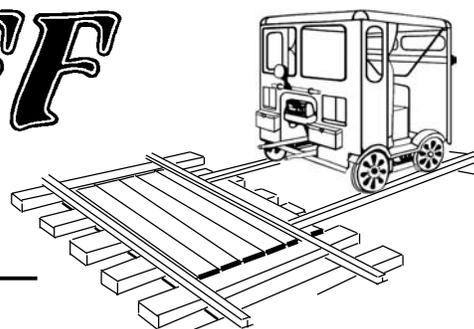


THE SETOFF

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

January/February 2003 Volume 15 - No. 6



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Please submit materials

for the March/April issue of
THE SETOFF
by February 28
as follows:

Classified Ads
Excursion Announcements
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Letters to the Editor
All other Materials
Photos

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Cover Photo

*The Lava Tank,
Cumbres & Toltec
Scenic Railroad,
MP 291.55 in New
Mexico, taken by Jim
Spicer August 20,
2002 on Patrick
"Smitty" Smith's
narrow gauge run
for MOW.*

We Once Were Pioneers

Long ago, when only two stroke motorcars roamed the earth, we were a fearless lot. We were a group of adventurers that looked adversity in the eye and rolled right over it! Two hours waiting in the hole for a train to pass only gave us more time to spin tall tales. Inclement weather was just something that would make for an interesting story when the excursion was discussed some evening at the workshop. Bad food or no food only made the hot meal at the end of the ride taste even better. Lack of restroom facilities only created a chance for us to be more creative when watering the trees or cooling a hot wheel bearing. Substandard lodging didn't matter and misplaced reservations just gave us the chance to double up in a friend's room and see if your buddy really did snore as loud as his wife said he did. Dirt, rust or chipped paint were only battle scars that proved your car had met the challenge of the rails.

Nowadays, we seem to have become accustomed to riding the rails in more comfortable ways. Even though the tough railroad environment remains the same, our comfort standards for motorcar excursions have risen. Excursion coordinators across the land strive to give NARCOA members the best ride ever...but, problems can arise. You as an attendee cannot always expect total excursion perfection on every ride. The stress and frustration you create by letting these petty problems bother you does nothing but raise the tension level at a meet and ruin a perfectly good excursion for the others. Remember, you are not on a posh cruise ship having every whim catered to. You're speeding down the dusty, dirty, bumpy rails participating in a hobby that you love—a hobby that you really love, just like the "pioneers."

OK, story time is over, and I would like to wish a Happy New Year to one and all! I have a feeling this is going to be our best year ever. It will be full of exciting and scenic runs, and I know that all of us are going slow down and spend more time thinking about safety and making this our safest year ever. "Accident Free in 2003!" In the **SETOFF** you will see a new look for the excursion listings. There is a new column starting called "Area News." This column is a forum where you



Area Director can send you a newsletter and tell you what's happening in your Area. If you have area news that you'd like published, just contact your Area Director. You will also notice that the **SETOFF** information page [inside the back cover] has been expanded to a full page, and we're now printing each NARCOA Area Director's phone number and email address, so you have easier access to the director for discussions or answers to questions you may have.

I have asked our new chairman of the Safety Committee Bob Knight, to start work on a new member mentoring program. This mentoring program (for operators who have just joined our group) will help ensure that new, first-time operators will start off on the right path of safe motorcar operation. This mentoring program will not apply to any existing members who have already operated a motorcar at a NARCOA sanctioned excursion unless they feel the need for a safety refresher course. If you have any ideas for this program, please contact Bob Knight or your Area Director.

In closing I'd like to remind you that all the NARCOA officers, committee members and workers volunteer their time to our organization. If things aren't happening as quickly as you think they should, please be patient! We all have lives, jobs and families to attend to outside of this organization, and at times we are a little overwhelmed by all we must accomplish in a day.

Stay warm,
Tom Falicon
Your NARCOA President

Area News

by Bobby Moreman, Tom Falicon

Brenda and I hope each of you had a warmn, healthy holiday and that Santa was good to you.

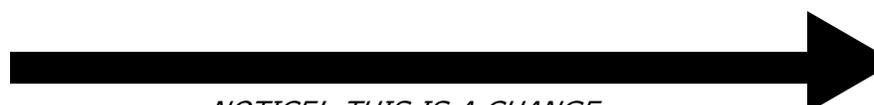
Area 5 had a good year in 2002 with some older runs and a few new excursions. We had our first in Mississippi, and it turned out great. We had a hurricane come through before and after our excursion but not in the middle.

We have some very talented excursion operators down here in the deep south. I am encouraging them to make a run in 2003 on any railroad in Area 5 that has tunnels. Stay informed.

After talking with most of our Area 5 excursion coordinators, I have found the following to be a consistant difficulty that we as a group need to address.

- Following too close. I like the 3-second rule.
- Failure to keep up. This creats gaps and causes some to try

cont. on page 26



NOTICE! THIS IS A CHANGE.

Submitting Materials for Publication

Our editorial policy is to publish in **THE SETOFF** all materials received, although they may be subject to editing for space considerations.

Photos and materials submitted for publication in **THE SETOFF** cannot be returned, because they are archived.

Letters to the Editor of the **THE SETOFF** will not be published unless they are signed, and a phone number is indicated. This permits **THE SETOFF** Editor to authenticate that a letter is written by the person signing. The letter writer can, however, request that his/her name not appear in **THE SETOFF**. "Name with held upon request" would appear in such instances.

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.

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.

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 under stand.

Send materials to **THE SETOFF** editor by the 28th of February, April, June, August, October or December for publication the following two-month edition.

THE SETOFF

Volume 16 Number 6

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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 \$24 per year and is available from Membership Secretary Joel Williams. Please address all membership inquires to Joel at the above address.

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

Letters to the Editor

From Tony Andrusevich
RR 1
Hannon On Lor 1PO
Canada

Tony has sent along a reprint of an article by Ed. Donohoe which appeared in the Canadian National Magazine, March 1949 entitled "A Nod to Ben Hur." It explores the notion that the standard gauge of 4 feet 8 1/2 inches for modern railroads results from the distance between Roman chariot wheels. Recent articles have even claimed the space shuttle's dimensions were also influenced by that same chariot, since the shuttle occasionally requires transportation by rail. In addition to Tony's article, you may also research the evolution of railroad gauge in the following locations:

Early Wooden Railways
(M.J.T. Lewis, London 1970)

The Standardization of Track Gauge on North American Railways
http://www.vwl.uni-muenchen.de/ls_komlos/northam.pdf

Roman Railroad Gauge (monster post)
<http://omega.cohums.ohio-state.edu:8080/hyper-lists/classics-1/99-11-01/0601.html>

Space Shuttle Not Built By a Horse's Ass
<http://www.physics.ohio-state.edu/~ray/humor/railroad.html>

E 7880 County Road P
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22 November 2002

Jan Taylor, Editor
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Hi,

This summer, we visited the Canadian Railway Museum at Delson/St. Constant, a short distance from Montreal, Quebec. This is a wonderful operating museum with a large collection of steam, diesel and electric powered rail equipment. While there, our guide—a good friend who knows that we have a railcar—pointed out a unique vehicle (picture enclosed).

This is a Fairmont built car, one of a number (don't know how many) built in 1965 for the Montreal subway system, officially known when the car was retired in 2001 as Societe du transport de la communaute urbaine de Montreal (STCUM). The car's steel wheels are standard gauge, but the car rides on the rubber wheels. The entire subway system used this system, supposedly to provide a smoother ride while using the rails for guidance. The number on the car is 86-345. My friend says there are some still in use on the subway system, but the number is dwindling.

This is just another unusual example of Fairmont's products.

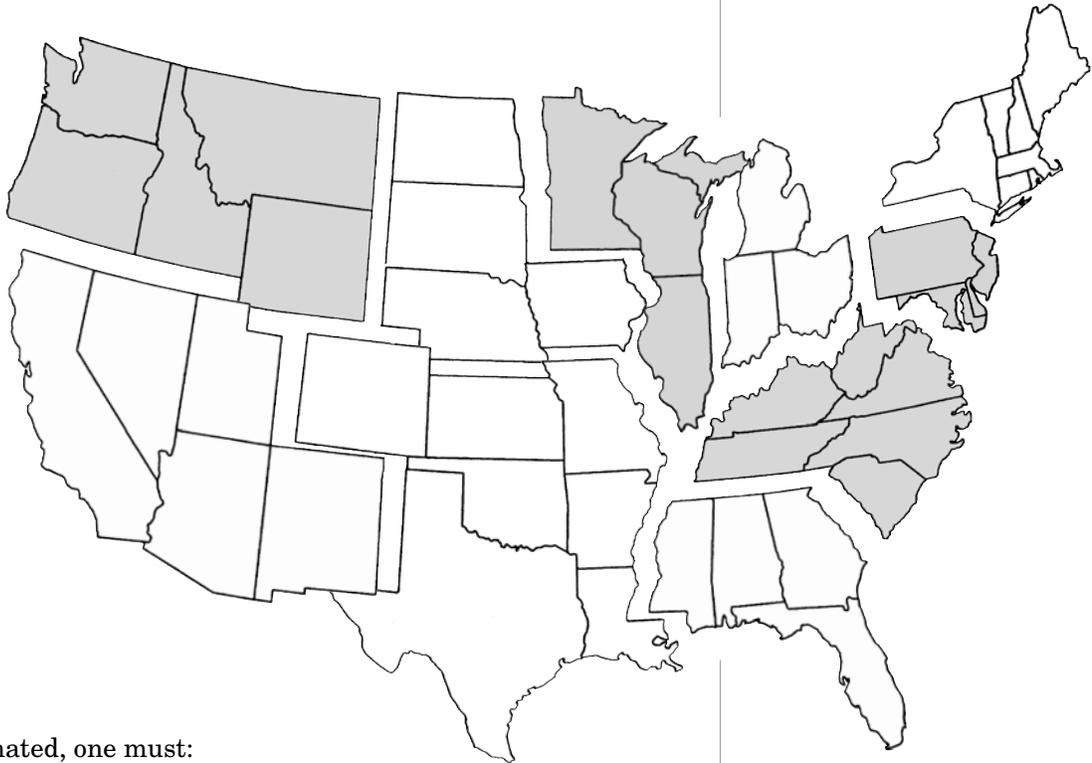
Tom Sharratt
tssharratt@mwt.net



Board of Directors Nominations Open for Odd-Numbered Areas

Nominations for Board of Directors for odd-number areas are open until March 30, 2002. Incumbents are automatically nominated unless they decline to run for another term.

Area 2	Joel Williams
Area 4	Tom Falicon
Area 6	Pat Rock
Area 8	Ken Annet
Area 10	Tom Norman



To be nominated, one must:

- Be a member in good standing with NARCOA.
- Be at least 18 years of age.
- Be from the same area as the person nominating you.

To nominate a member for the Board, first contact that person and verify that he/she will be willing to serve. Then send a letter informing me of the nomination. Also at that time the nominee should send a write-up about him/herself to be put on the ballot.

Voting will take place as in the past with all ballots received by July 31 being counted. Results will be announced in the September/October **SETOFF**.

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NARCOA NEWS

by Tom Falicon

I have just received a rough draft of the complete minutes of the October 2002 Board meeting. By referring to this draft, I can fill in the blanks that I could not recollect for the last issue. I will skim over the topics and give a condensed summary of each item that is of importance to all NARCOA members. As soon as the final draft of the minutes is approved and adopted by the Board, a complete copy of the minutes will be available to any member for a small charge. When the membership copy is available, I will make note in this column as to where it can be purchased and its cost.

New Area Directors

The board approved the recently-elected Area Directors. Directors for all odd-numbered areas remain the same with the exception of Pat Coleman replacing Ron Zammitt in Area 11.

Elections of Officers

An election was held, and Tom Falicon was voted in by the Board as the new NARCOA President. The Board voted that those currently occupying the posts of Vice President, Secretary and Treasurer be summarily reelected for another term.

Membership Report

Joel Williams reported that NARCOA membership had increased to 1,613 from 1,524 last year. Of the total 1,613 members, 1,570 represent paid memberships, and 43 are complimentary (railroad operators and their representatives who support NARCOA and its purpose and objectives).

Safety Report

Mike Mitzel and the Safety committee he chaired had the following Old Business:

- Seat belt ruling
- Carrying of gas cans inside motorcars
- Gas Tank Protectors
- Motorcar turn table standards

The following was listed as New Business, listed in priority of importance for the Board and Committees to consider:

- Seat Belts Use
- Excessive speed for conditions through turnouts, diamonds, crossings, etc.
- Motorcar Turntable Standards
Note: The FRA turntable rule calls for a clearance of 2 1/2" between the very bottom of the turntable and the rail head.
- Possible location of paramedics and/or EMTs in back of groups to avoid unsafe reverse movements to reach accident locations and to facilitate locating and communicating with them.

Mike then vacated his Safety Committee Chair and, as noted in last month's "NARCOA News," Tom Falicon appointed Bob Knight to take his place as the new Safety Committee Chairman.

Rule Book Report Communications Report

There was no new information or developments

Jeremy Winkworth reported that the NARCOA website has 34,000 visits per year. The 20MB site consists of 133 pages with 274 pictures. A "New Member" page has been added which explains what a new member can expect and when he/she can expect it. The "classified ads" section is the most visited portion of the site. No major changes are planned for the site at this time.

During a discussion where Ron Zammitt encouraged the Board to formulate and adopt standards and guidelines for the control of the NARCOA [Forum] website, the consensus of opinion amongst Board members was that the Web Master has, at his discretion, the right to drop Forum subscribers who post messages that are deemed objectionable and/or contrary to the Code of Conduct. The Board asks that whenever a member is dropped from the Forum, that the Board be notified of the reasons for which a member was dropped.

Hank Brown reported the Operations Handbook was completed and distributed earlier this year to all the necessary people. He also emphasized that Excursion Coordinators are bound by the handbook's requirements to possess NARCOA insurance to preserve their certification. Any excursion coordinator who does not renew his/her coverage automatically loses their CEC designation and will be dropped from the list of CEC posted on the NARCOA website. Hank also encourages all members to obtain a set of wheel profile gauges for themselves and foremost, use them to determine the quality of their wheels. The set can be ordered from Hank at a cost of \$20. Make checks payable to NARCOA.

Jan Taylor attended the Board meeting to explain the workings of the **SETOFF**, its publishing schedule, and to answer any questions about the publication. New ideas and proposals were presented, all of which will improve the look, readability and delivery of the **SETOFF**. The start of a plan for more timely delivery of the publication was also established.

Carl Anderson reported that the number of votes cast during the last election of odd-numbered Area Directors was low. He reminds members that their votes count and encourages them to play a more active role in the voting process, even just if only to affirm the election of an incumbent.

Mark Springer reported that of the five incidents that occurred in 2002, four have already been addressed, and the fifth will require board discussion and approval.

Ron Zammit reported that FRA activity has been relatively quiet this year. There was an issue presented where a letter was anonymously sent to the FRA by an unidentified NARCOA member. It was recommended that an appropriate NARCOA member, having ties to both the FRA and the shortlines, be elicited to help smooth any problem the letter may have created for NARCOA and/or the FRA.

Tom Norman related that if NARCOA intends to continue funding this program, an increased number of Affiliates will have to contribute to the cause. So far, only few have contributed. MOW is holding a referendum on the matter. Jim McKeel motioned that the Jake Award pins continued to be funded by NARCOA, and the motion carried.

Tom Norman reported that he had made it a temporary practice to issue Insurance Identification Cards to new members while they await issuance of their Operator's Certification Card. Tom also reminds those receiving the cards that the card, by itself, does not permit the holder to participate in a insured run without the corresponding Operator's Certification Card. It is the intent that the Operator's Certification Card always be issued first. Tom and Joel Williams agreed to work jointly to devise a more workable procedure.

The question was raised regarding an Excursion Coordinator's rights to ban a member from a particular excursion due to that member's unacceptable behavior in violation of the Code of Conduct and further, whether the EC possesses the authority to ban that member indefinitely or permanently. After discussion by the Board, it was

cont. on page 20

NARCOA [Forum]

Operations Report

SETOFF Report

Nominations/Elections Report

Judiciary Report

FRA/Railroad Liaison Report

Jake Award Pins

Insurance Card Distribution

Penalty Assessment Issues

A Review of Accident Reports from 2002

by Jeremy Winkworth

This is my third and final annual review of accidents in the hobby. Unfortunately there were serious accidents in 2002. One excursion had three accidents and I even witnessed a motor car rear-end a hy-rail. For those who are new to NARCOA, previous reviews of this type were published in the Setoff for the years 2000 and 2001. They are intended to summarize accidents and determine common threads that the membership and the board can take into account. I'll start with the conclusions from those first two reviews and then summarize this years accidents.

In 2000 the conclusions from seven accidents were:

- Road crossings are dangerous places.
- Those with low clearance cars (i.e. turntable-equipped Fairmont MT series cars) need to be particularly cautious at crossings and where ballast is heaped between the rails.
- Derailments caused injuries except where the occupants were wearing seat belts.
- All the rear end "smacks" were combinations of insufficient flagging and too high a speed.
- You should always be able to stop in half the distance you can see or half the distance to the car in front, period. Deal with wet and/or greasy rails by either increasing the distance between cars or decreasing your speed.
- Since wheel gauges cost as little as \$3.99, nobody has an excuse for not buying one and checking wheel thickness regularly.
- Most modifications are benign but get a second opinion before you make significant changes to your car.
- Towing should be done with a larger car pulling a smaller car. Use extreme caution when you have to tow a heavier car than yours and tow it for as short a distance as possible.

In 2001 the conclusions from six accidents were:

- During derailments, seat belts saved the occupants from injuries.
- Once again, road crossings were dangerous places. They deserve your complete attention.
- Deal with wet and/or greasy rails by either increasing the distance between cars or decreasing your speed.
- All operators and flaggers should be familiar with the rules on flagging and follow them.
- Ensure that your car has correct tracking. Keep checking the wheel thickness and profile.
- Make sure that ALL the components on your car are in good working condition before you leave home.

The Eight 2002 Accident Reports

This year, eight accidents were reported. Here are brief summaries of each one. No names, dates and locations are included:

- An MT19 with a relatively inexperienced operator derailed at a bad joint on a sharp curve. The sole occupant was ejected from the car and rolled down the track between the rails. Fortunately he was not injured. The car was set off as it had a

bent and broken front axle. Contributing factors to the accident were debris on the rail just before the joint and too high a speed for the curve. The car had rail sweeps, but these were not in operation at the time of the accident.

- An experienced MT19 operator was asked to move his car at the turnaround point. He called to his passenger that it was about to move forward. Getting into the car, she anticipated the forward movement but the car slipped back a couple of inches. This backward movement caused her to lose her balance and fall out of the car. Although just stiff and sore at the time, it was determined the following day that she had a broken hip.
- An MT14 derailed at a bad joint in a yard, even though the car was proceeding at slow speed. The car was re-railed and inspected. It appeared to be undamaged. The next day, this car was observed to be pulling to the right slightly but before the operator could be alerted, the car picked a good rail joint at about 25mph. The front wheel rode on the railhead for about forty feet, then the car derailed. Forty feet further on, it hit the timbers of a private grade crossing at about 15mph, jumped straight up, traveled over the crossing and then stopped. Surprisingly, no injuries resulted. The left front pillow block of the car was found to be broken and the bearing had disintegrated. The car had to be set off.
- While going over a switch at speed, the turntable of an A4 had dropped enough to catch on the curve closure rail and the car derailed. The car had seat belts installed but the two occupants were not wearing them. They were both thrown out of the car, the passenger ending up face down between the rails. The operator required stitches in his hand. The passenger required 35 stitches to a head wound, had a broken rib and a broken arm. Damage to the car included a bent frame, bent axle, broken turntable and broken windows. The turntable on this car was home-built and had both a positive locking mechanism and audible/visual alarm. However, it did drop. In the safety meeting for this excursion, the railroad had specified that speed over switches should be no greater than 10 mph. This operator was traveling at approximately 20 mph by his own admission.
- While the experienced operator of an MT14 was enjoying the view and taking photos, he failed to see that the convoy had stopped. He rear-ended the car ahead of him, which slid into another car. Since the speed of impact was 10mph or less, damage was light enough to allow all cars to continue. No injuries resulted. The first car hit had flashing brake lights in operation. There are conflicting statements on whether this car was flagging.
- At a dirt crossing, a bystander moved onto the tracks, forcing an MT14 traveling at 15 mph to make an emergency brake application. This brake application locked the wheels. Since the flangeways of the crossing were completely filled with dirt, the locked wheels pushed said dirt ahead of them and the car derailed. It traveled about 20 feet before coming to a halt. The operator credited the seatbelts worn by all four occupants of the motorcar with preventing any personal injuries. The car was damaged but able to complete the excursion.

**The Eight 2002
Accident Reports - cont.**

**The Eight 2002
Accident Reports - cont**

- A Wooding CBL with an experienced operator was running at 15-20 mph on good track through a heavily wooded area with limited visibility. At a dirt crossing which was not marked, he collided with an automobile. The impact caused the doors of the car to fly open and the passenger was ejected, landing on the ballast between the rails. The operator stayed in the car. The passenger suffered broken ribs, fractured tibia and collar bone, a bruised lung, head and leg lacerations and concussion. He was airlifted to hospital. The operator was transported to hospital by road for examination, but had no definitive injuries other than suffering from shock and pain. The motorcar sustained minor damage, was rerailed and continued with the excursion. The State Police investigated and issued a ticket to the automobile driver, since the owner of a private crossing in that particular state is solely responsible and liable for safety of the crossing.
- The day after the above accident, an MT19 with a fiberglass cab was traveling at 10mph along an overgrown stretch of track in a heavily wooded area. At a private crossing, which was not marked and at which the wooden planks were said to blend into the trackbed, he collided with an automobile. Visibility for both the automobile and the motor car was very limited. Derailed and spun around, the doors of the motorcar sprung open and one occupant was ejected. The other occupant was restrained from ejection by a suitcase at her feet but was flung forward into the windshield. Both required hospital treatment for minor cuts, bruises and shock. The motorcar was damaged, including a bent wheel, but was re-railed and towed. The State Police investigated this accident but no charges resulted. A very experienced operator who was present at this accident and the one above remarked to me that nobody would have gone to hospital if they had been wearing seatbelts.
- The accident I observed on a non-NARCOA outing was due to too high a speed on greasy rail. An MT19 with flange brakes going downhill applied the brakes and, accelerating with locked wheels, slid into the back of the railroad hy-rail. Injuries were avoided only because all the participants had time to brace themselves against the impact. Damage was done to the motorcar and the hy-rail, but both were still operable.

**Conclusions and
Common Threads**

Here are some common threads and conclusions from these accidents.

Six of this year's accidents had too high a speed as a causative factor. Two serious accidents occurred when operators entered crossings in areas of limited visibility at significant speeds. High speed through a switch led to injuries that required hospital treatment. For three consecutive years, too high a speed on wet and greasy rails has caused accidents. **Riding at a safe speed and being able to stop safely needs to be Job One.** It's more important than having fun, than taking pictures, than covering the planned distance. Be aware that some locations are much more dangerous than others. **Slow down before every crossing, every switch, every curve and be prepared to make a controlled stop.** Wet and greasy rails demand even more cautious behavior and lower speed.

In both 2000 and 2001 it was concluded that during derailments, seat belts saved the occupants from injuries. In 2002 there were three serious accidents where seat belts would have prevented significant personal injuries. There was one derailment this year where the op-

erator credited the seatbelts worn by all four occupants of the motorcar with preventing any injuries. Yet there is significant and vocal opposition within the membership to requiring that seat belts be installed and used. **What exactly are we waiting for?** A fatality (with the inevitable lawsuit)? Disabling injuries? For an accident to attract the attention of the FRA? For our liability insurance to be cancelled due to a poor claims record? Much has been made of the possibility of being trapped in a belt and squashed should a motorcar flip over. This is a poor excuse for inaction—such incidents are highly unlikely, especially at 25mph or less, due to the low center of gravity that motorcars have. At this speed, a lap belt is effective at preventing injuries by keeping occupants with their cars. A shoulder strap with a lap belt gives an even greater safety factor. **Put seat belts on your car and use them before you and your passenger learn the hard way.**

Turntable equipped cars require special handling, since they may have as little as 3 and 1/2 inches of clearance above the rail. Since railroads don't use motorcars anymore, height of materials between the rails is not as much of an issue for them as it was 20 years ago. It's a big issue for us. Those with low clearance cars (i.e. turntable-equipped cars) need to be extra cautious at every crossing and where ballast is heaped between the rails. **This year's lesson is that they also need to be 100% sure that their turntable goes up, stays up and keeps out of harms way.**

Use the protective equipment installed on your car. Whatever you have, use it. This year, rail sweeps could have prevented a derailment if they have been used. Seat belts would have prevented or minimized injuries if they had been used.

In summary, we had eight accidents reported and three were serious ones. These three included significant personal injuries, trips by air and road to hospitals plus investigations by the police. It was proven the hard way this year that hobbyists can get badly injured on the rails. This review should be a wakeup call for the membership. It's been shown for the past three years that seat belts prevent injury. We need to install and use them. Running at too high a speed in areas of limited visibility, on poor track or over switches is asking for trouble. We need to travel at a safe speed, always. Many more of the serious accidents we experienced in 2002 and the future of the hobby as we enjoy it today may be in jeopardy.

Summary

Wallace.—May 8. (Special)—W.R. Skey, traveling freight and passenger agent, and Harry Bard, agent at Wallace, took C.W. Mount, district freight and passenger agent of the O.W.R. & N. to Burke yesterday. Mr. Mount is here inspecting. The trip back to Wallace was on a handcar. The affair was very delightful until Hoodoo switch was reached. Here Mr. Bard was unable to slow down soon enough and the car was wrecked. Mr. Bard was thrown about 30 feet and was scratched and bruised. Mr. Skey

and Mr. Mount were not hurt to any great extent.

Missoulian May 9, 1913

DeSmet, July 24.—The old proverb of "more hurry less speed" held good in the case of K. Takashi and T. Sisakai yesterday. They are working on an extra station at DeSmet and while driving a handcar back to camp yesterday noon, got up such a great amount of speed that the car jumped the tracks and ran over the grade. Both the men were badly bruised and Takashi sus-

tained a badly lacerated scalp.

Missoulian July 25, 1910

Spokane, May 23.—A freight train on the Northern Pacific collided with a hand car on a high trestle three miles east of Cheney, and Fred Mohr, section hand, was thrown nearly 150' to the bottom of a deep gulch and killed. The other men on the hand car escaped by hanging to the cross timbers of the trestle. Mohr's parents live in Kendrick, Idaho.

Missoulian May 24, 1902

Damaged Big Foot, or can a Fairmont Turntable, Properly Secured, Come Down?

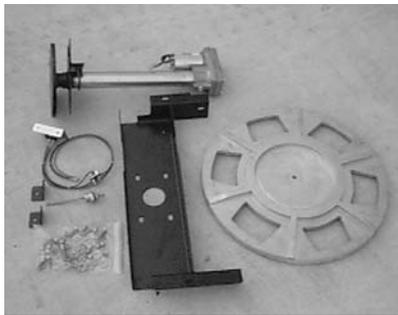
By Ric Masten

The answer is YES and NO.

NO. It is my opinion (for what it's worth) that if the turntable and lock are in "as new" condition, and if the turntable has been properly returned home, and if the turntable lock is fully engaged, the system is failsafe. That said, if any of the above is missing, the answer can still be a very big "YES."

YES. But is the system truly failsafe? Let's take a look at some, but I doubt all, of the possible problems:

- Debris in the lock or in the flange at the top of the turntable base or foot preventing the lock from fully engaging. We often operate on track with high grass in between the rails. I have found a lot of weeds on top of my turntable after going through such an area. On one occasion I had to use a long screwdriver to pry the grass out of the flange to set the lock.
- Alarm switch stuck closed up with the switch off, therefore, when the turntable is lowered, the alarm arm does not lower and the alarm does not sound. That happened to me and in another instance the alarm arm had come loose and rotated on its shaft. It was simple to lower the turntable, clean the area, tighten and lubricate the arm and solve the problem(s).
- Broken or damaged locking device or safety bar. The locking device is made up of a spring loaded extended arm attached to a steel plate and it attached above the turntable foot to the frame of your car. When the arm is released the plate moves into turntable flange, securing the turntable. While I have not experienced a problem here, one can see the potential for one to occur.
- Broken or damaged locking flange. This may be hard for you to believe, but the upper lip of the flange of the turntable foot can and does break. Think of the upper lip like two "lazy Js" lying on their backs head to head, with the curved portion being the center of the turntable and the short portions being the lip. I discovered this problem on my 1985 MT14M, when I pressed the switch to lower the turntable and had forgotten to pull the safety bar to release the flange lock. The turntable came down anyway. If any part of the flange is missing, it is very possible that the flange lock may seem to have gone home properly, but with out the flange lock engaged, the turntable can come down.



Turntable installation kit from Les King. Do-it-yourself directions are available on line.

My turntable had a missing chunk so large that the flange lock would work sometimes, but not others, without my knowing it. When I inspected the foot on my car, I found that the flange had another chunk about to fall out which could be

seen as a small crack. No inspection ever looked at my turntable, merely that the turntable would stay up and that the alarm would sound appropriately.

- What to do? You should NOT operate your motorcar with a turntable in the condition that mine was in. Replace the turntable or rebuild it. Mine has been rebuilt with a new locking flange turned and forced into the foot. That was four years and many runs ago. It still appears to be in satisfactory condition, but I will inspect it again before next season.
- The pin securing the turntable to the shaft is missing or damaged, permitting the turntable foot to detach itself from the shaft and fall between the rails, or worse. When you lower your turntable to perform your inspection, be certain

What else to do? **INSPECT YOUR ENTIRE TURNTABLE APPARATUS.** To inspect it, if you don't have a pit, raise your car on its turntable, block the car appropriately so you can raise the turntable foot an inch or so off the ground, lower the car onto the blocks, check to be certain that it is stable and won't fall off the blocks, then raise the turntable and inch or so off the ground.

Clean the foot, then carefully inspect the flange and collar. Look for chips, cracks and missing pieces (I'll be using a magnifying glass this time). Check the pin that holds the foot to the ram. Check the bolts that hold the entire turntable assembly in place. Are you satisfied? Would someone inspecting your car be satisfied as well?

Next, look up and inspect the alarm apparatus. Move the arm up and down with the ignition off. Does it move easily and smoothly? Be certain the arm is bolted tightly on the shaft. Turn the ignition on and be certain that the alarm sounds every time the arm is down and that it shuts off and stays off when the arm is in the "up" position. Lubricate the arm assembly.

After your inspection is complete and if all is satisfactory, including the condition of the turntable, you might want to check your chain, (especially if it's too loose), your chain dampener, and the bolts that hold your thrust collar in place (mine came out, disabling my car). Check the condition and adjustment of your brakes, then lubricate everything as recommended in your car's manual. Let's see, now what else needs to be done...?

Moral. If you are following a car with a turntable and you wonder if the turntable is lower that the last time you looked at it, it may be. Advise the owner/driver. At the same time, you might even volunteer to help check it out.



Railroad "Whistle Talk"

Believe it or not, railroad engineers don't blow the locomotive whistle just for the fun of it. No, Siree! Every toot has a meaning and helps to keep the wheels rolling.

Some of the whistle "talk" used by our engineers is given below, so that you may know what the engine is saying the next time you hear the whistle echoing over the countryside.

Each ● means a short toot.
Each ■ means a long toot.

- Apply brakes.
Stop
- ■ Release brakes.
Proceed
- ● ● ● Flagman go back
and protect rear
of train
- ■ ■ ■ Flagman return
from west or
south
- ■ ■ ■ ■ Flagman return
from east or
north
- ● ● ■ Protect front of
train
- ● ● ● Call for signals
- ■ ● ■ Approaching
highway crossing
at grade
- ■ ■ ■ ■ Approaching
stations, junc-
tions and rail-
road crossings
- ■ ● Approaching
meeting, or wait-
ing, points of
trains

*Western Railways
Public Relations Office
105 West Adams Street
Chicago 3, Illinois*

New Wheel Profiles Available

NARCOA now has a new wheel profile gauge available. The new profiles are made of 1/4-inch plastic, rather than sheet steel, and are more compact than those previously offered. One cause of motorcar hunting is due to the tread taper not being straight, but worn concave.



Placing the profile gauge against the wheel tread gives a clear indication of wheel tread wear. Also flange wear is visually evident with the profile gauge. By using two profile gauges, and with an assistant, it is easy to measure your motorcar wheel tread gauge. (See photos) Fairmont recommends a tolerance of 1/8-1/4 inch under track gauge.



BILL TAYLOR PHOTOS



The new wheel profiles are available at \$6 each or \$9 a pair, postpaid.

NARCOA has a new shipment of wheel calipers for measuring flange and tread thickness. Price has gone up to \$18 each postpaid. A set of two wheel profiles and one caliper is \$24 postpaid.

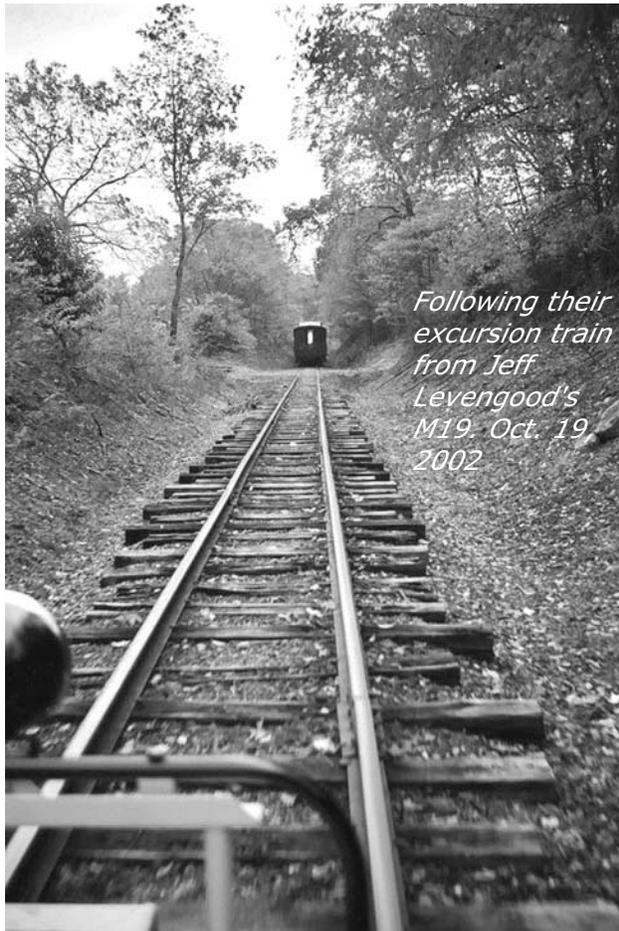
Make checks payable to NARCOA, and order from Hank Brown, 622 Oak Street, Cottage Grove WI 53527.

Excessive wear CAN cause wheel failure. This example lurks in the OTM pile in Thompson Falls, Montana.

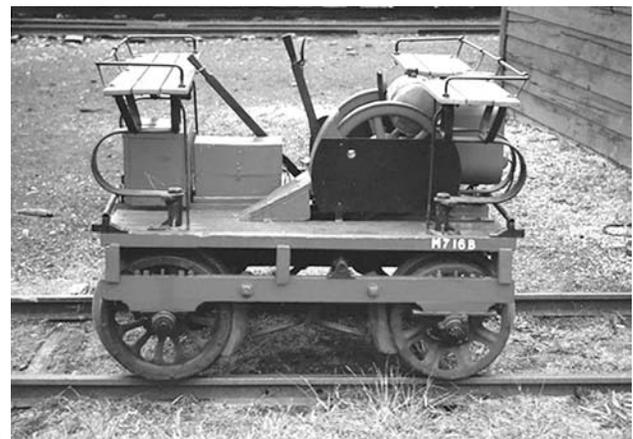
East Broad Top Narrow Gauge

Photos by Dave Verzi

The November/December **SETOFF** carried Bruce Carpenter's excursion review of the dual gauge run held October 19, 2002. Dave Verzi sends along these additional pictures.



Following their excursion train from Jeff Levensgood's M19, Oct. 19, 2002



East Broad Top, motorcars pause in Orbisonia, PA. Note the three way stub switch at the left

Top, EBT narrow gauge motorcar, an S2Z36 H-1-1 in the yard at Orbisonia

Bottom, EBT motorcar known as the Spider—a vintage, sliding base Fairmont

Fall Fun on the Great Smoky Mountains Railroad

by Kenneth Huffines

Our well fed, happy crowd at the Rail Dawg party.



As Nature's glorious fall was fading to the dull gray of winter, NARCOA members descended on Bryson City, North Carolina the weekend of November 16-17, 2002 for a celebration and excursion. The celebration—held in honor of Tom Falicon becoming our new NARCOA president and his November 17th birthday; the excursion—a motorcar ride on the Great Smoky Mountains Railroad (GSMR).

Saturday many early arrivals came to Tom's fabrication shop for the celebration. The collection of motorcars had been evicted and placed in the recently completed engine house. It was great to see all the familiar NARCOA faces and many new ones. Folks brought covered dishes or deserts to go with pasta and Tom's famous meat sauce. There was plenty of good food. The shop dogs Wingnut and Sprocket, did a fine job cleaning up before the food even hit the floor!

Sunday was the motorcar run. The plan was to go from Bryson City to Andrews. Thirty-one motorcars

and two hy-rails participated. Tom welcomed everybody to the railroad, outlined the plan for the day, and went over safety issues. The weather was cold (middle 30s), windy and partly cloudy.

We departed westbound around 8:30. Right away the tracks cross the Tuckasegee River. Two miles out, the tracks make a horseshoe around a valley to gain elevation. With the leaves off the trees you could see the motorcars on the other side of the valley.

We all slowed down for the big bridge over the Little Tennessee River and Fontana Lake on the 777-foot span supported on piers 160 feet high. The lake had been lowered, and the water was some 80 feet below the open deck bridge. It's very exposed and not for the faint of heart!

The first stop was at Wesser to take advantage of the rest rooms at the Nantahala [Nan-tuh-HAY-luh] Outdoor Center before we continued to the Nantahala siding. (People are forever confusing Nantahala Outdoor Center with Nantahala siding, some six miles up the line.) At the siding we stopped to release the previous block and get permission for the block ahead.

The siding is the start of the steep climb up Red Marble grade. GSMR is mountain railroading, right in the shadow of the Great Smoky Moun-



An eager crowd ready for a westbound departure from Bryson City.

tains. This region of western North Carolina has 223 peaks over 5,000 feet in elevation and 49 above 6,000 feet. Red Marble grade is just one of many steep climbs in the area. Norfolk Southern gave it plenty of respect, rating engine tonnage lower than the more famous (and steeper) Saluda grade. Part of the reason is curvature. Saluda has a grade of 4.7% (average) and only a few curves, the tightest three degrees. Red Marble's grade is 4.2% (some claim 5.8) and is mostly all curves, one as tight as 12 degrees. The cold facts: a climb of 720 feet in 3.6 miles.

Once permission to proceed was secured, Tom went ahead to scout for ice and downed trees before turning the group loose. Meanwhile, the 2-cycle cars were hooking up to be towed. At set-on, care was taken to insure each new operator or pop car had an experienced MT- or A-car ahead. The reason is that the grade can be a challenge for new operators and many pop cars stall on the hill. When a car stalls, the cars behind must stop too. Someone must push the stalled car. Getting all the cars started again on that big hill is tough and dangerous, so the smaller cars are towed up the east side of the hill.

Tom reported the way was clear but the rails were wet and caution was advised. With this go-ahead the cars were released at 45-second intervals (to prevent a fast car from running up behind a slower one). Starting around three-quarters of the way to the top of the grade, we were treated to the season's first snowfall! Everyone made the climb okay, and all cars stopped at the top of the hill to regroup, unhook, and for photos in the flurries.

The descent on the west side of the hill is much less steep. The route follows the Valley River, crossing it ten times, and passing through a 335-foot-long tunnel. We arrived at Andrews around noon and turned the cars before heading to a restaurant for lunch. The snow had stopped and the sun was breaking through, revealing the beauty of the valley with highlights of hoarfrost on the higher peaks.

The return to Bryson City was made exciting by the descent down Red Marble grade. The rails were wet and very slick. Most people kept their car in gear and used the brake carefully to maintain spacing and control.

At Nantahala siding we released track behind us and gained permission to return to Bryson City. The railroad gave us a surprise—we could continue past Bryson City to Whittier. Not everyone wanted the extra miles, and they were switched out at Bryson City. Fourteen cars and one hy-rail continued on. This part of the route follows the Tuckasegee River, usually on a narrow shelf between the mountain and the river.

At Whittier dusk caught us and the return to Bryson City was in the snowy darkness. By 6:30 everyone had gotten off the tracks and another fine excursion of 84 miles was over.

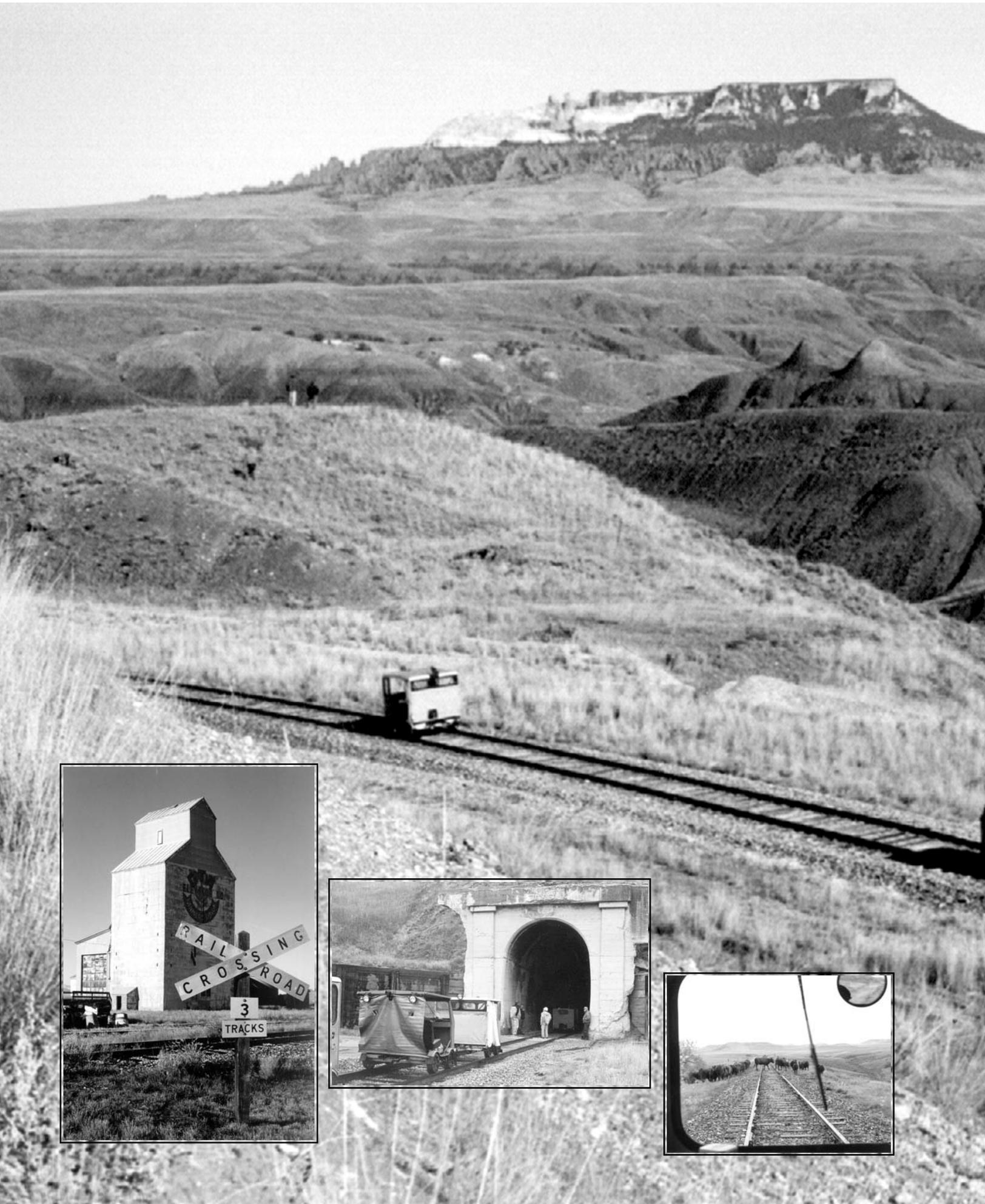
A few days after the excursion Tom had this to say; "I would like to salute all who attended my Great Smoky Mountains Railroad excursion last weekend. All the operators and their passengers did their jobs and made safety their number one priority. The result was an accident free ride with great memories for all of us to think about until our next journey!"



The motorcars stop at the top of Red Marble Grade to experience the season's first snowfall.



Turn-around and lunch at Andrews.



**PRO on the Central Montana Railway,
September 28-9, 2002**

Photos by John Chase



**Penalty Assessment
Issues - cont.**

cont. from page 7

decided that this matter would be referred to the Judiciary Committee for additional review, consideration and recommendations. The question was also raised about the procedure for which penalty points are assessed. After a short discussion the board voted not to change this procedure.

Rule Book Revisions

Regarding the following issues:

- No further discussion or action was taken regarding canines on excursions.
- Please refer to the turntable paragraph of the "NARCOA News" column in the November/December 2002 issue of the **SETOFF** for information regarding turntables.
- No further discussion or action was taken regarding banning of the infirm from excursions.
- Mark Springer will talk to a lawyer sometime before the December 2003 Board meeting and report to the Board about the lawyer's opinion on seat belts and their use. Please refer to the seat belt paragraph of the "NARCOA News" column in the November/December 2002 issue of the **SETOFF** for additional information regarding seat belts.

Affiliates

Dave Verzi presented a list to the board that identified affiliates that were tentatively approved. A vote was called and the motion carried to approve the entire list.

Regarding the following issues:

Custom-Built Motorcars

Mark Springer will talk to a lawyer sometime before the December 2003 Board Meeting and report to the Board about the lawyer's opinion also. Please refer to the custom-built motor car paragraph of the "NARCOA News" column in the November/December 2002 issue of the **SETOFF** for additional information regarding custom-builts.

Regarding the following issues:

Policy Revisions

- The following provision was presented to the Board by Ken Annett, and the Board voted to add the following to the Policy Book:
*Any business conducted throughout the year outside the annual Board of Directors Meeting requiring vote by mail or electronic methods shall be published in the following issue of the **SETOFF** .*
- The following provision was presented to the Board by Tom Norman and the Board voted to delete this entire provision from the Policy Book:
The Safety Committee and the Rules Committee are combined into one committee to be named the Safety and Rules Committee.
- Bobby Moreman moved that the Committee Chairs be granted the right to invite certain members at large to attend the Board of Directors' meetings on an official or consulting capacity, thereby entitling those members to be reimbursed by NARCOA for their travel expenses. The motion carried but with the express condition that the President approve the member's invitation and travel expense reimbursement in advance.
- Ken Annett moved that Tom Norman be authorized to reimburse travel expenses to those Officers, Directors and Committee Chairs who may be required to remain at the site of a Board of Directors meeting beyond the meeting's

traditional two (2) day duration. The motion carried but with the express condition that the President must approve any such extended stay or expense reimbursements.

- The following policy was presented by Dave Verzi who asked that it be incorporated into the Rule Book:

The NARCOA [Forum] email list shall be administered by a moderator appointed by the President and approved by the Board of Directors. The moderator will police this Forum for any postings that may appear to be inappropriate. Upon his discretion, he may remove a list subscriber for a period of time, or permanently, depending on the posting's circumstance. The moderator, upon removing a list member, shall notify the suspended NARCOA member's Regional Director of such action for a potential review.

The motion carried with the condition that, in the meantime Tom Falicon will personally evaluate the content of the message posted by the member, and will render at a later date a decision on whether this member's Forum subscription should be reinstated or kept permanently revoked.

- Dues were increased from \$20 to \$24. Please refer to the dues increase paragraph of the "NARCOA News" column in the November/December 2002 issue of the **SETOFF** for additional information regarding dues.

Regarding the following issues:

- Mark Springer moved to amend Article IX, Section 2 of the policy to read:

Eleven points or more accumulated: NARCOA privileges (including insurance coverage) will be removed for 12 months from date of last incident. After one year from date of last incident 11 points will be removed from the operator's total points assessed.

The motion to amend the policy carried.

- Mark Springer moved to assess up to a five-point penalty for any Rule Book violation reported and confirmed. The motion carried.
- Tom Norman moved to amend Article VIII, Section 3 of the policy by deleting in its entirety the last sentence so the Section henceforth reads:

Point accumulation. Points are totalled over a 36 month period.

The motion carried.

- Mark Springer moved to amend Article VIII, Section 2 so as to the section heading henceforth reads:

Delinquent filing of misconduct, rule and accident reports by Excursion Coordinator....

The motion carried.

- Mark Springer moved to amend Article VII, Section 2(e) by omitting the word "accident" and inserting in lieu thereof the word "initial." The motion carried.
- Mark Springer moved to amend both Articles III and VI by adding the following provisions to each:

7. The Secretary shall notify the member involved of the final disciplinary action.

The motion carried.

cont. on page 25

Policy Revisions - cont.

Judiciary Committee Policy Revisions

Want Ads

*Editor's Note:
Ads will run for three
consecutive issues.
If you want to
continue advertising,
please resubmit.*

THE SETOFF is happy to print all ads received from members. There is no charge for placing an ad. 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! Send ads directly to **Bill Coulson, 2101 Westview Court, Modesto CA 95358-1091** or e-mail wcoulson@softcom.net

For Sale

Parts, Parts, Parts - Everything from an A-car with a four cylinder Nissan diesel to wheel calipers, axles for all motor cars, transmissions for Onan motors, wheels, complete brake system, complete headlights, belts for M -19 and many parts for M -19's with one cylinder Fairmont's. Over \$8,000 worth of parts and motorcars we will sell as individual items or as one complete bargain. Contact P. (Spud) Torrao RR 1 S36 C38 Oliver, BC Canada V0H1T0 or telephone (250) 485-0101, Cell (250) 305-8410. MJ03

Fairmont M19, 1953 model and M19, 1943 model. Also one **trailer, one S2 frame with wheels.** Many extras parts i.e., coils, wheels etc. Price firm at \$5,500 cash. Contact Bill Young R4 Box 230B Bruceton Mills WV 26525 or email: sharkman@mountain.net. MJ03

Woodings Motorcar, and trailer, model CBL series 2, serial number A121. 16 horsepower Tecumseh overhead cam cast iron engine. This car will seat four people. Asking price is \$3000 or best offer. Willard Ehlinger 4117 Quinlan Street Wabemo WI 54566. Tel: (715)473-2553 or Jim Odekirk 8005 County Hwy O, Flying "O" Farm Argonne WI 54511. Tel: (715) 674-6842. MJ03

License plate frame "My other car is a Fairmont Speeder" Black plastic frame with orange vinyl lettering. You will want one for your automobile and trailer. Post-paid, \$15 for one, \$29 for two and \$43 for three. Don Pomplum 521 Van Buren Place, San Ramon CA 94583 JA02

MT19 - A1 condition. Aluminum top, windshield, side and rear curtains. Headlights, brake lights, air horn, tow bar. Original Onan CCKB engine. Gas tank shield. Also tilt trailer. \$3800 for all. Floyd Richardson, 349 Gilbert St., North Vernon, IN 47265. Tel (812) 346-5162. MJ03

Fairmont A-3D Restored Illinois Central Railroad, 4-cylinder gang car with a Waukesha ICK 17 HP engine, 12V al-

ternator, lights, gauges and air horns. Many, many extra parts: brake shoes, a carburetor kit, engine gasket set, extra engine, radiator, manuals, and more. Priced at \$4750. Also available is a professionally built trailer priced at \$1500. Photographs are available with a SASE. Contact Bob DeShane, 7612 Bud Hawkins Road Corryton, TN 37721. Tel: (865) 688-6422 or email: jeanbobde@att.net. MA03

Fairmont MT14L - 1980 ex Union Pacific motorcar with UP identification tag. This car has a fresh Onan overhaul, new bell, air horns, Les King seats and Fairmont side curtains. Onan and original Fairmont manuals go with car. NARCOA inspected and ready to roll. Price \$7500 USD. Contact Bill Stern 5321 Balmoral Way Jefferson City, MO 65101. Tel: (314) 640-2342 or email: williammstern@aol.com. MA03

Fairmont MT19 - Canadian National DB6 R6 chain, custom seats, repainted, new wheels, new interior oak wood panels all lights required by NARCOA. Price: \$4000. **Fairmont MT14 - EX DR&W** painted to Rock Island scheme, 4 seats, turn table, all lights required for NARCOA. Price: \$4000. **Fairmont S2-gang** car early 40s all complete. This car would make for an excellent winter project. Engine turns free, good front end and glass. Price: \$500. **Ford industrial engine** - brand new model vs6-411, 27 to 30 hp, never started. New radiator. Price: \$1500. **Fairmont MT19 - 1973 model** track inspector's car. Came from the BN in St. Paul Minn. The car is in very good condition and will pass all NARCOA inspections. Car comes with an Onan engine with good yellow paint, new original seats, side curtains, lights, wipers, and horn. Price: \$4500. Contact: Gene Lott or Add Pralle 403 E. 4th Street Blue Rapids, KS 66411. Tel: (785) 363-7953 or email: upgreen@flinthills.com. MA03

Parts for a Fairbanks-Morse F40B: 1 each, shifter-handle for slide shifter. Price: \$12. 1 each, fiber drive wheel N.O.S. Price: \$65. 6 volt lamps of various numbers, all N.O.S., call for the "numbers" you need and price. For



more information contact: Jay Boggs 3289 County Oaks Court, Orange Park FL 32065. Tel: (904) 215-2956 or email boggsrr@aol.com. MA03

Fairmont M-19F – Built in 1946, car was originally Frisco Railroad and is painted as such. This car is generally in good shape and has been kept "original" as possible. All glass is intact and has new seats but will soon need a 16-inch wheel and a brake light to conform to NARCOA standards. Included brake light switch needs to be installed. Leaving hobby, asking \$3000. Ron Garling 3050 East Ragan Court Springfield MO. 65804 Tel: (417) 888-0354 or email: rgar1@msn.com. MA03

Carburetor rebuilding service - and C-5 and C-8 carburetors parts. Send a large SASE for parts list or telephone. Rebuilding is \$45 plus parts. This price will include cleaning, bead blasting and painting any non-aluminum parts. I also have parts for Hy-Duty and the Weatherseal timers. Carey Boney, 1605 Powers Rd, Wallace NC 28466. Tel: (910) 285-7489 email careyboney@intrstar.net. JF03

Canadian Pacific M-19AA and Canadian C-7 (M-14) - Retired M-19AA Road Masters car, assigned to the Kettle Valley division of the British Columbia Railway. Open car has windscreen with roof, no glass, and no lights. Engine is free and complete. Needs water condenser replaced. \$3500. C-7 - Open car, no front or roof, no seats, all new paint, new sheet metal, brakes, and wire. Buy car without the ROC engine for \$1,500 or with the ROC engine for \$2,500. Both cars are located in Washington State. Looking to buy or trade for M-9. Bruce Ferguson, 1257 Dunlap Dr, Freeland WA 98249. Tel (360) 331-1012 or email: a1hobo@whidbey.com. JF03

Fairbanks-Morse 40-B Railroad Motor Car, two cylinder air-cooled engine, friction drive. Car in running order and all in original form as when retired from the Winston-Salem Southbound Railway. Also an original turntable goes with car. Price is \$2150 for both items. Ray Hinkle, P.O. Box 1127, Welcome NC. 27374. Tel: (336) 731-4231 or email: Hinklehere@aol.com. JF03

Fairmont Railway Motor Car Master M2 and a predecessor to S2 style. Belt driven, 20" wheels, metal front with 2 windows, metal running boards, 8 HP, Type HP QBA, Group E, Special 1, Mak HP 13, Engine #82573. Car in running order and all in original form as when retired from the High Point, Thomasville & Denton

RR Co. Also an original turntable goes with car however one piece of turntable is missing. Price is \$2150 for both items. Ray Hinkle, P.O. Box 1127, Welcome NC 27374. Tel: (336) 731-4231 or email: Hinklehere@aol.com. JF03

Heavy-duty pushcart, Nolan 10,000 lbs capacity, with diamond step plate platform. Currently has a wooden (back-to-back) passenger seat installed (easily removed with four bolts). Car is in like new condition except for paint and needed minor brake work. \$400 firm. Delivery within a 300-mile radius of Washington DC is possible. Gene Tucker, 1004 North Kentucky St, Arlington VA 22205. Tel: (703) 533-0433, or email: grtucker@erols.com. JF03

Fairmont A5 motorcar, 1955 ex-SAL open car. Rebuilt Waukesha four-cycle engine, reworked transmission and clutch. Car's body was redone/repainted four years ago. Car is in excellent condition throughout. \$3,500 firm. Delivery possible within 300-mile radius of Washington DC. Gene Tucker, 1004 North Kentucky St, Arlington VA 22205. Tel: (703) 533-0433 or e-mail: grtucker@erols.com. JF03

Sheffield Velocipede - museum quality and condition. This velocipede has been displayed indoors for several years. All original except for the third wheel extension arm, that had to be replaced. Pictures are available; please send a self-address stamped envelope, and one dollar to cover cost of pictures. Asking price is \$3,750 or best reasonable offer. Frank Butler, 66 Richard Terrace, Red Bank NJ 07701. Tel: (732) 747-2546. JF03

Available, **parts for C-5 and C-8 carburetors**. Also available are parts for Hy-Duty and Weatherseal timers. We will also rebuild carburetors or timer for you. Carey Boney, 1605 Powers Rd, Wallace NC 28466. Tel: (910)285-7489 or email: careyboney@intrstar.net. JF03

Headlight mounting brackets - New sets for headlight mounting, part

numbers 41000 & 41001. Price is \$20 each plus S/H. Contact Carey Boney 1605 Powers Road Wallace, NC 28466 Tel: (910) 285-7489. JA02

Fairmont MT-19 with tilt trailer - This car has been carefully restored to railroad specifications. Original Onan CCKB overhauled in 1998, new carburetor, new bearings at all corners, good wheels and brakes. Car has a unique original Canadian National fiberglass cab, first aid box and decals. NARCOA safety equipment added includes a fire extinguisher, horns, seat belts, tow bar, and brake light. Car was operated around Wisconsin area and on the LS&I trips with no problems. A very reliable car that is ready for the summer of 2002. Also included is a Falcon heavy-duty tilted trailer with 14" wheels, mechanical winch on the front for easy loading of speeder. \$4,000 will get you a nice ride with trailer for transporting. Contact Mark Preussler Tel: (920) 565-2183 or email markshelly@charter.net. JA02

Gang work trailer - with brakes and in good condition, or the plans for a gang trailer, need is for museum operations. Please contact James Garner, 1746 Gumtree Drive Orange Park FL 32073. Tel: (904) 264-5564 or email: JGrrman@aol.com. MA03

Fairmont Hy-Rail gear - From the 1940's - 50's era. I am restoring a 1951 Willys-Jeep Wagon with a Fairmont A31 series-A and a Willys-Jeep truck with a Fairmont A30 series-A. Looking for period correct on track mechanism for each. Refer to Fairmont bulletin #645 and #760. Please visit our website at www.willysamerica.com for photos. Any information, part or pieces, old photos or literature is appreciated. Contact Paul Barry Box 538 Cazadero, CA 95421. Tel: (707) 632-5258. MA03

MT19 or MT14 wanted that is ready to roll. I have a trailer for transportation and might be willing to pickup. Please send all details to Steve Nichols P.O. Box 13373 Odessa TX 79768-3373 or email snichols@marshil.com. MA03

Les King Motor Cars

For a complete listing and photos of all our motorcar parts, see our web site at
http://www.heliflight.com/les_king.htm

Please, no e-mail orders.

Les King, PO Box 164, N. Lawrence, OH 44666 Phone: (330) 833-2868; Hrs: 7 AM - 9 PM EST; Fax: (330) 830-5213

Meets

Members who have organized meets 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 meet notices to: **Bill Coulson, 2101 Westview Court, Modesto CA 95358-1091** or e-mail wcoulson@softcom.net.

PLEASE NOTE – Advertisement of a meet in the **SETOFF** does not constitute responsibility by NARCOA and/or its officers, or the **SETOFF** and/or its editorial staff for meet conditions. Meet 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 at-

NARCOA EXCURSIONS

Great Lakes Rail Car

Mississippi & Tennessee RailNet Saturday and Sunday March 29-30, 2003

GLR is pleased to sponsor a new 2-day excursion over the Mississippi & Tennessee RailNet line March 29 & 30, 2003. Participants will travel approximately 130 round-trip miles. The excursion will start each day at 7:00AM at New Albany MS, going north into Tennessee first day and southward in Mississippi on Sunday. Sign up early as a car limit may be imposed. No refunds after March 2. The fee for each day will be \$75 or \$135 for both days. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details contact Fred Lonnes, P.O. Box 92, Western Springs, IL 60558-0092 or email FredLonnies@Flash.net.

Pacific Rail Car

Montana Rail Link Memorial Day weekend May 24-6, 2003

PRO is pleased to sponsor a 3-day run over the MRL May 24-6, 2003. Participants will travel approximately 240 round-trip miles between Hamilton and Darby on the Bitterroot branch, Missoula and Paradise on the 10th subdivision of the former NP passenger mainline, and Dixon to Polson on the Flathead branch. More specific information concerning reservations and pricing will be posted in February. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details contact Bill Taylor, 917 Park View Way, Missoula MT 59803. Tel: (530) 713- 9582 or email: btaylor@montana.com.

Southwest Rail Car

Canadian National Railroad July 15th - July 27, 2003

SWRC is pleased to sponsor a 13-day run over the CN July 15-27, 2003. Participants will travel approximately 1,343 round-trip miles between Prince George and Prince Rupert, BC. Please note below for special conditions and requirements. Trip fee of \$2,450 per car includes railroad costs, hotels, some meals, fuel, and ground transportation. There is a 20-car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details contact Tom Phair, PO Box 664 Alamo, CA 94507. Tel: (530) 713- 9582 or email tphair@silcon.com.

British Columbia Railroad July 29-August 7, 2003

SWRC is pleased to sponsor a 10-day run over BC Rail July 29-August 7, 2003. Participants will travel approximately 922 round-trip miles between Prince George and North Vancouver, BC. Please note below for special conditions and requirements. Trip fee of \$2,250 per car includes railroad costs, hotels, fuel, and ground transportation. There is a 20-car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details contact Tom Phair, PO Box 664 Alamo, CA 94507. Tel: (530) 713- 9582 or email: tphair@silcon.com.

Excursion Calendar NARCOA

**Mississippi & Tennessee
RailNet (GLR)**
March 29-30, 2003

Hudson Bay RR (WF)
July 3-13, 2003

Canadian National RR (SWRC)
July 15-27, 2003

British Columbia RR (SWRC)
July 29-August 7, 2003

British Columbia RR (PRO)
September 6 - 21, 2003

Southwest Rail Car - cont.

**Canadian National Railroad
August 10-16, 2003**

SWRC is pleased to sponsor a 7-day run over the CN Aug. 10-16, 2003. Participants will travel approximately 638 round-trip miles between Hinton and Grande Prairie, Alberta. Please see below for special conditions and requirements. Trip fee of \$1,695 includes railroad costs, hotels, some meals, fuel and ground transportation. There is a 20-car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details contact Tom Phair, PO Box 664 Alamo, CA 94507. Tel: (530) 713- 9582 or email: tphair@silcon.com.

Special notes for 2003 Canadian Rail Tours (1.) \$500 deposit required to hold your reservation - balance due April 1, 2003. (2.) Deposits are refundable until March 31, 2003. (3.) A radio capable of transmitting and receiving on NARCOA frequency of 151.625 Mhz is required to be installed in all cars. Portable hand held models are not acceptable. (4.) Seat belts are required by railroad. (5.) All turntables must meet AAR requirements of 2 1/2" inch lift above the railhead. Special rules applicable to safety issues for above runs will be posted with individual runs. Further details available at <http://www.southwest-railcar.org> or by contacting Tom Phair.

Wilderness Tours LLC

**Hudson Bay Railroad
July 3-13, 2003**

WT is pleased to sponsor a 12-day run over the HBR (former Canadian National Railway) Nov. July 3-13, 2003. Participants will travel approximately 186 miles round-trip miles between Cranberry Junction to Lynn Lake, 219 round-trip miles Lynn Lake to Flin Flon, 36 round-trip miles Flin Flon to Cranberry Junction, 230 round-trip miles The Pas to Thompson, 158 round-trip miles Thompson to Gillam, 183 round-trip miles, Gillam to Churchill, 183 round-trip miles Churchill to Gillam, 158 round-trip miles Gillam to Thompson, and 230 round-trip miles Thompson. This excursion will be in two parts: first the Lynn Lake line, second the Churchill portion. Extra fare tours July 9-10 at The Pas to see Beluga Whales, Fort Churchill, Polar Bear Jail, etc. Price is yet to be determined. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details Hank Brown Tel: (608) 839-4939 or email wilderness@inxpress.net.

cont. from page 21

- Mark Springer moved to amend Article IX by adding the following provision:
The Secretary shall notify the Operation's Chair of disciplinary actions resulting in the removal of member privileges, The Operation's Chair will then notify all Excursion Coordinators and the NARCOA Web Master of the member's loss of privileges.

The motion carried.

Tom Falicon reappointed Dave Verzi and Mark Springer to be our Directors-at-Large for the 2003 year.

Jim McKeel recommended to the Board that the Operations Committee Chair serve occasional reminders to the Excursion Coordinators that their proficiency is under scrutiny at all time and that their CEC status may be removed for questionable actions or infractions of any published rules and regulations. As Chair of the Committee, Hank Brown indicated that he would serve these reminders.

Dave Verzi urged the Board to act by some means to retrieve, preserve and archive what motorcar and related records that currently exist in Fairmont's former headquarters in Fairmont, Minnesota. It is anticipated that with their consolidation into other divisions, the Minnesota offices will eventually be closed, and the possibility exists those records may be disposed of and lost forever. Anyone that may be able to help in this matter please contact Dave.

That's all folks! Tom F.

**Judiciary Committee
Policy Revisions - cont.**

**Reappointment of
Directors-At-Large
Proficiency Reminders**

**Acquisition and
Preservation of Fairmont
Archives**

*Starting with this issue we will have a column called AREA NEWS. This is a way for the area rep to write a bi-monthly newsletter to their area members without the cost of publication or postage. It will also inform you of what's happening where others are running motorcars.
Ed.*

cont. from page 3

to play catch up. Our excursions are not fast, and it is the responsibility for each operator to keep up and maintain the excursion speed.

- Too many passengers in motorcars. This can be unsafe when the operator has problems seeing the track ahead or the area on each side of the track.
- Riding on the foot boards of Gang cars or trailers. Foot boards are for feet, not butts. Everyone should have a seat.

Thanks to Dick Hillman of the Georgia Northeastern, we strongly adhere to the term "FOCUS." We will FOCUS on safety first, and enjoy ourselves second.

There are several excursions in the planning stage for 2003 and we will announce excursions as they become available. If anyone wants to be on my snail mail list, please send your name, address, phone, NARCOA membership number, etc to me:

Bobby Moreman
3520 Cold Spring Lane
Chamblee GA 30341
Tel (770)457-6212



We send our warmest personal happy and safe new year.
Y'll Come South, ya'hear.

Bobby Moreman, Area 5 Director

Happy New Year everyone! This is great! I can send all of you a newsletter every other month and not even have to address one envelope. I would like to thank all of you that came out to my Birthday party/ "Inaugural Presidential Ball"/ Spaghetti feast. I hope you all had as much fun as I did. I have a feeling we will be doing it again next year. As this New Year begins, it's time to reflect on last year and see if there is anything we could change to make this year even better. I think **Area Four** did pretty damn good last year! There were many fun, safe and incident free excursions held in our area, and we have many great memories to prove it. As this year takes off, so will the amount of work I will do pertaining to my presidential office. I love it, I can't wait to get started. I plan to do the best I can for our Area as well as the entire NARCOA group. Don't forget, if you guys have any problems or questions, don't hesitate to contact me. Also, if you have an idea that you think I should bring up in this newsletter, give me a call. These cold winter months are a good time for us to go over our motorcars and make sure they are mechanically sound and that all the required safety equipment is functioning properly. That way, when it's excursion time, all you have to add is the safe, conscientious and courteous operator (you!) and you're ready to roll....

See you on the track.

Tom Falicon, Area 4 Director



North American Railcar Operators Association (NARCOA)

OFFICERS

President Tom Falicon | **Secretary** Joel Williams
Vice President Ken Annett | **Treasurer** Tom Norman

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Committee Chairs:

Insurance Tom Norman
Judiciary Doug Stivers
Safety Bob Knight
Rules Jim McKeel
Custom-Built
Motorcars Tom Falicon
Operations Hank Brown
NARCOA[Forum] Rich Stivers

INVENTORY OF EQUIPMENT ON HAND
June 30, 1890.

DESCRIPTION.	OWNED.						LEASED.			Inventory June 30, 1890 Owned and Leased.	
	Inventory June 30, 1889.	ADDITIONS.			REDUCT'NS.		Inventory June 30, 1890.	Inventory June 30, 1889.	Added during year.		
		Purchased.	Built at Shops.	Transferred from other classes.	Sold.	Destroyed.					Transferred to other classes.
Locomotives	400	7					407	82	75	157	564
First Class Coaches	44	11			1	1	53	10		10	63
Second Class Coaches	44		1		2	2	41				41
Third Class Coaches	6					1	5				5
Sleeping Cars (½ interest)	33	12					45				45
Emigrant Sleeping Cars	43	2			2		43	20		20	63
Dining Cars	13	11					24				24
Comb. Pass. and Bag. Cars	13		3				16				16
Bag., Mail and Express Cars	80	16	2		3		95	11		11	106
Business Cars	7						7				7
Superintendents' Cars	9					1	8				8
Furniture Cars								350	200	550	550
Box Cars	4894	645	2		87	252	5202	1500	1130	2630	7832
Refrigerator Cars	71	100			1		170	50		50	220
Beer Cars	43						43				43
Fruit Cars	15						15				15
Stock Cars	888				13	19	856				856
Flat Cars	2430	1014	2		114		3332				3332
Flat Cars with Oil Tanks	4						4				4
Box Cars with Oil Tanks	1					1					
Oil Cars			272				272				272
Coal Cars (4 wheels)	401				33		368	200		200	568
Coal Cars (8 wheels)	647	300			25		922	300		300	1222
Logging Trucks	36	180					216				216
Caboose Cars	272	34	1		7		300				300
Ferry Cars	4						4				4
Boarding Cars	89		1		2		88				88
Painters' Cars	1						1				1
Scale Test Cars	1						1				1
Pile Drivers	10						10				10
Steam Shovels	9	6		2	1		12				12
Stone Derricks	2						2				2
Wrecking Cars	9						9				9
Tool Cars	15						15				15
Car Snow Plows	1						1				1
Rotary Snow Plows	4						4				4
Hand and Push Cars	1201		59				1260				1260
Velocipede Cars	71		6				77				77
Steamers	5						5				5
Barges	2						2				2

N. B.—The following Equipment shown in Inventory of previous year as leased, is taken up in above as owned:
 Narrow gauge rolling stock: 4 Locomotives, 2 Second Class Passenger Cars, 19 Box Cars, 2 Box Car Caboose, 36 Flat Cars, 8 Hand and Push Cars, also 3 Steamers and 2 Barges.
 The Steam Shovels reported in above as purchased include one acquired with the Rocky Fork & Cooke City R. R.