.

No motorcar may enter a grade crossing until it is safe to do so. A horn shall not be used as a substitute for the crossing rules above.

6. **MATERIALS.** Loose materials or tools loaded on motorcars shall be properly placed and secured so as to not fall off while the motorcar is in motion.

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

8. **SPEED.** Motorcars shall be moved slowly over frogs, switches, around sharp curves, and when running through interlocking plants. Cars shall be moved very slowly when operating through spring frogs when passing over a diverging route.

Cars should also be moved slowly over self-guarded frogs.

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. **SWITCHES.** Generally switches must not be thrown unless so authorized by the railroad. Before making movements in either direction over switches, make sure that the switch points are firmly closed against the rail for the route selected and that the switch is latched or secured by placing the lock or hook in the hasp. After passing through the switch it should be returned to its original position with the locking device in place. Normal position for a main track switch is for movement on the main track, and the switch must be left lined and locked in that position.

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

11. **BRAKING.** Sudden application of the brake shall not be made except in an emergency. Warning of such application should be given to riders and following cars.

12. **STOPPING.** An automatic stoplight is the primary means of signaling following cars of a stop. In addition, a red or orange flag should be displayed 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 motorcars. During hours of darkness, flaggers must use a portable light to warn following motorcars.

The operator must demonstrate the use of the flag to all passengers and indicate that they are to use it in case of emergency.

13. **TORPEDOES AND FUSEES.** The use of torpedoes at NARCOA insured excursions is prohibited. Fusees must not be placed where they may cause a fire.

14. **OVERLOADING.** Motorcars must not be overloaded with passengers and/or equipment causing unsafe operation. Passengers must not obstruct the operator's vision.

15. **FOLLOWING.** The operator must be constantly aware of the actions or potential actions of the operator of the car ahead. Allow a 10 to 12 second spacing between your car and the car ahead. This may be increased at higher speeds and reduced at very slow speeds.

Particular caution must be exercised when operating on wet or greased rail.

16. **INDEPENDENT OPERATION.** The Excursion Coordinator will define the plan for the excursion. Operation outside of the organized group without the knowledge and permission of the Excursion Coordinator or the host railroad is prohibited.

All motorcar movements are governed by the Excursion Coordinator and the host railroad.

No NARCOA insured 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 track authority.

17. **RESTRICTED SPEED.** Motorcar operators must operate their cars at a speed that allows stopping within half the range of vision short of train, engine, railroad car, men or equipment fouling the track, stop signal, derail, or switch not properly lined.

All operators should operate at "restricted speed" at any time that their range of vision is reduced by any object.

18. **BRIDGES.** Dismounting of motorcars while on bridges is prohibited. Exception: bridges with walkways and handrails.

19. REST/HOURS OF SERVICE. All operators are encouraged to get adequate rest before a day of motorcar operation.

Excursions should not be scheduled to require more than 12 hours of operation per day.

III. PERSONNEL RULES

INTRODUCTION. The appearance and conduct of motorcar excursion attendees is a major factor in how we are viewed by railroad personnel. The more professional we are, the more likely we are to be invited back.

1. SHOES. It is recommended that all persons attending a NARCOA insured excursion wear closed-toe, ankle-height boots with a hard sole. Sneakers, tennis shoes, and open toed footwear are not acceptable.

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

3. TRACK. Walking, stepping, standing, or sitting on rails or switches is prohibited. Step over rails, not on them. Expect train or motorcar movement at any time, on any track, without notice. Avoid stepping on or near switch points. The points of a switch may move at any time without warning.

4. PROPERTY. Respect railroad property as if it were your own. Do not remove anything from railroad property that you didn't bring with you.

5. GRADE CROSSING FLAGGERS. 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 motions to motorcars that highway traffic could misunderstand. Flaggers must only signal highway traffic to stop. Flaggers must never signal highway traffic to go. (To do so assumes liability.) Highway traffic and pedestrians have the right of way at all grade crossings. Flagging of grade crossings during periods of poor visibility, storms, or hours of darkness must be done with fuses, flashlights, or lanterns.

6. 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 motorcars in close proximity to their train. Do not stand between your motorcar and a train that is passing on an adjacent track that is within 25 feet of your motorcar.

7. CHILDREN. No children under the age of 5 years are allowed to participate at a NARCOA insured excursion.

8. SMOKING. All guests on railroad property are asked to use good judgement in smoking and shall not smoke where smoking is prohibited. 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. BREAKDOWNS. Operators will be notified of the breakdown rule in effect at each excursion.

3. INSPECTIONS. Excursion Coordinators, or their designee, 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 should notify the motorcar operator of any observations of equipment that is borderline on rules compliance so that the equipment can be repaired or corrected, as necessary.

4. OPERATOR CERTIFICATION/INSURANCE. Excursion Coordinators, or their designee, must verify that all operators have in their possession a current NARCOA approved operators certificate and that they have valid NARCOA insurance.

5. HY-RAILS. Excursion Coordinators must place autos or trucks with hy-rail gear at the appropriate place in the group with consideration as to the purpose of the vehicles. Refer to the Operations Handbook for requirements for hy-rail vehicles.

6. EXEMPTIONS. Excursion Coordinators may make certain exemptions for equipment not classified as true motorcars, such as handcars, velocipedes, and steam cars, or for antique equipment over 50 years old.

7. STEAM POWERED CARS. Steam powered 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 powered cars.

8. ACCIDENT AND RULE BOOK VIOLATION REPORTING. The Excursion Coordinator must report all accidents and all rule book violations (even when no

accident has occurred) in accordance with the procedures set forth in the Operations Manual.

9. **ADDITIONAL RULES OR EQUIPMENT.** In cases where additional rules or equipment are mandated by the railroad, the Excursion Coordinator, the NARCOA affiliate, or any governmental body, the requirement for same shall be announced in the meet notice and compliance shall be judged at the Safety Inspection.

10. **SECURING CARS.** On multi-day excursions where motorcars are left on the track, at least the front and rear cars must be secured to prevent unauthorized use.

V. DEFINITIONS.

1. **INTRODUCTION.** 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 motorcars that inexperienced operators may not be familiar with.

2. **HAND SIGNALS.** Operators and designated flaggers must demonstrate a working knowledge of standard railroad hand or flag signals for the following: 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.

c. A hand, flag, or lantern waved in a circle means to Back.

3. **WHISTLE/HORN SIGNALS.** Two long whistles is the standard railroad indication to proceed forward. Three long whistles is the standard railroad indication to back up.

The Excursion Coordinator may designate a specific whistle signal at the Safety Meeting that will be used as a warning for everyone to return to their cars and prepare for departure. Signals are to be originated by the Excursion Coordinator or their designee.

4. **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 motorcars.

The lubrication drastically reduces traction for braking, especially when rain is present.

Operators should allow extra spacing in the proximity of flange lubricators to allow for increased braking distance.

6. **SPRING FROGS.** These frogs have a spring operated flangeway on the diverging route and present a special hazard to motor cars due to the fact that motorcars are typically not heavy enough for the flangeway to open for the passage of the motorcar. The wheels of the motorcar may ride up and over the frog.

Motorcars must be moved very slowly over a spring frog in order to reduce the likelihood of a derailment. It is recommended that motorcars be walked over a spring frog to ensure safe passage.

7. **SELF-GUARDING FROGS.** These frogs present a hazard to motorcars because there are no guardrails opposite them. Motorcars have wheels too narrow to use the guidance provided by the raised edges on the self-guarding frog.

While they are seldom used on main lines, we often operate through yards and sidings where they are common. The greatest hazard is encountered on the diverging route from the straight track to the siding and motorcars must be moved slowly across the self-guarding frog.

It is recommended that motorcars be walked over a self-guarding frog on the diverging route to ensure safe passage.

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

Rare Sheffield Model 41 - (push and go motorcar) This car was number 205 of the Norfolk Division (Virginia) of the N&W RY and spent its last active days of service on the Norfolk Franklin and Danville Railroad, a subsidiary company of the N&W. The Model 41 is a wooden framed two cylinder direct drive fuel injected car. Sheffield offered in this model fuel injection and direct gear drive. The 41 featured the only fuel injected two cycle engine offered by FM/Sheffield. No poppet valves in the carb! There are only a handful of these Model 41's in existence. Number 205 was the cover feature photo in the Setoff in 1990-91 while on a trip in Berwick PA. the car is restored, operable and garage kept. Asking price: \$4,000 or best offer. For more information contact: Kevin Page, Richmond VA (804) 897-2944 k.b.page@worldnet.att.net so00

4 Fairmont Wheels - (Like New) - M114U4K - 16 x 5/16 x 4 1/2 - No. 1789003. Asking \$85 each. Ken Kinman, 4031 Nevermind Way, Greenwood IN 46142-8544 (317) 881-1796. so00

New Products -

MT-19 Tomah Cab T-Slider Window each \$78
 Brakes, Shoe and Liner, A3, A4, A5 each \$30
 Tomah Cab Kit for MT14..... \$1,000
 Insulators, M9, M19, MT19 each \$25
 Insulators, M14, MT14 each \$25
 Insulators, A3, A4, A5 each \$30
 Aluminum Lift Handles, M9, M19, MT14, M14, MT19
 each \$85
 Embossed Aluminum Engine Side Panel.....\$30
 Control Panel, M9, M19, MT19.....\$50
 Axles for M9, M19, MT19, MT14, rear and front, call for pricing.

Decals: Call for prices, can custom make any decal.
 Les King, P O Box 164, North Lawrence OH 44666 (330) 833-2868 7 a.m. to 9 p.m. (EST) Fax (330) 830-5213 so00

1945 Fairmont M19 - Car is completely restored and ready to go, asking \$2,000. It is located in central New Jersey. Call (732) 556-1667 or (732) 682-5919. or email at marco5716@aol.com so00

MT19 - In good running condition and rail ready. New front wheels. Very dependable car. Asking \$2,200. S2 open car off of Union Pacific. Car runs good. Add a brake light and it will be rail ready. Asking \$1,500. Contact Jerry Belter at (440) 888-6972, or nw65512@worldnet.att.net so00

FOR SALE

MT19 With Trailer. - \$2,500. Call Mark at (540) 726-2856 or (304) 384-9524. so00

Rail Trailer - Nearly new aluminum diamond plate construction by professional welder. Is 5 feet long with 6" floor well. Equipped with hitch, stop/tail lights on both ends, luggage pod, lift handles, gas can storage, loading ramps, 16" Fairmont wheels and axles. FREE DELIVERY within 100 miles - photo available - \$500. Contact Gus vonHolten, 182 Hawleys Corners Road, Highland NY 12528, (845) 691-7768 pvonholten@ny.freei.net so00

Two Aluminum Roof Sheets - 41" long x 63" wide. Should fit M9's \$100 each. S2 motorcar located east of Dallas TX, in good shape \$1,500 fob Terrell TX (east of Dallas TX 30 miles) M. W. Kirby, 215 Tracy Lee Ct., Burleson TX 76028 (817) 478-0773. so00

MT19 Car - It is an ex-CN. It is in very good condition and will pass all NARCOA inspections. My son and I have gone on many trips and now he has lost interest. This car has 4 seats, an inspection window on the left front, roof antenna, wipers front and rear lights also. With car are 2 M9 trailers. The both are in good shape, maybe needing a little paint. E-mail shark316@swbell.net or call (816) 229-7711 for more details or pics. Price is \$3,000 and will deliver, if you wish, within 200 miles of Kansas City MO. so00

Fairmont M14 with Tomah cab, new motor, new windows, new paint with new decals, aluminum lift handles, carpeting, new seats, turntable, electric winch, trailer also included. Asking \$5,800 or make an offer. If interested Email shirl1934@hotmail.com or call Shirley at (740) 946-4643. so00

Speeder and Parts for sale - Woodings CBI84 Motorcar, \$2,400. Two man car with 16hp Tecumseh engine. NARCOA ready with lights, seats, new or rebuilt components. - COMPLETE Onan CCKB engine w/Fairmont Transmission. running condition with Alternator, starter, Carburator, Air cleaner, manifolds and all shrouding. Very clean, tuned and ready to drop in your car. \$1,400. - 1ea Fairmont MT transmission with holes in bottom of case. Gears in good shape, w/linkages \$250. - 2ea NEW Fairmont 16" cushion wheels \$300 each. - 1ea NEW Fairmont 16" cushion tire only \$125. - 1ea Woodings 2-man CBI Fiberglass Cab \$75. Photos available of any items shown. Watch for further releases. Rick Leach, e-mail rickwleach@juno.com 14123 206th Street S. E., Snohomish WA 98296. so00

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

MT14 Ready to use. New brakes, 4 boat seats, new curtains, exhaust, paint, battery, air horns. \$2,500. M19. Totally restored, 12-volt, new brakes, seats, diamond plate aluminum floor and engine cover, alternating stop lights, curtains, a super car! \$2,500. M-9 project complete \$900. Tom (608) 241-0777 or tommys2toys@cs.com (3)*ja00

FOR SALE

Fairmont Motor Car MT19 - Good condition \$2,600. Scottie Wershing, 280 Anderson Rd. Murphy NC 28906 Phone (828) 644-5204. so00

Fairmont ST2 Ex BC Rail, single cylinder motorcar. Needs restoration and T.L.C., \$500 US dollars. Contact Rick Bennett, 634 McGowan Ave., Kamloops BC Canada V2B2P8. Phone (250) 376-5867 after 5 p.m. PST.

(2)*ja00

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

MT19 Motor Car Ex CN 2 cylinder Onan, runs, but missing gas tank and brake arms on one side. Fiberglass cab with doors, asking \$1,200 US dollars. Fiberglass cab for MT14 \$300 US dollars. Delivery possible. Tony Andrusevich. Call evenings (905) 692-5949. Hamilton ONT Canada. ja00

AVAILABLE AGAIN New M9 Axle Pulleys, Part No. M21581K, professionally cast and machined, ready to bolt on. \$245 plus postage. Jim Dobbins, RR2, Box 105, Goff KS 66428 (785) 868-2388 or e-mail at motorcar@juno.com (3)*ja00

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

Just Received - 15 Nice ex-CNR A4's Units are for sale with prices ranging from \$1,800 to \$2,500 Canadian dollars (\$1,250 to \$1,750 US Dollars Aprox) We've got some excellent freight rates into the US. E-mail bobcantin@interbaun.com for more pics and information. Bob Cantin, Edmonton, Alberta, Canada (780) 499-4307. ja00

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

Fairmont MT14 L type 2 rail car - former CN with full fiberglass cab and single doors - runs fine - has all good glass - all good wheels - good brakes - has Fairmont seats. Priced at \$2,500 FOB Cedar Rapids, Iowa. Ron Hoopman (319) 396-9187 or e-mail ronandmardi@juno.com ja00

FOR SALE

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

E-mail milw8170@thevillagelink.com

ja00

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

MT19A3-2 Fairmont 1984 S/N 253665, was SP, now painted in UP armour yellow and gray. Car complete. Has rear and aft side panels removed but are included. Major extras include Vintage Trailer with canvas cover, IC-2000 radio with Flight Com head sets, duel fuel tanks with switch valve, new rear axle, sprocket and all axle bearings, electric fuel pump, electronic ignition and Coleman 12VDC cooler. NARCOA ready. Completely rebuilt '94. Last ran August, '96. \$4,900. Jim Boyd, (801) 737-3523 at Ogden, Utah. E-mail linbo@utahisp.com so00

Fairmont A3 - 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

Fairmont MT14 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

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

C5 Carb EZ455 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

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

Fairmont S2 - 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

MT19 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

Fairmont MT19AL 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

MT14 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

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

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

M19 Axle - Nice and straight. Good keyway. \$75 plus actual shipping cost. Contact Mike Paul at M19SOORKB@prodigy.net (920) 235-2607 ja00

Fairmont A3 with the Waukesha ICK motor, good tranny and rear gears, good wheels, brakes fair (one shoe needs replacement), no cab, strictly an open car. Good gas tank instruments, panel, wood. All that it needs to run on a meet is hooking up the throttle linkage and exhaust system. Parts of the cab front included with car. \$1,750 FOB near Blue Ridge GA. Car is in dry storage. Fairmont M19 with OD-B motor. Would make a good parts car or still could be made operational. Has a good motor, drive belt, wheels, brakes, frame. Parts missing: Cab, gas tank and set off levers. \$750 FOB near Blue Ridge GA. For more information, contact Southeastern Rail Services at (757) 588-6579 or stevenC277@aol.com ja-00

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

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

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

Carb. Poppet Valves, #EZ-455. \$15.60 each plus \$3 shipping and handling. C5 and C8 carb repairs done, very competitive prices with quality work. Contact: Carey Boney, 1605 Powers Road, Wallace NC 28466. (910) 285-7489 ja99

Videos Of Trackcar Meets

New Orleans & Kosclusko RR '99;
Apalachicola '99
Meridian & Bigbee with Arkansas Midland '99;
Maine Coast 5/99;
San Pedro Southwestern with Copper Basin 3/98
Santa Fe Southern with Texas & New Mexico 3/98;
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

FOR SALE

Several MT14 and 19 Body and chassis (less engine and transmissions) - \$75 Canadian each. Two M19's with 2 spare parts chassis, several MT14 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

MT19 - Series A, Group 2, Special 12 Serial # 248944, Ex. C.N. #13520. Rebuilt to NARCOA Standards, new chain, bearings, brake pads, muffler, some glass, etc. Has headlights, tail lights, bell, horn, flasher, etc. Comes with or without home made tilt trailer with hand winch. \$1,500 US for speeder, \$500 US for trailer. Will deliver anywhere for cost of gas (I need a vacation). John Green, Ph/Fax (250) 767-6504. RR2 S24A, C2, Peachland, B.C., Canada VOH 1X0 jdgreen@silk.net ma00

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

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

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/MT16 with 1 3/16" diameter axles and for the M/MT14 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

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

NOTICE

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

License Plate Frames - "My Other Car Is A Fairmont Speeder" They are orange vinyl lettering on a black plastic frame. A couple of pictures are available at:

<http://albums.photopoint.com/j/AlbumIndex?u=56518&a=9332895> If you want one for your auto(s), and/or trailer, I can get them for you at the following prices: Deliver (at N. Calif runs) \$14 COD. By 1st class mail / padded envelope: \$16 for one, \$30.50 for two with check in advance to: Don Pomplun, 521 Van Buren Pl. San Ramon CA 94583. k2hug@home.com so00

WANTED

Wanted: I need to know the gap for the rings on the piston of an 8 hp engine RQ Group D engine Number 93 98.2. The engine is from a Fairmont speeder that is being restored by members of the Western New York Railway Historical Society. Any help in this matter would be appreciated. Please send your information to Bob Snyder at Bobs39ford@aol.com (716) 668-8223 .

Would like to purchase a Milwaukee Road Tomah Cab MT14L, or MT19A, or Soo Line motorcar in ready or almost ready to run condition. Any info; please e-mail 1hyrail@excite.com or call after 5 p.m. (CST) (414) 444-6974. Dave Hendricks. so00

Wanted: Ready to run motorcar. I am in the Chicago area, but can travel some to pick up. Tom Vaughn (219) 324-3494 or e-mail phone-man@home.com so00

Wanted: Narrow or Adjustable Gauge Trackcar (Dead or Alive). Please Contact William Stenitzke, 5523 Rte 9W South, Marlboro NY 12542, (914) 213-1248 Mr65GTO@aol.com so00

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

Wanted ROC engine. MR19 parts. Reverse gearbox, engine pulleys, reverse belt tensioner. Marv Weber, (831) 425-5467 PatMarvW@aol.com ja00

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

Calendar Of Motorcar Excursions 2000

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

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OCTOBER 21

Hoosier Southern RR - (GLRC) Lincoln City IN

OCTOBER 21 - 22

California Western (MOW) CA

Upper Hudson River Railroad (NERCA)

North Creek, NY

OCTOBER 22

Crane Navel Weapons Center(OME) IN

OCTOBER 28

Cooperville & Marne/GR&E (GLRC) MI

October 28 - 29

East Broad Top (Narrow Gauge) (OME) PA

NOVEMBER 4

Boone & Scenic Valley Railroad (FID) Boone, IA

Gettysburg Railway (NCRA) Gettysburg, PA

NOVEMBER 4 - 5

Big South Fork Scenic Railroad (OME) KY

NOVEMBER 5

Western Maryland Scenic Railroad (NCRA) MD

NOVEMBER 11

Santa Cruz, Big Tree and Pacific (PRO) CA

DECEMBER 9

Indiana Transportation Museum (OME) Noblesville

IN

YEAR 2001

Easter Weekend - 2001 (AUS) Australia - Port Augusta to Leigh Creek

July 24 - August 1, 2001 - (SWRC) Canadian National

August 3 - 7, 2001 (SWRC) BC Rail

September - 2001 (PRO) - BC Rail and VIA Canadian

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.

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.

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.

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

YEAR 2001

July 24 - August 1, 2001 - Canadian National - Prince George to Prince Rupert and return.

August 3 - 7, 2001 - BC Rail - Prince George to Minaret and return.

Coordinator for both runs is Tom Phair.

Additional information at:

http://www.southwest-railcar.org/british_columbia_2001.htm

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

November 4 - Gettysburg Railway - Third Annual Excursion on the historic Gettysburg Railway from Gettysburg, PA to Hunter's Run (just south of Mount Holly Springs PA) and return. This branch of the former Reading Railroad passes through part of the Gettysburg National Military Park where one of the most pivotal battles of the Civil War was fought. The orchards and other beautiful scenery of Adams County will also be part of your viewing pleasure. It will be approximately 50 miles round trip. Cost is \$25 per car. There is a 35 car limit. NARCOA Insurance required. NACROA rules apply. Send Insurance Card Number, Driver Exam Number, name, address, phone number, e-mail address and check payable to: "Northern Central Railcar Association" and send to: Gary Shrey, 54 Adams Road, New Freedom PA 17349. Phone (717) 227-9628, e-mail gshrey@aol.com

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

November 5 (*Western Maryland Motorcar Association*) **Western Maryland Scenic Railroad** from Cumberland MD to Frostburg MD and return. This former Western Maryland RR has steep mountain grades, Helmstetters Curve, a tunnel and excellent mountain scenery (the leaves should be off the trees providing spectacular views). Then, have your car turned on the turntable at Frostburg. It will be approximately 36 miles round trip. Cost is \$30 per car. We expect to set on from 8:30 to 10:00 a.m., leaving at 10:00 or shortly thereafter. We should be back in Cumberland by 2:00 p.m. for those who have a long distance to travel. NARCOA Insurance required. NARCOA rules apply. Send Insurance Card Number, Driver Exam Number, name, address, phone number, e-mail address and a check payable to: John Kemmet: and send to: John Kemmet, 708 Westwood Street, Hagerstown MD 21740, phone (301) 739-5948, AMSIAP@aol.com

**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.*

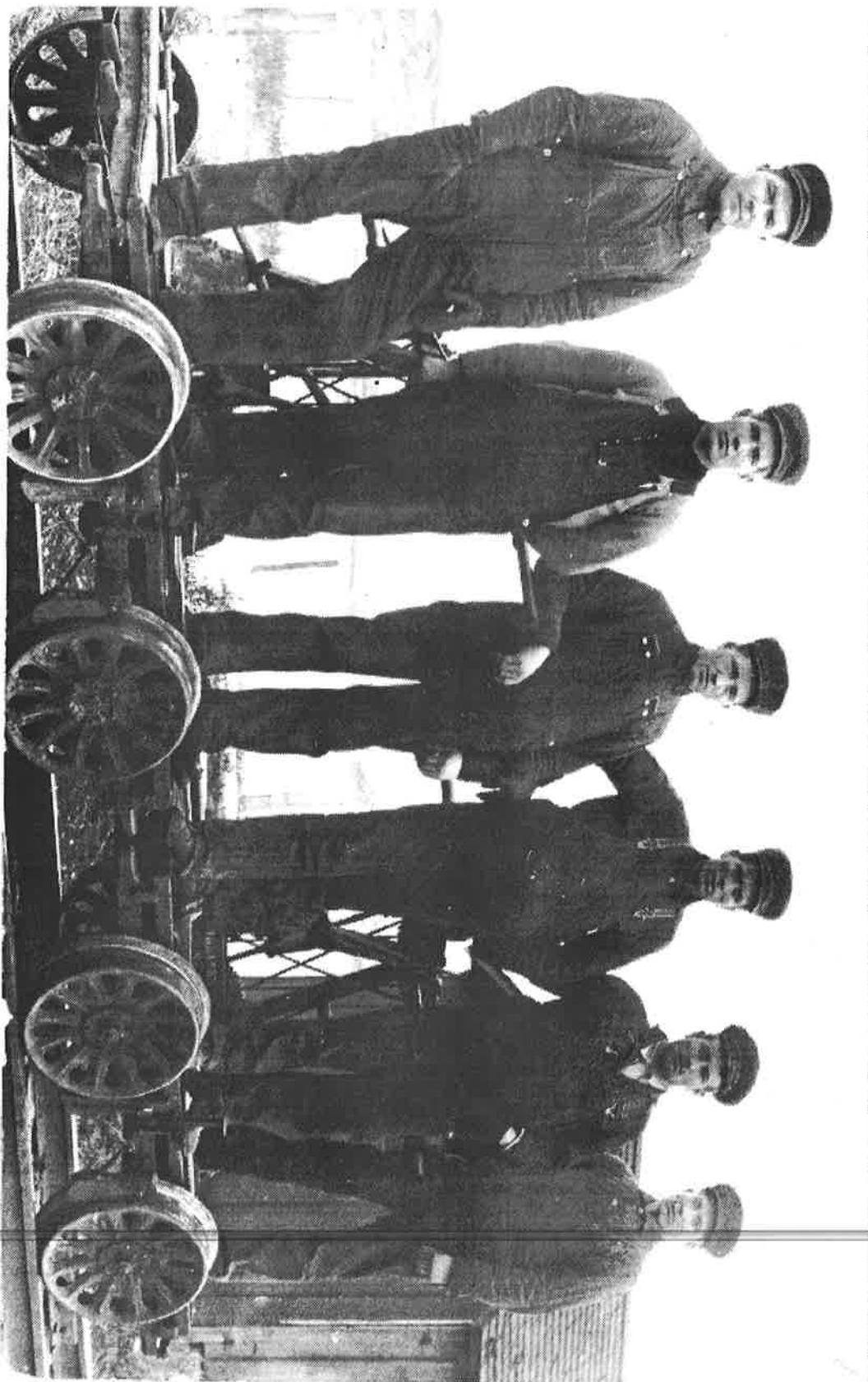
October 21 - 22 - California Western - Willits to Fort Bragg, CA. Overnight stay in Fort Bragg. NARCOA Insurance and rulebook certification, MOW license or mentor form, spark arrestor required. Cost details later. Meet coordinator: Bill Owen, 24601 Voorhees Drive, Los Altos Hills, CA 94022 wowen@hotmail.com

**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.

October 21 - Hoosier Southern RR - Lincoln City to Tell City IN, 30 miles round trip. Set on at Lincoln City 8:00 a.m. EST. Lunch in Tell City. \$30 per car. NARCOA Insurance required. Contact Stan Conyer (812) 342-0565 or sconyer@juno.com

October 28 - Coopersville & Marne / Grand Rapids & Eastern Pumpkin Run. Set on at Coopersville. Several runs planned including night run if enough interest. Cost \$15 per car. Hot dogs, pop, chili and doughnuts and cider provided for supper and after last run. Set on time 9:00 a.m. in downtown Coopersville. Lodging available at the Amerihost Motel - phone (616) 837-8100. Sponsored by Great Lakes Railcars. NARCOA insurance and rule certification mandatory. Preregistration required. Make out checks to *Great Lakes Railcars*. For registration packet send SASE (55 cents) to Dave Strobe, 1694 Broadmoor Street, Muskegon, MI 49442-5302. (231) 773-7980. E-mail strobx@aol.com



Six section men pose with their pump cars in this undated photo at the Northern Pacific station of Conlan, Montana, near the North Dakota border. TAYLOR COLLECTION

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