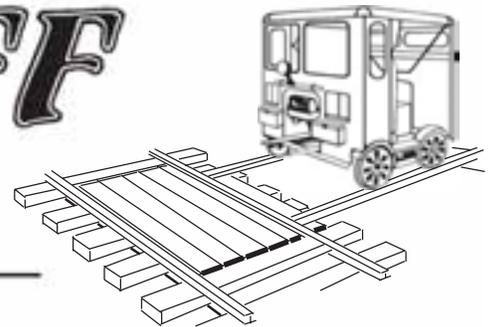


THE SETOFF

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

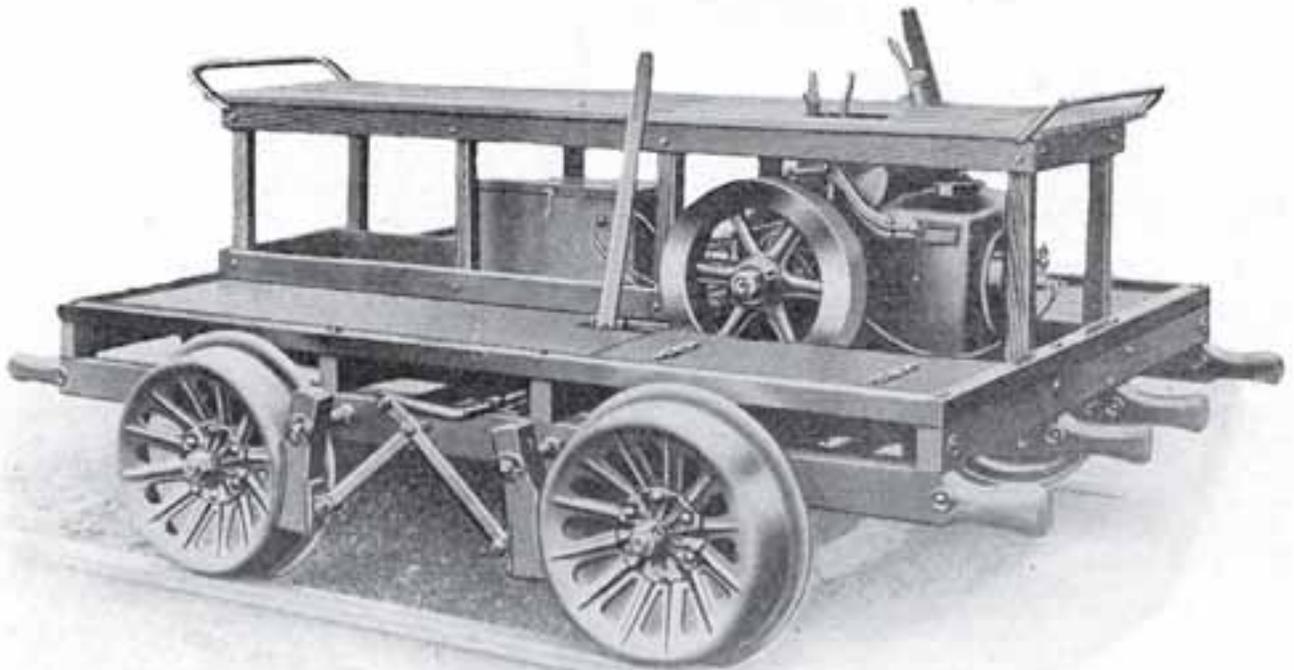
March/April 2003 Volume 17 - No. 1



MOTOR CARS

For Railway Service

STANDARD SECTION CAR



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Please submit materials

for the May/June issue of
THE SETOFF
by April 28
as follows:

Classified Ads

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Cover Photo

From the W.H. Warden Company equipment catalog No. 10, 1920 sent in by Jim Spicer. Other models and engine information appear on page 12.

Proud to Be Here

I was thinking the other day that in my past few years of living on this earth, I have laughed the hardest and had the most fun on motorcar excursions. I don't think this means that I need to get a life outside of our hobby. I think it means that I am part of a great hobby that is an excellent diversion to life's problems and complexities! Any business problems I have always seem to disappear when I'm on the rails. I bet if they did a multimillion dollar study, it would be found that just as owning and petting a dog or cat reduces your stress level, owning and operating a motorcar helps you cope with stress in your life and adds to your longevity (as long as it's running well). Of course, a healthy diet and daily exercise would probably be better for your longevity, but it definitely isn't as much fun as motorcarring! In my book there is no substitute for the smiles, socializing and good stories that come along with each excursion. We should take time every now and then to sit back and reflect on what a fun, family oriented hobby we are fortunate enough to be a part of, and I for one am damn proud to be here!

I hope this paragraph reaches you before the nominations close March 30, 200—you will see in the January/February 2003 issue of the *SETOFF* that nominations are open for even-numbered Area Directors. If you reside in an even-numbered area and feel your Area Director isn't doing the job you expect of him, then this is your time to do something about it. As I've said in the past, your Area Director is your voice in NARCOA. If you do nothing to help choose and vote for that voice, then you should not complain when your thoughts and feelings are not conveyed throughout the next two years. If you are a vocal member, a concerned member or just a member who thinks he is never heard, then I think it's time to get yourself nominated, run for office and help to be a solution to our problems. Sit on the Board's side of the table and experience first hand the fun and excitement of being a NARCOA Board member!

In the November/December *SETOFF*, the time in the evening that I'd like to stop receiving phone calls was omitted. It is 9PM EST. As our organization grows, so does the workload required to keep it functioning. If any of you have time that you can volunteer please contact your Area Representative and let him know what you can do to help our already overloaded NARCOA volunteers.

I am toying with the idea of opening a motorcar museum, rail-side on Great Smoky Mountains Railroad property in downtown Bryson City, North Carolina. The railroad has suggested that they could build a railroad-type building to house the display and that they also would like to run an active rail siding into the building. At this time I am trying to decide if I want to make such a commitment. If any of you members have ideas, hints or even horror stories about opening and running a museum, I am open to listening to all of them.

Happy rails to you, Tom Falicon



NARCOA and the Jake Award

by Dave Verzi, Tom Norman, Al McCracken

As many members know, NARCOA is a cosponsor of the Jake Award. This award is the American Short Line and Regional Railroad Association's safety award given to injury-free member railroads. The award was the creation of Jake Jacobson of the Copper Basin Railroad.

NARCOA member Al McCracken was instrumental in our involvement with this program. From his own personal funds he produced individual award pins that are distributed to each employee of award winning railroads in addition to the prominent award plaque given to the railroad by ASLRRRA. The pins feature a profile of Jake with an enameled border stating "Jake Safety Award." Additionally they are dated. The back of the round pins has NARCOA written in a rectangle.

This public relations program has received enthusiastic support from member railroads and clearly benefits NARCOA in expanding relationships with our Short Line Railroads.

The cost to NARCOA to fund this program is around three thousand dollars annually. Al has contributed funds to start the program, and it has been sustained by contributions from various NARCOA Affiliate groups. All NARCOA Affiliates are asked to make an annual contribution to sustain this fund. We need your help to keep pin production in pace with the demand.

Donations should be made payable to NARCOA, noted Jake Fund, and sent to Tom Norman. He keeps a separate line item in the Treasury for the fund and proceeds are directed to Al when the pins are produced.

NARCOA Affiliates contributing in 2002 were:

Great Lakes Railcars \$500	Ohio Valley Railcars Inc. \$500
Pacific Railcar Operators \$870	First Iowa Division \$400
Kansas Wheatlands Div. \$100	Southwest Railcar Ltd. \$250,
North East Railcar Assoc. \$300	North Central Railcars \$250
Southeastern Railcar Operators Inc. \$100	

We have already received the following for 2003:

Great Lakes Railcars \$500	Southwest Railcar Ltd. \$250
First Iowa Division \$400	Motorcar Operators West \$300
Southeastern Railcar Operators Inc. \$100	

Thank you affiliates for your participation. Please contact Tom Norman, Al McCracken or Dave Verzi with questions.

Remember to get your NARCOA Insurance applications mailed. There is a March 31, 2003 cut off date.

**Download an application at
www.NARCOA.org
or call Tom Norman**

Submitting Materials for Publication

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 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.

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 28th of February, April, June, August, October or December for publication the following two-month edition.

THE SETOFF

Volume 17 Number 1

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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 inquiries to Joel at the above address.

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

Area News

by Warren Riccetelli, Jim McKeel, Tom Norman, Pat Coleman, Stan Conyer and Dave Verzi, Tom Falicon

Area 1 News



Well as they say in New England—and **Area One**—, “If you don’t like the weather, wait a minute.” I have been waiting, which brings me to another saying. “It’s has been a long hard winter,” and I agree. With more than our fair share of snow and rain, with thawing and freezing, most of our motorcars are in a glacier out back. The only way of doing motorcaring now is with an ample supply of “C4.”

This year promises to be an unusual one with both Atlantic Rail Cars and NERCA. Both have runs that will be new and interesting.

And on the little side, I want to share an interesting experience that happened last fall. In late October, Al Elliott and I were on a motorcar excursion in Upstate New York. If you know Al and me, things can sometimes get on the lighter side. Well, the day was one of those days in the low forties and overcast with a little spit of rain now and then. It made it a perfect day to bundle up and have your rain coat along side. After the turnaround, the weather got a little worse. The temperature dropped another five degrees, and then the rain started. I noticed a car two up from us was open with no roof or windshield. Earlier I had noticed an elderly gentleman with a hearing aid on this car. As Al and I are always joking, I said “Hey Al, if that guy’s hearing aid shorts out in the rain and he gets electrocuted, will I as EC be brought up on charges?” We laughed.

Now the rain was coming down a little more. “Al, lets get him in our car.” We radioed ahead to stop the excursion. While Al walked up to the other car, I made room for a third person in our car. Al went up and got the 79-year old gentlemen and convinced him to get in with us.

Al now gets back in the car. The cars start moving. I am hearing strange sounds. A load buzzing noise. Now Al hears it. “Warren, what is that noise?” Al, it’s the hearing aid.” It had shorted out and started buzzing at a very high pitch. The trip had about eight miles left, and neither Al nor I could look or talk to either other the rest of the way. An event we will never forget.

See you on the rails! WarrenRiccetelli

Area 3 News



NARCOA **Area Three** consists of members in the states of Michigan, Ohio, and Indiana, but Affiliates in the area host motor car excursions all over the Midwest.

Great lakes Railcars has organized excursions in Michigan, Indiana, Ohio, Illinois, Kentucky, Ontario, and new this year Mississippi, and Tennessee. GLR’s last excursion of the year was the annual Santa Claus trip at the Indiana Transportation Museum in Noblesville with a croud-pleasing pizza buffet in Tipton Indiana. With 5" of snow predicted and our Santa in the hospital, I considered canceling the trip. Seven members showed up Saturday morning December 14 and found a light dusting of snow which was gone by noon. The excursion began with six blocks of street running in Noblesville and crossing the Cicero Creek bridge. The little snow that was on the rest of the 17 miles of track was easily knocked off by my hy-rail. Santa’s helpers distributed candy, a safe trip was had on the rails, a lot of pizza was eaten, and a good time was had by all.

(cont. on page 25)

Automatic Back-up Lights for Fairmont MT Motorcars.

by Kenneth Huffines

Some motorcars have two sets of head and taillights—one set for forward movement, one for reverse. Choosing which lights are on is usually done with one or two switches. This how-to will describe a way to have the lights automatically switch from forward to reverse. I have this modification on my Fairmont MT-19 and it's worked perfectly for over three years. You can probably adapt it to other makes and models as well.

The heart of the system consists of a lever-type microswitch that is activated when the transmission's direction lever is placed in reverse. The switch causes a relay to activate, turning off the forward lights and turning on the reverse lights. When the direction lever is in neutral (or forward), the microswitch is released and the relay releases, returning the lights to the normal forward set.

We'll also be adding a second relay that is activated by the factory "lights" switch on the motorcar's control panel. This switch takes the load off the lights switch and provides power to any roof-mounted beacons or strobes which stay lit regardless of the motorcar's direction.

A word on the relays—while it's possible to avoid them, it puts the whole lighting load on the switches. Most switches do not handle DC current very well and are subject to failure, especially as more lights are added. The automotive-type relays we'll be using are inexpensive, small, easily mounted, and excellent for switching heavy DC currents. They are perfect for today's motorcar.

Before we start I should explain that the wiring diagram shows my car's lighting system. I have three headlights and four taillights for forward motion. For reverse I have one headlight and one taillight. I also have a beacon that's on whenever the headlight switch is on. Your motorcar may have a different number of lights and may not have a beacon (or strobe). So if you don't have the same number of lights, don't panic, just adjust as needed. Whether that means crossing lights off the diagram or adding lights to your speeder is up to you.

It's also worth mentioning I have brake lights front and rear. They all light upon brake application and are not switched for the motorcar's direction. So far this hasn't confused anybody, and I've even had operators ahead of me comment they like knowing I'm on the brakes as I come up behind them.

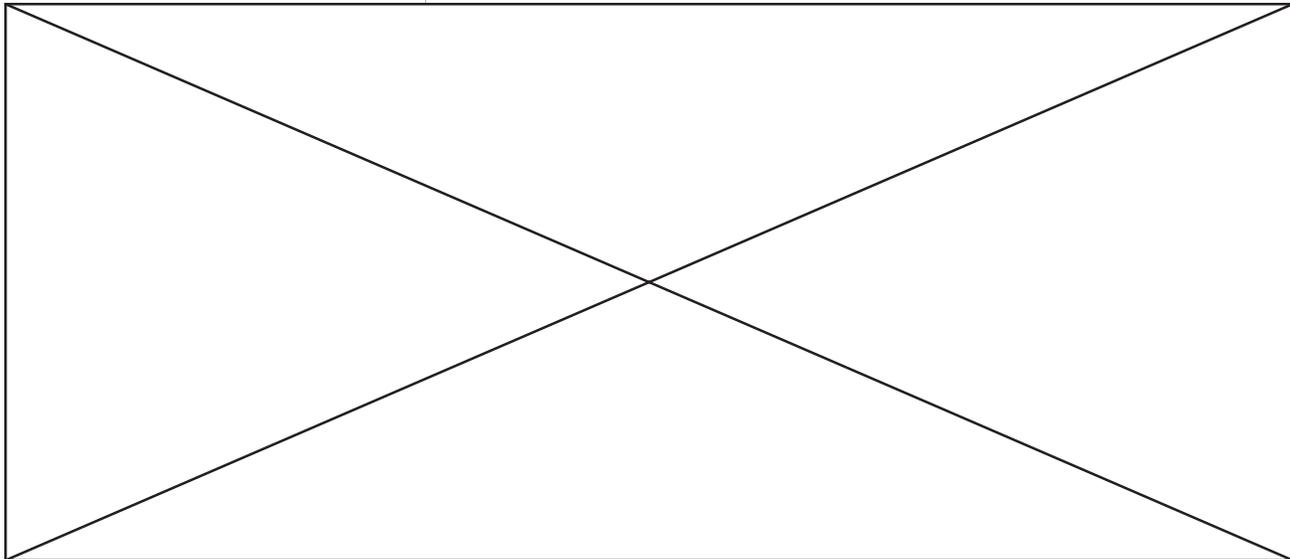
For this project you'll need two relays, their matching sockets, and one lever-type microswitch. A terminal block (a.k.a. terminal strip) makes wiring easier. I suggest you add a fuse to the circuit. We'll be using the original lights switch on the motorcar's control panel. Most of the parts are available from All Electronics Corporation or other electronic supply houses. I like All because they're inexpensive and have a low minimum order. Their drawback is, as a surplus house, the inventory sells out. It's possible the specified parts may be unavailable by the time you place your order, but chances are they will have something similar. Because All's sources change (or you use another supplier) and each manufacturer has their own way of marking parts, details for switches and relays are given so you will understand how to compensate if you get something slightly different.

*All Electronics Corp.
P.O. Box 567
Van Nuys CA 91408,
(toll free) 888-826-5432.*

Circuit operation

Also needed is a small piece of flat metal stock, wire of various gauges, 4-40 and 6-32 screws, nuts, and lock washers, and the usual assortment of butt splices and .250 or .187 fast-on and #6 fork terminals that are in every handyman's electrical kit. Tools you need are basic: drill and bits, hacksaw, wire crimping tool, screwdrivers, and wrenches. Total cost will be under \$40.

See Figure 1 for the wiring diagram. Power feeds through the fuse to the original lights switch and to the contacts of the headlight relay. The lights switch turns on the headlight relay, switching power to the roof-mounted beacon (or strobe) and to the forward/reverse relay. Power for the backlights (should you have them) on the Ammeter and Oil Pressure Gauge comes directly through the headlight switch, simplifying wiring a bit as the switch and the gauges are close to each



Fabrication

The forward/reverse relay determines which set of lights are on. It is triggered by a microswitch that detects when the transmission's direction lever is in reverse. The output of this relay is routed to a terminal block which serves to distribute power to the head and tail-lights.

Be sure to disconnect the battery before you start wiring. Start with the microswitch bracket shown in figure 2. The small holes are the standard pattern for this size microswitch, but you should double-check your switch in case it's different. Use 4-40 x 3/4-inch screws for the switch and don't over-tighten or you may crack the switch—it's just plastic. Use the upper left transmission cover bolt to hold the bracket. Figure 3 shows the bracket and switch installed.

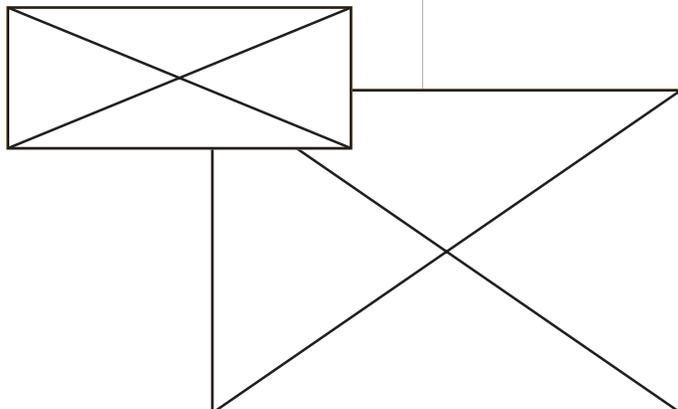
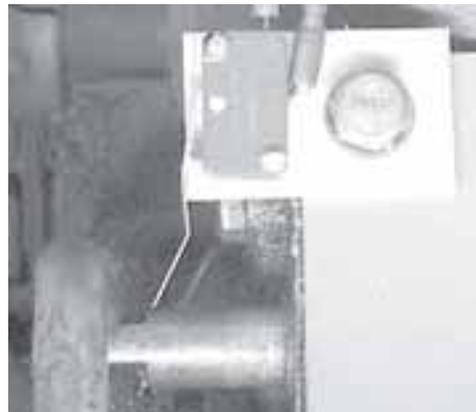


Figure 3



Chances are you'll have to bend the microswitches lever to fine-tune. (I had to bend mine quite a bit.) The goal is to have the switch toggle when the transmission is in reverse without smashing the switch's lever against its body (which may break the switch or bend the lever out of adjustment). The switch lever should not touch the direction lever when in neutral or forward.

The relays can mount anywhere using 6–32 hardware. The terminal block should be close by (use 4–40 hardware). All my electrical components are mounted on an aluminum plate on the left side of the engine tunnel. Mount the relays and terminal block close together and you won't have to splice extra wires from the relay sockets. Jumpers between sections of the terminal block can be 14-gauge wire.

The wires that carry high current need to be large and are indicated on the wiring diagram. Skimping on wire size will cause a voltage drop, resulting in hot wires and dim lights. Wires with no size indicated can be 18-gauge. The relay sockets use 14-gauge for the contacts, if you extend those wires be sure to use the same size (or larger).

The normally closed contact of the headlight relay is not used. Cap that wire with a butt splice, wire nut, or good electrical tape to keep it from shorting out on something.

Don't forget to fuse the circuit. Choose whatever style fuse your motorcar already uses. To get the amperage, add up the number of watts in the lighting circuit and divide by 12, then choose the next highest rated fuse. Any automotive supply house carries fuse holders and fuses. (Or you can use a circuit breaker.) The supply side should go to a good source of 12 volts. On my motorcar, this was the positive post of the ammeter (before I completely rewired the car, anyway).

Double-check the wiring before restoring power. Hopefully everything will work right away. If not, start troubleshooting by insuring the lights switch on the control panel makes the headlight relay energize. The relay should click, and you might feel it if you have a finger on it. If the relay is not working, check the wiring from the battery through the fuse, lights switch, and the relay coil. If you have instrument backlights, they should turn on with the lights switch, verifying power is getting through the switch.

If the relay works but the beacon does not, check the wiring from the fuse to the relay's common contact and out through the normally open contact to the beacon.

If the headlight relay is working, move on to the forward / reverse relay. Goosing the reverse switch should cause the relay to energize. If not, follow the wiring from the headlight switch, through the reverse switch, and to the relay coil. Possible trouble could be miswiring the reverse switch.

When both relays are working check the front and rear of the motorcar to insure the front headlights and rear taillights are on with the shift lever in neutral. Now move the lever into reverse and check for rear headlight and front taillight. Problems here will be wiring errors at the terminal block or relay contacts.

The microswitch in the parts list is single pole, double throw (SPDT). Be sure to use the contacts that close when the lever is depressed: common ("C" or "COM") and normally open ("NO"). See figure 4. The switch terminals are often marked.

The relays are usually marked with a diagram, referring to the terminals with (usually standardized) numbers. Figure 5 shows the current offering from All. Terminals 85 and 86 are the coil. Terminal 87 is the normally open contact, 87d is the normally closed, and 30 is the common. "Normally" means "with power off." The coil is not polar

Circuit verification and Troubleshooting

Microswitch and Relay Details

Microswitch and Relay Details, cont.

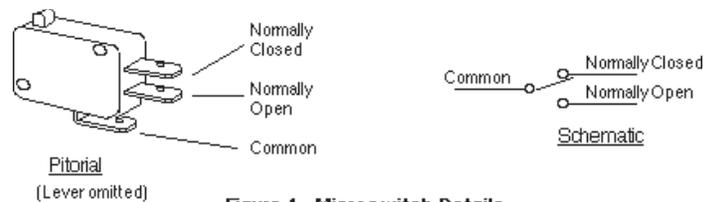


Figure 4 - Microswitch Details

(Use the Common and Normally Open contacts)

Conclusion

Parts List

ity sensitive. If you get the current relay sockets, the blue and yellow wires are the coil (85 and 86), white is the normally open contact (87), red is the normally closed (87d), and black is the common contact (30). Again, you will want to check your parts against the diagram in case any of the colors or terminal numbers have changed.

Automating the forward/reverse light selection relieves the operator of that duty and insures the correct lights will be illuminated and as such, it improves safety.

A piece of flat 1/8" aluminum or 1/16" steel 2" by 1 1/4" is required for the microswitch bracket.

The electrical parts are available from All Electronics Corporation, P.O. Box 567, Van Nuys CA 91408, (toll free) 888-826-5432. The part numbers given here are current as of this writing (February 2003).

Microswitch: All Electronics SMS-196 (\$1.60), a single pole, double throw (SPDT) switch. If it is unavailable look for either a single pole, single throw, normally open (SPST NO) or another single pole, double throw (SPDT). Get one with the longest lever available. (The lever can always be cut down if it's too long.) Consider buying two switches just in case you break one during assembly.

Relay: All Electronics RLY-351 (\$2.40), a SPDT relay rated 30 amps. A spare relay is good to have. (Check your car or truck - chances are they use this exact relay and they're a heck of a lot cheaper here than from your dealer.)

Relay Socket: All Electronics SLRY-2 (\$2.00). The sockets come ready to go with wire attached.

Terminal Block: All Electronics TB-35 (\$2.70) or similar. This is a 12-position block. The extra positions can be can cut off.

Fuse holder and fuse (or circuit breaker): available at your local auto parts store.

Remember...

EVEN-NUMBERED areas will elect representatives this year. Follow Carl Anderson's directions [January/February *SETOFF*] for nominating individuals from your areas to run in the upcoming elections. Incumbents are automatically nominated:

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

Proposed Rule Book Addition

by Jim McKeel

The NARCOA Board of Directors, at the last Board meeting on October 25-6, 2002 in Rosemont, Illinois voted in favor of a proposed addition to Rule 19 in Section I of the NARCOA Book of Rules, Version 5. It is proposed that the following sentence be added at the end of the current rule: "The turntable, when fully retracted, must be a minimum of two and one-half inches (2.5") above the railhead when the motorcar is sitting on the track." This proposed change is hereby submitted to the membership for comments. Please make any comments you have about this addition to your Area Representative no later than 30 days following your receipt of this newsletter. Following that period of time for member comment, the board will take a final vote on whether or not to adopt this change. Thanks for your help in improving and clarifying our rulebook.

Can you hear me now? or, Power For Your Intercom System

by Dick Ray WM M9 #67

Maybe it was the previous booming economy that was responsible for some of the motorcars that I see resembling rolling electronic shows. I see boom boxes, GPS units, radios, cell phones, and intercom units. Several years ago I did get an intercom system and scanner so I could have conversations with my passenger, and to know that the cars ahead are stopping for a major road crossing. After extensive usage I have decided that it is the second best accessory that a person can have on a motorcar. The most valuable accessory is the windshield, of course.

Prior to buying one I had noticed several intercom systems where the owner paralleled several 9-volt transistor radio batteries to get through a long day. Evidently aircraft intercoms do not have a big enough internal battery capacity, because they are intended to run from the aircraft 12-volt battery. This article addresses how much battery capacity is needed and how to best attain that capacity. I have no data on anything but my Flitecom intercom unit and Radio Shack scanner, but there is no reason to believe that a Sigtronics intercom or other scanners will be any different.

The Flitecom unit accepts a 9-volt transistor radio battery inside. There is a jack on the side for an external battery which should be a nominal 12-volt source. You can power your system from the motorcar battery, but I chose to totally isolate my system from the car. This is so that it can be used in other cars when I am riding with someone else. In addition any electrical noise originating from the vehicle power source is eliminated. Finally, my motorcar has a 6-volt electrical system.

I measured the drain of my two-person Flitecom system and found that it draws about 30 mA independent of volume or squelch. It does not draw more when someone is talking which was a bit of a surprise. Probably the four person units will draw a bit more current. Then I investigated the capacity of common batteries to see which external battery system would provide enough capacity for a long trip, or to last a full season of day trips. I expected to package a set of eight battery cells in series to provide the 12 volts. Several local electronics stores carry battery holders so the work would be only in mounting the system. You need eight cells because at the end of the service life the voltage of the package will be approaching 9 volts, and if it falls below the voltage of the internal 9-volt battery then that internal battery will start to discharge.

From the Duracell web site I obtained the capacity of various batteries, which are listed below. Capacity is measured in amp-hours or AH. I have also listed the approximate usage time for each battery at a 30 mA drain. The time depends to a great deal on the rate of discharge, however:

9 volt radio battery:	0.36 AH or 12 hours usage
AA batteries:	1.8 AH or 60 hours usage
C cells:	6 AH or 200 hours usage
D"cells:	9 AH or 300 hours usage

Some of you might expect from the advertising that alkaline batteries are superior to the regular, cheap batteries. Actually it depends

*Flitecom
Radio Shack
Sigtronics
Duracell
Leclanche
Home Depot
Harbor Freight*

on the application. Our intercom application will get the same battery life from cheap batteries as it will from alkaline in the C size or larger. In a low drain application the alkaline cells have no advantage in capacity. Low drain means that the battery is discharged over a long period of time such as 100 hours. Alkaline batteries do have an advantage in a high current drain application though, where their chemistry allows discharging the full stored energy in a shorter period of time. In addition they do not deteriorate when sitting on a shelf. The traditional (Leclanche carbon-zinc dry cells) cheap flashlight batteries lose capacity when on the shelf. They also deteriorate faster at higher storage temperatures, which is the reason for the old custom of storing batteries in the refrigerator. Finally the cheap batteries can leak acid and will corrode whatever they are installed in if neglected. I suggest using only alkaline cells for that one reason.

Duracell sells a battery called "Ultra" in the smaller sizes at a 20% premium price. This battery has at least 20% more capacity when discharged at high rate, but offers no advantage at very low drains. If you are going backpacking and take a Maglite, they are the best. For our usage you can stick to regular alkalines.

Even though my scanner has a set of AA batteries inside, it also accepts an external 12-volt source. I checked the current drain of it while it was plugged into the intercom and I was listening to the weather frequency. It also used 30 mA. When both the intercom and scanner are powered, the total drain is 60 mA and the usage time in the table above is cut in half.

If you build a battery package do not neglect to install a 1/4-amp fuse in series, as Flitecom recommends. The necessary connectors to plug into your intercom and scanner are available in electronics stores or Radio Shack, although you may have to buy a complete cable and cut the end off. Also note that the inner conductor (tip) is positive and the outer (sleeve) is negative, at least with Flitecom and the Radio Shack scanner. One final item needed in a battery pack is an ON/OFF switch. I discovered to my surprise that the intercom drew nearly as much current from the external battery package when turned off as it did when on. The scanner had a small 5 mA drain when off also. The intercom and scanner do not draw current from the internal batteries when they are turned off.

Some may want to use rechargeable batteries such as Ni-Cds. Compared to dry cells, rechargeable cells have at best one half of the capacity, but cost much more. Their advantage lies in the fact that they can be recharged several hundred times. Or so they say. My experience with cordless drills is that they lose capacity long before that in typical homeowner usage.

Two big disadvantages of Ni-Cds are that they have to be charged just prior to use, and you will need ten cells because their voltage is only 1.2 volts per cell. The very best cells get as much as 1.8 amp hours from sub-C cells which will run your intercom and scanner for 70 hours or so. They are available from a hobby shop that caters to the RC car racing crowd and can cost \$6-\$8 per cell. However they come with tabs and have to be soldered together. Regular Ni-Cd C cells from Radio Shack have a 2.0 AH capacity and cost about \$4 per cell, or \$40 for a 12-volt assembly. There is no point in getting the bigger D cells because they have the same capacity as the C cells.

The most advanced batteries available are the Ni-MH batteries found in the top line power tools and recently in the RC car racing fields. In the sub-C cell size they get around 3amp hours capacity. That will run your intercom and scanner for 100 hours or so. The AA size preferred for digital cameras have a 1.6 amp-hour capacity that approaches the capacity of non-rechargeable batteries. However they are extremely expensive at \$5 per cell and make sense only when you use them up every week or so. Some are available from an e-Bay store with a 2.0 AH rating for \$47 for 12 cells.

The current price of alkaline C cells at Home Depot is \$1 per cell. You can get regular D cells from Harbor Freight for \$0.33 per cell, but those may be past their shelf life, and may be very low quality. When they leak, and they will, and destroy your expensive intercom you will certainly review the economics of the situation.

Any rechargeable battery system requires a charger. I make my own by never throwing out the plug-in transformer power supply that comes with many small electrical items such as cordless phones, CD players, and the like. If it is marked 14 volts DC it will do, but you have to remember to disconnect it after charging is complete. Typically you will have to cut the connector off the end and solder on a new one. Radio Shack has several models of automatic chargers for Ni-Cd and Ni-MH cells, but they typically charge only four cells at a time and require a 12-14 hour charge time. Perfect for digital cameras but a big disadvantage for intercom and scanner usage.

In summary, I recommend a package of eight alkaline C cells to power your intercom and scanner. You will have at least 15 full days of usage by actual on-rails test with no need for charging prior to each run. If it is for only an intercom then a package of eight AA cells will last four to five days. You can get replacements anywhere, and if you come to the end of the capacity of those cells, the internal batteries of your scanner and intercom will take over and get you through the day.

Press Release

February 8, 2003

The Australian Society of Section Car Operators, Inc, an accredited operator of railway Rollingstock, recently managed a period of access on the now disused line between Kevin and Penong on the Far West of the Eyre Peninsula, South Australia over the Australia Day Long Weekend.

"This is perhaps the last time this line will see rail vehicles," said Nic Doncaster, Group Coordinator. "We were fortunate that we were able to access the line in April last year, but to return again for a finale is nothing short of fantastic."

Other than the event last year, the line last saw service in 1998, when Australia Southern Railway hauled grain from the silo at Penong. Deteriorating infrastructure saw line speeds as low as 5km/h, meaning the 14km journey from Kevin to Penong used to take just under 3 hours.

"The staff within the Property section of Transport SA were most obliging in assisting to complete the lease," noted Nic. "This is the second time we were a railway 'owner' under the Act. We are the only heritage railway operator that is usually not an 'owner,'" he added.

"The residents of Penong noted the noise made by the cars, but were most hospitable during our stay."

Four cars and seven people enjoyed the weekend. Three of the cars travelled from Adelaide whilst the fourth came up from Port Lincoln.

Nic Doncaster,
Group Coordinator

Photographs at:

<http://www.railpage.org.au/assco/media.htm>

Press Release

March 2, 2003

The Australian Society of Section Car Operators is proud to advise that it has completed negotiations with NRG Flinders Operating Services, operator of the Port Augusta Power Station, for use of its railway line between Port Augusta and Copley, in the States Flinders Ranges, in March.

"This is the third time ASSCO members have had the chance to operate their machines over this line," said Nic Doncaster, Group Coordinator. "NRG were the first railway owner to allow us to use their line in 2001. It is great to be able to use the line again, and for what could be the last time in the foreseeable future. We are most grateful to NRG management, in particular their rail manager Glen Reye for allowing the use of the line."

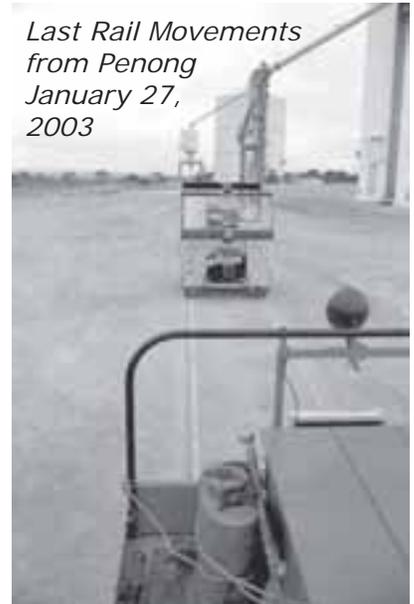
The group has operated over railway lines in SA including track in the Eyre Peninsula and Yorke Peninsula and is finalising a trip on another railway in the Flinders at present.

ASSCO has sixty members from around Australia and around the World.
Nic Doncaster,
Group Coordinator

Don Smith on M7 Penong



Last Rail Movements from Penong January 27, 2003



The groups cars at Penong



W.H. Worden Company Catalog No. 10, 1920

Compliments of Jim Spicer

Jim Spicer shares this information from W.H. Warden Co. equipment catalog No.10, 1920, "Specialists" in equipment for Loggers & Contractors, Mills, Mines & Oil Wells, Portland, San Francisco, Seattle. "The catalog of 380 pages contains everything a logger would need from axes to steam donkeys including how to rig a steam high lead logging system and much useful information," writes Jim.

Below are the specs for the car pictured on the cover along with its engine—"Made under patent granted to Kim Rosholt, December 21, 1909"—shown at the left. Both appear on catalog pages with the Reliance logo.



SPECIFICATIONS

Before designing and building the STANDARD SECTION MOTOR CAR, we studied very carefully the section man's needs for a car of this kind, and we now feel confident that we have the most practical motor car for its purpose ever placed on the market. It is an ideal car, for it combines lightness of weight with durability, convenience and excessive power. The car is so designed that two men have no difficulty in putting it on or off the track anywhere, yet from the illustration and specifications given below, it can be readily seen that the car is exceptionally well built throughout. Controlling levers are all within easy and convenient reach of the operator facing either forward or backward, as the car runs in either direction with equal power and speed. The seat will accommodate 6 to 8 men comfortably with plenty of floor space for tools, and there is room under the seat for small tools and dinner pails, etc. The edges of the platform are raised and bound with angle iron to prevent tools from dropping off and also acts as a safeguard against the turning wheels. The engine is entirely covered to prevent accidents, and the ignition parts are all packed in a weather-proof box. Every car before being shipped is thoroughly tested on our own tracks, properly adjusted and ready for service. It is finished in dark maroon with black wheels and running gear, which make a very favorable appearance.

ENGINE—"Casey Jones" two-speed 4-8 H. P., (described fully on page 350) installed on a solid base which eliminates practically all vibration, and is on top of the frame where it is out of reach of dust, dirt, grit, etc., and easy to get at for repairing and adjusting if necessary.

FRAME—Tough grained, air-dried elm, stringers 1½x3 in. re-inforced with angle irons 1½x1½x½ in. All stringers re-inforced with cross bolts and washers to keep same from splitting, and all frame work bound together with bolts. Floor and seat are made from light-weight, high-grade spruce, all bolted to the stringers and frame, not a screw or nail being used in the entire car. Length of car platform 6 ft. Width of car platform 4 ft. 2 in. Height above rails, 17 in.

WHEELS—16 in. pressed steel with two properly insulated so as to not set electrical signal.

BRAKES—On all four wheels with powerful lever that will slide the wheels on the track with load.

AXLE—1½ in. turned steel.

BEARINGS—High grade die-cast habbitt metal with oil cell. Hyatt roller bearings can be furnished if preferred at an additional price.

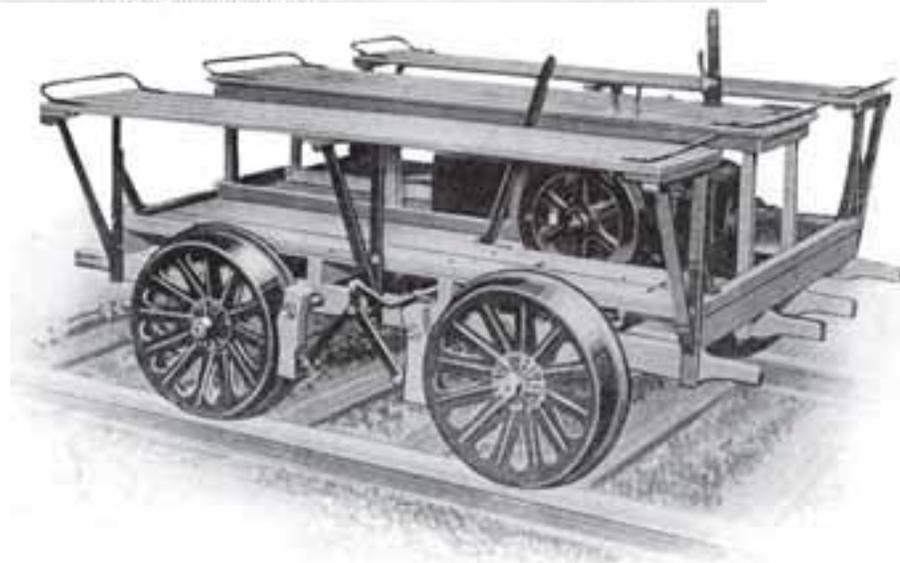
FUEL TANK—Copper that holds enough fuel for 45 to 50 mile run. An extra supply tank, if required, can be furnished at a slight additional cost.

WEIGHT—Approximately 725 pounds.

Prices on application.

RELIANCE

EXTRA GANG CAR



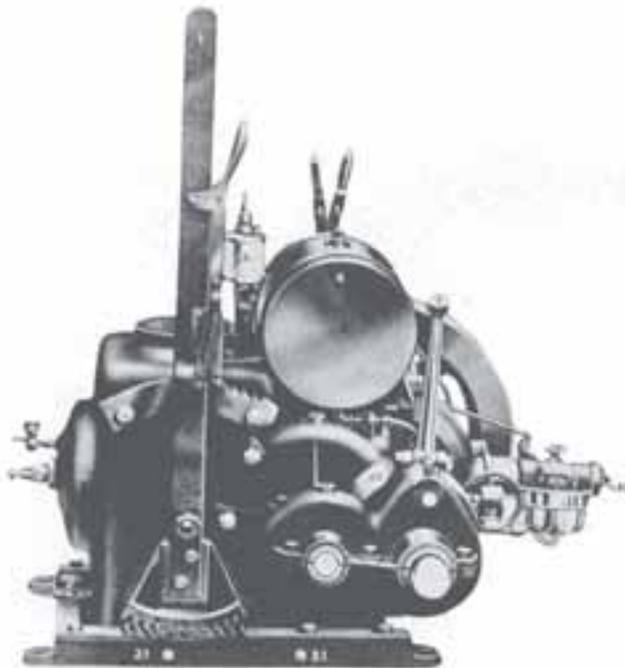
W. H. Worden Company

MOTOR CARS For Railway Service

We offer for the consideration of everyone interested in railway operation and maintenance the well-known line of "Casey Jones" Service Cars—knowing full well that this splendid and reputable line is in keeping with our policy to handle and sell only "The best that is manufactured." We give on this and following pages information and illustrations on only a few of the most popular and serviceable types of cars but will cheerfully submit data and price on any special types that may be required.

"CASEY JONES" ENGINE 4.8 H. P. Two Speed

Made under Patent granted to Kim Rosholt Dec. 21, 1909



"CASEY JONES" is an engine designed and built for the converting of standard hand or push cars into motor cars. It is a two-cycle, horizontal, water-cooled engine, with a bore and stroke of 4x4½, and develops under actual brake test 4 H. P. on the direct drive. Being free running with sliding base for belt tightener, it can be started or stopped by operator without leaving the seat. It reverses and runs in either direction equally as well, and reverses without stopping. It is equipped with the two-speed gear transmission which gives it double traction power, 4 actual H. P. on "high," and 8 H. P. on "low" gear. Jump spark ignition packed in weather-proof box, Northwestern carburetor designed especially for "Casey Jones" and made by us only. Weight of engine 270 lbs. complete. We have built it as light as possible and not sacrificed strength.

DETAILED DESCRIPTION

Belt tightening lever, 1. Throwing this lever backwards loosens the belt and allows the engine to run free. Throwing it forward tightens the belt and starts the car or machine slowly without any sudden jars or jerks. 2. Hand pawl for tightening or releasing lever. 4. Throttling lever, for regulating the quantity of mixture of gas and air flowing from the carburetor into the engine. Speed of the engine can be controlled with this lever. 3. Timing lever for advancing or retarding the spark. Advancing the spark gives more power, and retarding the spark

less. There is a circuit breaker on this lever for cutting out the ignition entirely, and with which the engine is reversed. To reverse requires but one hand, leaving one hand free for controlling the car. No other make of hand car engine has the convenience of circuit breaker on the timing lever. It can also be used to advantage in cutting the engine out when running at too high rate of speed over frogs, switches, crossings, etc.; simply drift across, release the circuit breaker and it closes the circuit and the engine again picks up. 6. Gasoline tank. Capacity one and one-half gallons. Lubrication is secured by mixing lubricating oil with the gasoline. 7. Gear shift lever. This is to be used for changing the gears on the two-speed gear transmission. When standing directly up and down the gear is in neutral. Pushing the lever quickly toward the engine puts the gear into low; low is a two to one gear or 8 H. P. in traction power, and is used for heavy pulling. Pushing the lever away from the engine puts the gear into high, direct drive or 4 H. P., which is ample power for all ordinary section work. 8. Cut-off valve, which cuts off the flow of gasoline from tank to carburetor. 9. Butterfly valve connected to throttle lever No. 4, and controls the mixture of gas and air. 10. Needle valve which controls the flow of gasoline. This is the one adjustment of the Northwestern carburetor and when once regulated need never be touched. 11. Auxiliary air intake, which is automatic in adjustment. 12. Grease cups for main crank shaft bearings. 13. Oil holes for oiling transmission gears. 14. Tightening lever quadrant. If the belt has stretched and it is necessary to take up, then all that is necessary is to loosen the lever, slide the engine forward on the base a couple of notches, mesh the gear quadrant, and the slack will be taken up, or vice versa to loosen if the belt has tightened. 15. ½-inch standard spark plug. 16. Relief or priming cup. This is for starting the engine in cold weather. A few drops of gasoline poured into the head of cylinder through this will enable operator to start the engine on the first throw of the wheel. 17. Hopper cover. This keeps the water from splashing out of the hopper. 18. Batches for tightening lever. 19. Drain cock for water hopper, conveniently situated. 20. ½-inch driving pulley. 21. Is an adjusting device for taking up wear or side play in base and slide. A quarter twist of set screws tightens the steel gill, and a steel shim takes up any up and down wear.

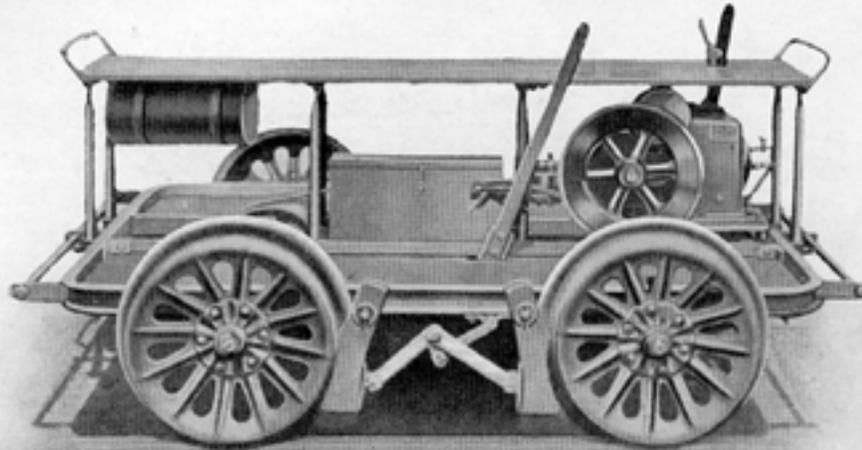
RELIANCE

W. H. Worden Company

MOTOR CARS

For Railway Service

SAFETY FIRST LIGHT SPEED CARS



SPECIFICATIONS

On Railroads there is a big demand among road masters, operators, limemen, signal maintainers, supervisors, claim adjusters, patrol men, pump men, and inspectors for a car light enough in weight for one man to handle, still built strong enough and with ample power and seating capacity for handling several men if necessary. We have met this demand in the SAFETY FIRST SPEED CAR, for in this car we have combined lightness of weight with durability. Lumber companies operating a shortline, or spur track, find this light car a great convenience. The woods foreman and time keepers use it to go between camps or running errands of all kinds. The company physician needs a light car for regular calls and in emergency cases this car has saved many lives. For patrolling the track either inspection or fire, it is practically a necessity. It is a safe and comfortable car to ride on. The motor and seat in center, combined with low weight and perfect balance, prevents car from jumping the track and also danger from side motion in rounding curves, etc.

ENGINE—"Casey Junior" $2\frac{1}{2}$ H. P. (Described on reverse side of this page) the engine is installed on top of the frame where it is out of reach of the dirt, dust, grit, etc., and easy to get at for repairing and adjusting if necessary.

FRAME—Is made of $2 \times 1 \times \frac{1}{2}$ inch channel steel. Floor and seat are of selected spruce. Platform is built on lower sill of angle iron, making a ledge to keep tools, etc., from sliding off.

LENGTH—of car platform, 5 ft. x 1 in.

WIDTH—of car platform 4 ft. x 3 in.

HEIGHT—above rails 11 in.

WHEELS—16 in. pressed steel insulated to prevent setting of electrical signals.

AXLE— $1\frac{1}{4}$ in. turned steel.

BEARINGS—Die cast interchangeable with axle running in oil wells.

BRAKES—On all four wheels with powerful levers.

CONTROL LEVERS—All within a few inches apart. The car is easily handled by operator, running in either direction.

ELECTRICAL EQUIPMENT—Packed in weather-proof box.

FUEL TANK—Copper on engine, holds one gallon, reserve tank two gallons or contents of both, sufficient for a 150 mile run.

WEIGHT—Approximately 450 pounds.

Prices on application

RELIANCE

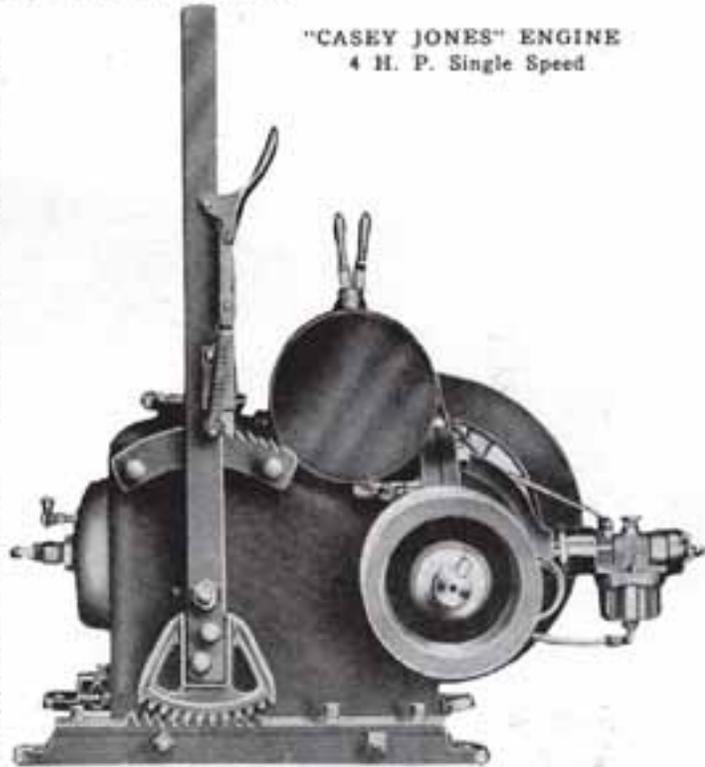
MOTOR CARS For Railway Service

The single speed 4 H. P. "Casey Jones" is identically the same as the two-speed 4-8 H. P. engine described and illustrated so completely on the previous page. The only difference is that it is not equipped with a two-speed gear transmission, but has only the direct drive similar to other makes of hand car engines. With its bore and stroke of $4 \times 4\frac{1}{2}$ we will guarantee it to outpull any of the so-called 5 or 6 H. P. engines now offered on the market. We heartily recommend the single speed engine for ordinary section work where there are no steep grades to overcome or heavy winds to buck. It will handle nicely a crew of ten to twelve men with tools. Many prefer this model on account of its extreme simplicity and its lower price.

EQUIPMENT

Both the 4-8 H. P. two-speed and 4 H. P. single-speed "Casey Jones" engines are equipped complete ready for service. Equipment includes a 14-inch split steel pulley, 10 feet of belting, Northwestern carburetor, grease cups, four dry cells and spark coil packed in a weather-proof box, battery switch, 10 feet primary wire and 5 ft. of secondary wire, wire terminals and battery connections, spark plug, muffler, priming cup, petcock for draining water hopper, and petcock for draining base, also four bolts for fastening engine to the car, socket wrench that fits all bolts.

"CASEY JONES" ENGINE
4 H. P. Single Speed



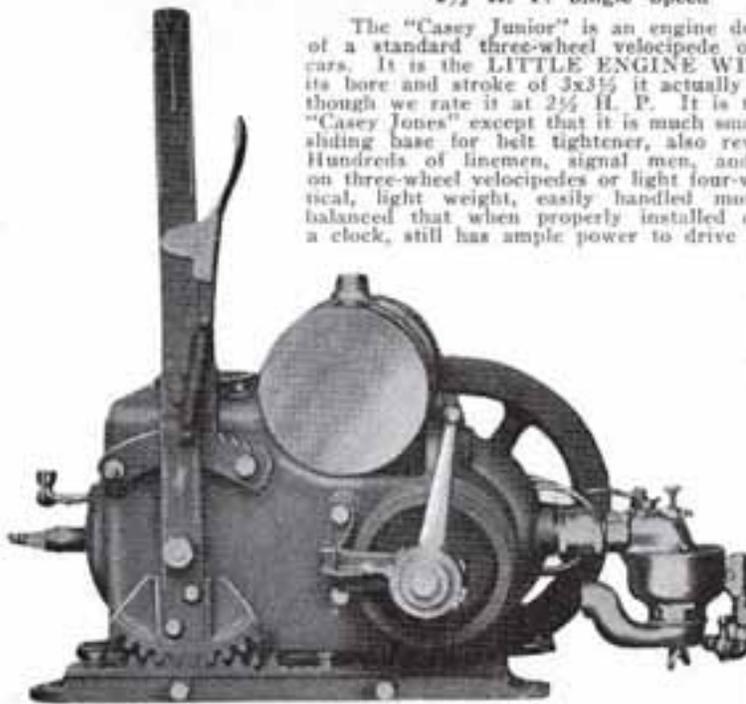
"CASEY JUNIOR" SPEEDER ENGINE
2½ H. P. Single Speed

The "Casey Junior" is an engine designed and built for the converting of a standard three-wheel velocipede or light four-wheel cars into motor cars. It is the **LITTLE ENGINE WITH THE BIG POWER**, for which its bore and stroke of $3 \times 3\frac{1}{2}$ it actually develops under brake test 3 H. P., though we rate it at $2\frac{1}{2}$ H. P. It is the exact counterpart of the famous "Casey Jones" except that it is much smaller and lighter in weight. It has a sliding base for belt tightener, also reverses and runs in either direction. Hundreds of linemen, signal men, and roadmasters, have installed them on three-wheel velocipedes or light four-wheel cars, making same into a practical, light weight, easily handled motor car. The motor is so evenly balanced that when properly installed on a speeder it "purrs" along like a clock, still has ample power to drive the car at any speed from eight to thirty or thirty-five miles per hour.

Do not confuse the "Casey Junior" with the lightly constructed marine engine, motorcycle engine, or bicycle wheel, which with a few alterations are supposed to meet the requirements of a velocipede motor. It has been carefully designed and built for this purpose. Compact, simple, and easily operated; light in weight, still exceptionally well built so as to give years of hard, steady service.

EQUIPMENT

"Casey Junior" is equipped complete, ready for service. Equipment includes a 10-inch split steel pulley for car axle, stitched Gander canvas belting, generator valve, grease cups, four dry cells and spark coil packed in a weather-proof box, battery switch, 10 ft. primary wire and 5 ft. of secondary wire, wire terminals and battery connections, spark plug, muffler,



priming cup, pet-cock for draining water hopper, and pet-cock for draining base, also four bolts for fastening engine to the car, socket wrench that fits all bolts, and a 12-page instruction book going into complete detail as to how to properly install and operate.

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

RYD-A-RAIL - W.T. Cox model W-62E hardware. This one set of Hi-Rail equipment will fit a 1988 Jeep Cherokee and maybe others. Located in Tulsa OK. Asking \$550 or best offer. Walter Johnson 2304 Sybil Drive Mesquite, TX 75149. Tel: (972) 288-4566 or email walterjohnsom1@juno.com. JA03

Two M19 speeders - Both cars are NARCO legal. One car is currently open with a cab that could be installed. The other is a M19 closed cab. One trailer. Many extra parts including; coils, wheels, etc. Also one S2 car frame and wheels. Selling all in one lot, asking \$5500. See pictures on NARCOA site. Bill Young R4, BOX 230B - Bruceton Mills WV 26525. Tel: (304) 379-7784 or email sharkman@mountain.net. JA03

Canadian MT-14 – Onan CCKB motor that is bad. Car in good condition and motor useable for parts. Ready to run with new motor. \$850. Jim Shoemaker, Tel: (740) 349-2718 or email jimshoe@praise.com. JA03

Railcar Canada, model CBL, series 82. Tecumseh XL cast engine, 750 hours, runs good. Fiberglass cab has windows, lights and is in very good original condition. Asking \$2,300 U.S. funds. Tony Andrusevich RR # 1 Hannon, Ontario Canada LOR-1P0. Tel: (905) 692-5949. JA03

Hi-Rail, 0305 Fairmont off 96 Dodge Dakota. Asking 2,500 U.S. funds. Other available Hi-Rail equipment, Fairmont, Mitchell, Raftna, DMF manual and hydraulic. Some with 19.5 wheels. From 1/2 ton to 1 ton dual wheels. Call for more details. Tony Andrusevich RR # 1 Hannon, Ontario Canada LOR-1P0. Tel: (905) 692-5949. JA03

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

Fairmont MT 19-B – Built 1983, this car is in excellent condition, stored indoors. Sale includes a custom "Lionel" paint job, working headlights, brake lights, turntable, several horns, original maintenance manual, flags and siren lights. Conforms to NARCOA rule standards. Delivery possible. Andy Shiel, 902 North Capitol Ave. Indianapolis IN 46204, Tel: (317) 423-6100 or email ashiel@shielsexton.com. JA03

Woodings and Fairmont motorcars – Total of **six newer style Woodings CBL** models take your pick, two are missing motors, all are very restorable, selling two for \$800, one for \$900 and one for \$1,000. Two for \$1,100. **Two Fairmont ST 2's** with RQD motors and two-speed rear gearboxes both need front axles but are mechanically complete, \$500 each. **One Fairmont ST 2** "complete" car with RQD motor, two-speed rear gearbox, nice shape, \$1,300. **One Fairmont A4** with four cylinder Ford, transmission does appear to be seized, rebuild or good parts car \$500. All the above cars are ex-CP Rail except for the A4 which is an ex CN Rail. These cars are located in southern British Columbia, 3.5 hrs north of Spokane, WA. All sales are in US funds or CDN equivalent. Pictures are available. Contact Terry Baumann, Nelson BC, Canada. Telephone: (250) 229-4474 or email: greenacre@telus.net JA03

1958 Fairmont M-19 AA4 package Twin cylinder with an RKB-4 Fairmont engine that is in excellent condition. This engine has been completely overhauled with all new parts. The Chicago North Western owned this car in 1958. I am the second owner. This car has been recently painted; it has an aluminum front with good glass and wipers. Overhead is an aluminum canopy and a good set of Fairmont curtains. The floor trays are carpeted, vinyl seating on the engine cover. Genuine Fairmont seats car seats. Wheels are in excellent condition, seat belts, new brakes and automatic brake lights. Also a rear back up light, four-inch stoplights, red taillights and a front Fairmont headlight with ditch lights. Tow bar with hitches front and rear. New batteries, rear swivel wheel

for easy turning. Always kept under cover. Start it up and go! Conforms to all NARCOA regulations. ADDITIONALLY, a major 80-item multiple part inventory purchased from the factory will go with this car. These parts will not be sold separate. Photos are available to serious buyers. Delivery is an option, up to 1,200 miles from Poughkeepsie NY. Package price is \$3,900 or OBO. Contact: Lloyd James 34 Styvestandt Drive Poughkeepsie New York 12601-1517 or Tel: (845) 471- 2760 evenings. JA03

Factory built Star-lite trailer - 14 feet long, 15" wheels and good Cooper tires, tandem 3,500 lb. axels. New pressure-treated deck. One-foot ground clearance for easy loading and towing. Electric, two axel brakes. Tongue-mounted jack stand with footplate. Extra DOT lighting. 5:1 winch. One foot-high steel railing around three sides. Toolbox, motorcar tracks mounted on the deck with steel loading ramps. Trailer can carry M-9, M-19, and a MT-19 for a two-motorcar haulage. Portable wheel chocks. All chains and binders. Color is red with gray deck. NARCOA signage on rear. NO RUST. Also included is a complete winter framework and trap cover for covering the whole trailer with motorcar on the trailer. Optional Delivery up to 1,200 is possible. Price is \$1,200. Lloyd James 34 Styvestandt Drive, Poughkeepsie NY 12601- 1517 Tel: (845) 471-2760 evenings. JA03

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

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

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 alternator, lights, gauges and air horns. 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 available with a SASE. Bob DeShane, 7612 Bud Hawkins Rd Corryton TN 37721. Tel: (865) 688-6422 or email: jeanbobdeshane@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

Wanted

CCKB carburetor and solenoid type starter in good condition. Contact Ritch Williams, 57550 Dogwood Road Mishawaka IN 46544. Tel: (574) 255-4530 or email KA9DVL@attbi.com.

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@mars.hill.com. MA03

Les King Motor Cars
 For a complete listing and photos of all our motorcar parts, see our web site at http://www.hellflight.com/les_king.htm
 Please, no e-mail orders.
 Les King, PO Box 184, N. Lawrence, OH 44668 Phone: (330) 833-2868; Hrs: 7 AM - 9 PM EST; Fax: (330) 830-5213

In the Past...

we have listed all excursions sent to us. Even if you received your SETOFF too late to participate in a run, at least you had an idea of how many runs were being offered by NARCOA's affiliates. Starting next issue, the May/June SETOFF will display only those runs happening in June or later; the July/August issue will list only those runs happening in August or later, and so forth.

Meet coordinators, this places an additional burden on you to get your runs set up and advertised even earlier, but for the membership there should be less disappointment at missing what sounded like a great run.

*Bill Coulson
Jan Taylor*

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, 964 Williams Lake Road, Colville WA 99114** or e-mail wcoulson@surfbest.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 attending any meet.

NARCOA EXCURSIONS

Central Pennsylvania Excursions

Nittany & Bald Eagle Railroad Sunday, April 13, 2003

CPE is pleased to sponsor a 1-day run over the NBER April 13, 2003. Participants will travel approximately 75 round-trip miles between Bellefonte PA and Lock Haven PA and on the Bellefonte Secondary. Itinerary may change due to train traffic. The fee is \$50. There will be a run on the Everett RR on Saturday, April 12 sponsored by North Central Railcars. This is a NARCOA-insured event and all NARCOA rules apply. Send check, self-addressed stamped business size envelope and insurance number to: Central PA Excursions, PO Box 145, White Deer PA 17887. For trip details contact: Larry Maynard at the above address. Tel: (570) 538-9050 or email: lmayn@jdweb.com.

Lycoming Valley Railroad Saturday, May 31, 2003

CPE is pleased to sponsor a 1-day run over the LVRR May 31, 2003. Participants will travel approximately 80 round-trip miles between Muncy PA and Jersey Shore PA. The fee is \$50. This is a NARCOA-insured event and all NARCOA rules apply. Send check, self-addressed stamped business size envelope and insurance number to: Central PA Excursions, PO Box 145, White Deer PA 17887. For trip details contact: Larry Maynard at the above address. Tel: (570) 538-9050 or email: lmayn@jdweb.com.

Towanda-Monroeton Shippers Lifeline Railroad Sunday, June 1, 2003

CPE is pleased to sponsor a 1-day run over the TMSL June 1, 2003. Participants will travel approximately 12 round-trip miles between Monroeton PA and Towanda PA. This is the first ride on this line. There will be multiple runs. The fee is \$25. This is a NARCOA-insured event and all NARCOA rules apply. Send check, self-addressed stamped business size envelope and insurance number to: Central PA Excursions, PO Box 145, White Deer PA 17887. For trip details contact: Larry Maynard at the above address. Tel: (570) 538-9050 or email: lmayn@jdweb.com.

Central PA Weekend Saturday, July 26 - 27, 2003

CPE is pleased to sponsor a 2-day run over the North Shore RR July 26th and the Shamokin Valley RR, Sunday, July 27, 2003. Participants will travel approximately 85 round-trip miles between Northumberland PA and Berwick PA and 50 round-trip miles between Sunbury PA and Shamokin PA. The fee is \$65. This is a NARCOA-insured event and all NARCOA rules apply. Weekend includes an evening meal and caboose rides at the NRHS White Deer train station. Send check, self-addressed stamped business size envelope and insurance number to: Central PA Excursions, PO Box 145, White Deer PA 17887. For trip details contact: Larry Maynard at the above address. Tel: (570) 538-9050 or email: lmayn@jdweb.com.

Central Pennsylvania Excursions, cont.**Wellsboro & Corning Railroad
Saturday, October 11, 2003**

CPE is pleased to sponsor a 1-day run over the WCOR October 11, 2003. Participants will travel approximately 70 round-trip miles between Wellsboro PA and Gang Mills NY. The fee is \$50. This is a NARCOA-insured event and all NARCOA rules apply. Send check, self-addressed stamped business size envelope and insurance number to: Central PA Excursions, PO Box 145, White Deer PA 17887. For trip details contact: Larry Maynard at the above address. Tel: (570) 538-9050 or email: lmayn@jdweb.com.

Great Lakes Rail Car**Mississippi & Tennessee RailNet
Saturday & Sunday, March 29-30, 2003**

GLRC is pleased to sponsor a NEW two-day excursion over the Mississippi & Tennessee RailNet line on Saturday and Sunday March 29 & 30, 2003. Participants will travel approximately 60 to 65 miles each day. The excursion will start each day at 7:00am at New Albany MS, going north into Tennessee the first day and southward in Mississippi on Sunday. The fee for each day will be \$75 or \$135 for both days. Sign up early as a limit may be imposed. No refunds after March 2, 2003. This is a NARCOA-insured excursion, and all NARCOA rules will apply. To sign up, receive motel information, or receive further details please contact Fred Lonnes, P.O. Box 92 Western Springs IL 60558-0092 or email: FredLonnes@Flashnet. No phone calls please.

**Southern Michigan Railroad
Saturday, May, 2003**

GLRC is pleased to sponsor a 1-day run over the SMRR (Home of the 1985 National Motorcar Convention) in southeast Michigan May 3rd, 2003. Participants will travel three round trips of 28 miles, between Clinton MI and Raisin Center MI for a total of 84 miles. The last run will be a night run. There will be a flea market/swap meet, safety, rules and car inspection reviews. Hy-rail vehicles welcomed. Seton will be in Clinton MI. Trip fee of \$35 per motorcar, payable to GLRC (Great Lakes Railcars) Visa, M/C or Discovery credit cards accepted. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details contact Gary Greenwood 1800 Baseline Road Leslie MI 49251 Tel: (517) 589-8155 or email: ggreenwood@ggtrains.com.

Nehalem Bay Railway Speeders**Port of Tillamook Bay Railroad
Friday-Sunday, August 1-3, 2003**

NBRS is pleased to sponsor a three-day run over the POTB August 1-3, 2003. Participants will travel approximately 160 round-trip miles between Banks OR. and Tillamook OR. Deadline for registration and payment is due July 15, 2003. Trip fee of \$150 per car includes railroad costs. There is a minimum of 20 cars and a maximum of 30 cars. This is a NARCOA-insured excursion and all NARCOA rules will apply. For trip details contact Wally Burton 43400 Carol Drive Nehalem OR. 97131-9513. Tel: (503) 368 6496 or email: wallyburton@hotmail.com.

North Central Railcars**Everett Railroad
Saturday, April 12, 2003**

NCR is pleased to sponsor a one-day run on the Everett Railroad on April 12, 2003. This will be our fourth year of coordinating rides on this railroad. In previous runs we totaled in excess of 60-miles. We will set-on in Claysburg PA; that is located just off I-99 between Altoona and Bedford PA. Trip fee is \$30 per car. There is 40-car limit. Applications must be received by Saturday April 5, 2003. For detailed information contact Gary Shrey, 54 Adams Road New Freedom PA 17349 Tel: (717) 227-9628 or email: GShrey@aol.com.

**Excursion Calendar
NARCOA cont.**

Connotton Valley (OVR)
March 22, 2003

Copper Basin (PRO)
March 25, 2003

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

Northwestern Pacific (PRO)
April 12-13, 2003

Nittany & Bald Eagle (CPE)
April 13, 2003

California Northern (PRO)
April 26, 2003

**Excursion Calendar
NARCOA cont.**

Southern Michigan (GLR)

May 3, 2003

Sierra (PRO)

May 3-4, 2003

Cascade & Columbia River (PRO)

May 3-4, 2003

Red Springs & Northern (ROC)

May 17, 2003

Central Oregon & Pacific (SWRC)

May 17-18, 2003

Montana Rail Link (PRO)

May 24-6, 2003

North Central Railcars, cont.

Minnesota Northern Railroad Company

Thursday, June 26, 2003

NCR is pleased to sponsor a 1-day run over the MNN June 26, 2003. Participants will travel approximately 126 miles between Thief River Falls, MN and Roseau, MN. Complete details will be sent upon receipt of the trip fee. Trip fee of \$100 includes all railroad fees and related excursion costs. There is a 25-car limit. This is a NARCOA-insured excursion and all NARCOA rules will apply. For trip details contact Michael P. Ford, 7712 Carpenter Court, Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net.

North Shore Scenic Railroad

Saturday, June 28, 2003

NCR is pleased to sponsor a one-day run over the NSSR June 28, 2003. Participants will make two round trips traveling approximately 100 miles between Duluth MN and Two Harbors, MN. Complete details will be sent upon receipt of the trip fee. Trip fee of \$100 (based on 2 people) includes all railroad fees, morning coffee and sweet roll break at Knife River, buffet barbeque lunch in Duluth, museum admission, shop tour, and related excursion costs. Additional lunches and or museum admission may be purchased in advance. There is a 25-car limit. This is a NARCOA-insured excursion and all NARCOA rules will apply. For trip details contact Michael P. Ford, 7712 Carpenter Court, Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net.

Canadian Pacific Railway/LaRiviere Sub

Thursday, July 31, 2003

NCR is pleased to sponsor a one-day run over the CPR/LaRiviere Sub on July 31, 2003. Participants will travel approximately 120 miles between Morris MB and Manitou MB. Complete details will be sent upon receipt of the trip fee. Each participant will be expected to bring and wear a hardhat, safety eyewear/glasses, high-visibility vest, and steel toed boots. This is a CPR Rule. No exceptions. Trip fee of \$100 includes all railroad and related excursion costs. There is a 25-car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details, contact Michael P. Ford, 7712 Carpenter Court, Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net.

Southern Manitoba Railway, Inc

Friday & Saturday, August 1-2, 2003

NCR is pleased to sponsor a two-day run over the SMNR August 1-2, 2003. Participants will travel approximately 268 miles on the former CN Miami and Hartney Subs in the Pembine Valley area between Lowe Farm MB and Elgin MB. Complete details will be sent upon receipt of the trip fee. Trip fee of \$275 includes all railroad costs, hot buffet dinner in Eglin upon arrival, air-conditioned motor coach transportation between Elgin MB and Brandon MB, overnight accommodations in Brandon, MB and other related excursion costs. There is a 25-car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details, contact Michael P. Ford, 7712 Carpenter Court, Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net.

Central Manitoba Railway, Inc

Sunday & Monday, August 3-4, 2003

NCR is pleased to sponsor a two-day run over the CEMR, August 3 & 4, 2003. Participants will travel approximately 120 to 130 miles each day on a combination of the Pine Falls, and or Graysville, and or Winnipeg Beach Subdivisions. These subdivisions run north and west from Winnipeg. The exact itinerary will be sent to registrants in late spring when it is confirmed by the railroad. Preliminary information and registration materials will be sent upon receipt of the trip fee. Trip fee of \$60 per day or \$120 for both days includes all railroad fees and other related excursion costs. There is a 25-car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details, contact Michael P. Ford, 7712 Carpenter Court, Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net.

North Central Railcars, cont.**Canadian Pacific Railway/Arborg Sub
Tuesday, August 5, 2003**

NCR is pleased to sponsor a one-day run over the CPR Arborg Sub August 5, 2003. Participants will travel approximately 130 miles between Winnipeg MB and Arborg MB in the beautiful Manitoba interlakes area. Complete details will be sent upon receipt of the trip fee. Each participant will be expected to bring and wear a hardhat, safety eyewear/glasses, high-visibility vest, and steel toed boots. This is a CPR rule. No exceptions. Trip fee of \$120 includes all railroad fees, lunch for two at the Heritage Village Museum in Arborg and related excursion costs. There is a 25-car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details, contact Michael P. Ford, 7712 Carpenter Court, Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net.

**Southern Rails Cooperative, Ltd.
Thursday, August 7, 2003**

NCR is pleased to sponsor a one-day run over the SORA August 7, 2003. Participants will travel approximately 90 miles on the former CN Avonlea sub between Moose Jaw SK and Truax SK. Complete details will be sent upon receipt of the trip fee. Trip fee of \$90 (based on 2 people) includes all railroad and related excursion costs, as well as buffet lunch at the railroad museum in Avonlea. Additional lunches may be purchased in advance. There is a 25-car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details, contact Michael P. Ford, 7712 Carpenter Court, Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net.

**Red Coat Road and Rail, Limited
Friday, August 8, 2003**

NCR is pleased to sponsor a one-day run over the RCRR August 8, 2003. Participants will travel approximately 144 miles on the former CPR Assiniboia sub between Assiniboia SK and Pangman SK. Complete details will be sent upon receipt of the trip fee. Trip fee of \$100 includes all railroad fees and related excursion costs. There is a 25-car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details contact Michael P. Ford, 7712 Carpenter Court, Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net.

Ohio Valley Railcar**Connotton Valley Railroad
Saturday, March 22, 2003**

OVR is hosting an excursion on the CVRR March 23, 2003. Total run mileage will be 20 miles on the former Wheeling & Lake Erie trackage between Cleveland and Solon OH. Set-on will be at the Bedford OH depot and departure will occur after our spring meeting adjourns. Fee is \$35 per car payable to the Ohio Valley Railcars. This is a NARCOA-insured excursion, and all NARCOA and OVR rules will apply. Contact Dave Verzi 10059 Aldridge Dr. Columbia Station OH 44028. Tel: (440) 236-3374 between 6:00PM and 9:00PM or email WM340@aol.com.

**Whitewater Valley Railroad
Saturday & Sunday, June 14-15, 2003**

OVR is hosting a two-day excursion on the Whitewater Valley Railroad and the Indiana Transportation Museum on June 14-15, 2003. First day we will run between Connersville IN and Metamora IN. and enjoy "A day out with Thomas the Tank Engine." On Sunday, June 15th there will be a predawn set-on in Noblesville IN. We will travel south on new tracks towards Indianapolis where we will turn and head north to Tipton. Total mileage both days combined is 80 miles. Trip fee is \$45 per car per railroad or both days \$90. This is a NARCOA-insured excursion, and all NARCOA and OVR rules apply. Contact Bill Wemhoff 4350 East 50 North Decatur IN 46733. Tel: (260) 724-8787 or email surveyor@decaturnet.com.

**West Virginia Central
Saturday & Sunday, June 21-2, 2003**

OVR is hosting an excursion on the WVCRR June 21, and 22, 2003. Saturday's run will start on Davis Ave. in Elkins and then south 120 miles to Summit Cut.

**Excursion Calendar
NARCOA cont.**

Lycoming Valley (CPE)
May 31, 2003

Everett (NCR)
April 12, 2003

**Towanda-Monroeton
Shippers Lifeline (CPE)**
June 1, 2003

Whitewater Valley (OVR)
June 14-15, 2003

McCloud (PRO)
June 14-15, 2003

West Virginia Central (OVR)
June 21-2, 2003

**Excursion Calendar
NARCOA cont.**

Minnesota Northern (NCR)
June 26, 2003

North Shore Scenic (NCR)
June 28, 2003

Hudson Bay (WT)
July 3-13, 2003

Canadian National (SWRC)
July 15-27, 2003

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

Central PA Weekend (CPE)
July 26 - 27, 2003

Ohio Valley Railcar, cont.

Sunday's run covers 60 round-trip miles, and as an extra we can head down the Daily Branch for another 20 miles. Two-day fee is \$120. This is a NARCOA-insured excursion and all NARCOA, and OVR rules will apply. Contact Paul Rujak RR#3 Box 81 Weirton WV 26062 Tel: (304) 797-8653 or email: rooster26062@earthlink.net.

**Huckleberry Narrow Gauge Railroad
Saturday & Sunday, August 9-10, 2003**

OVR is hosting an excursion on the Huckleberry Narrow Gauge Railroad August 9-10, 2003. We will set-on at the park in Flint MI and make several runs in between the steam trains both days. This is one of the greatest narrow gauge railroads in the U.S. This event will include admission to the park, photo steam run bys, night run and evening dinner at the engine house. Cost will be \$45 for both days. This is a NARCOA-insured excursion, and all NARCOA and OVR rules apply. Contact Bruce Carpenter 10241 County Road 25 Wapakoneta, Ohio 45895. Tel: (419) 738-5384 or email bnsf89@bright.net.

**Indiana Northeastern Railroad
Saturday & Sunday August 16-17, 2003**

OVR is hosting an excursion on the INRR August 16, 2003. We will start at Ashley IN and travel to Coldwater and Litchfield MI and return, probably in the dark. Sunday we begin in Ashley IN and travel west to South Milford IN, turn and then head east to Edon OH for lunch and return to Ashley. Restroom facilities will be provided. No A-series cars allowed on this run per the railroad request, however hy-rail are welcomed. Cost will be \$130 for both days. This is a NARCOA-insured excursion, and all NARCOA and OVR rules apply. Contact Bruce Carpenter 10241 Country Road 25 Wapakoneta, Ohio 45895. Tel: (419) 738-5384 or email: bnsf89@bright.net

Pacific Railcar Operators

**Copper Basin Railway
Tuesday, March 25, 2003**

PRO is pleased to sponsor a one-day run on the Copper Basin Railway. We will travel 100-miles round trip. Come and enjoy the wonderful weather and the rugged Arizona scenery. Set-on will be in Hayden AZ. Trip fee is \$70 per car and participation is limited to 25-motorcars. Spark arrestors and brake-actuated taillights required. Smoking is NOT permitted in motorcar or on railroad property. This is a NARCOA-insured activity, and all NARCOA rules apply. To register send LSASE with 60-cent postage. Contact Doug Stivers, 1544 Fuchsia Drive San Jose CA 95125-4833. Tel: (408) 269-5547 or email dstivers@sbcglobal.net.

**Northwestern Pacific Railroad
Saturday & Sunday, April 12-13, 2003**

PRO is happy to sponsor a spring overnight run, on the NWPRR April 12- 13, 2003. We will depart Healdsburg on Saturday morning and enjoy the spring smells and sights of the day. We will over night in Willits and then return to Healdsburg on Sunday. If track conditions don't permit starting in Healdsburg, we will try to leave from Cloverdale. There will be a 20-car limit. Trip cost is \$20. PRO membership is not required for this special "Thank-You" event. This is a NARCOA-insured excursion, and all NARCOA rules will apply. Send check with a SASE with 60 cents postage for details. Contact Rod Whitney 10 North St. Willits CA 95490. Tel: (707) 459-2025 evenings or email policespeeder@pcmagic.net or Tom Slivka Tel: (707) 996-6238 evenings.

**California Northern, SP West Valley Line
Saturday, April 26, 2003**

PRO is again pleased to sponsor a one-day run over CNs, SP West Valley Line. Participants will travel approximately 160-round trip miles on this "route" of the Shasta Daylight. Set-on will be in Woodland starting Friday, April 25, 2003, at 3:00 PM. Latecomers will set-on Saturday morning starting at 6:00 AM. A safety meeting will begin at 7:00 AM with a departure time of 7:30 AM. PRO membership is required. As with all runs, seatbelts are strongly recommended. Run fee

Pacific Railcar Operators, cont.

is \$115 per car, and there is a 30-car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. Contact Dave McClain 22850 Placer Hills Road, Colfax CA 95713. Tel: (530) 346-6946 or email mcclainmc@pngusa.net.

**Sierra Railroad
Saturday & Sunday, May 3 and 4, 2003**

PRO is again pleased to sponsor a two-day run over the Sierra RR May 3-4, 2003. Participants will travel approximately 85 round-trip miles between Oakdale and Hospital curve. Set-on will be at the Sierra Depot on Friday between 3:00PM and 7:00PM. The safety meeting will be at 7:00AM Saturday with a departure time of at 8:00AM. A spark arrestor is required. There is no smoking on railroad property. Pets are welcomed. Seat belts are strongly advised. Bring your own lunch or food may be available for purchase at Railtown. Run fee is \$95 per day or \$150 for both days. There is a 20-car limit. Sign up deadline is April 15, 2003. This is a NARCOA-insured run, and all NARCOA rules apply. Send a large SASE and check to Rob Finch, 8 Pinto Drive Yerington NV 89447. Tel: (775) 463-9196 or email rfinch@tele-net.net.

**Cascade and Columbia River Railroad
Saturday & Sunday, May 3-4, 2003**

PRO is please to sponsor a two-day run over the C&CR on May 3 & 4, 2003. Participants will travel approximately 260 round-trip miles, between Wenatchee WA (Rocky Reach Dam mile post 7.5) and Orville WA (EOT, mile post 138.0). Please note below for special conditions and requirements. Trip fee is \$220 per car. There is a 30-car limit. This is a NARCOA insured excursion, and all NARCOA and PRO rules and requirements will apply. For trip details contact excursion coordinator B.J. King 28005 203rd Ave. SE Kent WA 98042. Tel: (253) 638-7298 or email zocars@yahoo.com.

**Montana Rail Link
Memorial Day Weekend May 24-6, 2003**

Sold Out.

**McCloud Railroad
Saturday & Sunday, June 14-15, 2003**

PRO is pleased to sponsor a two-day run on the McCloud RR June 14, 2003. We will travel from Burney to Lookout, and on Sunday we will travel from Burney to McCloud and back. Approximate round trip mileage is 80-miles per day Trip fee is \$160 for both days. This is a NARCOA-insured excursion, and all NARCOA rules will apply. Send check and \$0.60 LSASE to David McClain, 22850 Placer Hills Road, Colfax CA, 95713 or email mcclainmc@pngusa.net.

**British Columbia and VIA Canadian Railways
September 2-17, 2003**

Pro is pleased to sponsor a 16-day excursion on the BC and VIA Railways September 2-17, 2003. Participants will travel 1,539 round-trip miles. The mission of this excursion will be the enjoyment of operating our own motorcars over one of the most modern heavy freight only mountain railroads in the world, from the shores and sheer cliffs of spectacular Howe Sound to deep into the heart of the beautiful Cariboo country, to the Rocky Mountain trench of the BC interior. There is a 20-car limit, and occupants are limited to the occupation of 20 rooms. This is a NARCOA insured excursion, and all NARCOA rules will apply. Trip fee is approximately \$3,600 per motorcar including operator. For detail clarification and application contact Denny S. Anspach 920 29 Street Sacramento CA 95816. Fax: (916) 4446277 or email danspach@macnexus.org.

Southwest Railcar

**Central Oregon & Pacific Railroad
Saturday and Sunday, May 17-18, 2003**

SWRC is pleased to sponsor a two-day run over the CORP May 17-18, 2003. Participants will travel approximately 132 miles round-trip miles between Weed CA and Ashland OR. Set on May 16 in Weed CA details to follow. Saturday- Weed

**Excursion Calendar
NARCOA cont.**

Canadian Pacific (NCR)
July 31, 2003

Southern Manitoba (NCR)
August 1-2, 2003

Port of Tillamook Bay (NBRS)
August 1-3, 2003

Central Manitoba (NCR)
August 3-4, 2003

Canadian Pacific (NCR)
August 5, 2003

Indiana Northeastern (OVR)
August 6-17, 2003

**Excursion Calendar
NARCOA cont.**

Southern Rails Coop (NCR)
August 7, 2003

Red Coat Road & Rail (NCR)
August 8, 2003

Huckleberry Narrow Gauge (OVR)
August 9-10, 2003

Canadian National (SWRC)
August 10-16, 2003

**Quebec Gatineau Railway
Chemin de Fer Charlevoix (WT)**
August 31-September 10, 2003

**British Columbia,
VIA Canadian (PRO)**
September 2-17, 2003

Wellsboro & Corning (CPE)
October 11, 2003

Southwest Railcar, cont.

to Ashland, OR Sunday - Return to Weed NARCOA Rule Book # 5 applies plus the following: Spark Arrestor required. Operators and passengers required to wear long pants and boots during set-on and runs. You do not need to be a member of SWRC to participate in our runs. Cost for run \$495 per car for two days including one night hotel stay for two people at Plaza Inn in Ashland. Meals are not included in this trip. Check payable to SWRC. There is a 30-car limit on this trip. This is a NARCOA-insured excursion, and all NARCOA rules will apply. Contact Tom Phair, P.O. Box 664, Alamo CA 94507 Tel: (530) 713-9582 email tphair@silcon.com.

**Canadian National Railroad
July 15-27, 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.

**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. CA 94507. Tel: (530) 713- 9582 or email: tphair@silcon.com.

**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.

These are NARCOA-insured excursions, 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.

Railcar Operators of the Carolinas

**Red Springs & Northern Railroad
Saturday, May 17, 2003**

ROC is pleased to sponsor an excursion over the RS&NRR May 17, 2003. Participants will travel two round trips on this 12.5-mile ex-ACL (former Cape Fear and Yadkin Valley) trackage. Run fee is \$25 with all proceeds going towards the restoration of this tourist railroad. Set-on will be at Parkton 15 minutes from I-95, Exit 49. This is a NARCOA-insured excursion, and all NARCOA rules apply. Contact Carey Boney for more information Tel: (910) 285-7489 or email: careyboney@inststar.net.

Wilderness Tours

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@inexpress.net.

Quebec Gatineau Railway, Chemin de Fer Charlevoix August 31-September 10, 2003

WT is pleased to sponsor a 10-day run over the QGRY and CFC from August 31 to September 10, 2003. Participants will travel approximately 744 round-trip miles between Gatineau, Montreal, Quebec City and Clermont, Quebec with side tours of Montreal and Quebec City. There is a 25-car limit. Trip price has yet to be determined. This is a NARCOA insured excursion and all NARCOA rules will apply. For trip details contact Hank or Carol Brown at Wilderness Tours LLC, 622 Oak Street, Cottage Grove, WI 53527. Tel: (608) 839-4939 or email: wilderness@inexpress.net.

NON-NARCOA EXCURSIONS

Oregon & Fitchburg Railroad Friday-Sunday, April 25-7, 2003

Green County Wisconsin is happy again to sponsor Depot Days for three days in Brooklyn WI, a community just south of Madison. Set-on Friday night with an evening run leaving at 8:00 PM from Brooklyn. We are giving rides to the general public on Saturday and Sunday from 10AM-5PM. Cars will be leaving every hour. Lunch will be provided to those who can help operate motorcars or to those who help flag at crossings. Also seeking out owners of handcars or velocipedes. This is not a NARCOA event, and insurance is not required. For further information on this event, motel locations or directions call Gerry Lesko Tel: (847) 806-7702 or email pyf1@prodigy.net.

(cont. from page 4)

GLR held its annual meeting at Elkhart Indiana Sunday, January 5, 2003 at the Ramada Inn. GLR's first excursion on the Mississippi & Tennessee RailNet line at New Albany, Mississippi will be held March 29-30 2003. Look in the "Meets" section of the *SETOFF* for details.

Ohio Valley Railcars enjoyed another interesting and safe excursion season that lasted from March to November with 19 excursions in 2002. We began the year at the Hocking Valley Scenic Railroad with our spring meeting and concluded the season with a visit to the Marion Union Station for our fall meeting. OVR is unique in that it operates frequent excursions in four NARCOA regions, inclusive of the states of Ohio, Pennsylvania, New York and West Virginia, a credit to dedicated coordinators and participants. An often repeated comment is that NARCOA members can run almost every weekend during the operating season within a reasonable drive in our area between local and neighboring affiliates of NARCOA. We anticipate 2003 to be another active year with some new rail miles in store. OVR has modified some of its Operations Policy, revising the refund policy as a major modification. Further, some excursions will be "pre-announced" on the web site before registrations are accepted, giving participants a longer time to plan their operating season. OVR's Operation Policy along with other information is available off the OVR link on the NARCOA web site. Stan Conyer & Dave Verzi

Count 'em...

Nine affiliates--and one museum--are advertising 39 runs this issue alone!

Excursion Calendar Non-NARCOA

Oregon & Fitchburg
April 25-27, 2003

Area 3 News, cont.

Area 4 News



From **Area Four**, hi Guys, Tomorrow, I'm charging the battery in the ol' Mt-14 and getting ready to head down to Dover, Georgia for our first run of the year. It's always fun to see everyone again for the first time in the year, and it's equally exciting to run a new track! The week after that we will be helping the Great Smoky Mountains Railroad by picking up trash from Dillsboro all the way to Bryson City, North Carolina. Last year it rained so hard it was almost impossible to see what we were doing, but our loyal volunteers managed to fill a big dumpster to over-flowing capacity. Two other good railroad causes that could use your help are:

The South Carolina Rail Museum—Every so often, Bill Stringfellow asks for help on the speederlist. Volunteers cut trees and haul brush in order to clear many miles of track that have not been used for many years. This cleared track will eventually be used by the museum's tourist train as well as for future motorcar runs. Bill can be reached at: B.Stringfellow@mindspring.com.

The Red Springs & Northern RR—Pete Wenk and his crew are working hard to get this stretch of track in eastern North Carolina ready for tourist train, freight and motorcar traffic. They can use donations of your labor, railroad skills, railroad tools and especially right now, good railroad ties.

The line's first workday of the 2003 season was held on March 1st. The Railcar Operators of the Carolinas will sponsor two NARCOA motorcar excursions to help raise money for the line—the first on May 17th and the second sometime in October. For information on donations, membership and volunteering of your time, contact Pete Wenk phone (252) 728-4666 at email Petewenk@nccoast.com. See you guys on the rails, Rail Dawg

Area 8 News



Greetings to all members in **Area Eight**. This area used to be designated "Canada" but has been changed to include all members in the "International" category. There is only a handful of members outside of North America, mostly in Australia, but the Board felt that they should be included in a NARCOA area and officially represented by a Director. So welcome to the international members to Area 8, now known as "Canada and International!" This opportunity to communicate between the Director and all members of an area via *SETOFF* is the idea of our new President Tom Falicon. I think it is a good one which all Directors should use from time to time, as it will increase communication and cut down on the expense and work of mailing letters to an area's members. The only news I have to impart to you is to remind you of the election of Directors for the even-numbered areas this year. I have held this position for two terms and will continue to serve if you so desire, but do not let that deter you from nominating someone whom you think would do a good job in this capacity. The organization can mature if everyone learns and experiences the operation of it from different perspectives. If you have someone in mind, get their permission and nominate him or her by March 30th by sending the name and a short bio to Carl Anderson, Election Chairman. His addresses can be found in the list of Officers elsewhere in this issue. Lastly, I would invite you to contact me, if you have any concerns, gripes, comments, suggestions or even praise with any actions or lack thereof with the current Board or NARCOA as a whole, and I will try to help you in any way I can. As they used to say on the TV program "Hill Street Blues," "Lets be careful out there!" Ken Annett Director Area 8

Some changes have occurred recently in **Area Nine**. The Kansas Wheatlands Division has been merged into the Heart of the Heartlands organization. The KWD no longer exists as a separate entity. The Heart of the Heartlands conducted excursions on Watco railroads in Kansas and Oklahoma, and the KWD conducted excursions on other railroads in the area. Those who were members of the KWD were generally also members of the Heart of the Heartlands. Also, two large short lines in western Kansas have been purchased by and are now operated by Watco. It was no longer logical to continue the duplication of effort and expense of operating two separate organizations, so the decision was made to close down the KWD and merge our functions into the Heart of the Heartlands. There should still be about the same number of excursions (eight to ten) each year in Kansas and Oklahoma (as we have had in the past). The Heart of the Heartlands is a growing railroad historical group that is based in Carona, Kansas. They have recovered the former Missouri Pacific depot from a farmer's pasture, returned it to trackside, and have restored it very meticulously. They have a growing collection of historic railroad signals at the depot site and are in the early stages of building a new museum building. For more information about Heart of the Heartlands, including a list of their motorcar excursions, visit <http://www.geocities.com/Heartland/Pointe/8458/> on the web. It's also great to have a fledgling organization of motorcar enthusiasts that has formed in Colorado. The Rocky Mountain Division has formed and will hopefully soon be affiliated with NARCOA. There has also been some discussion about forming a new motorcar organization in Texas. I hope that we can get a group organized in Texas and get that group affiliated with NARCOA also. If there is any way that I can be of assistance to any of you in Area 9, please give me a call or send me an email. I'll try to help. Thanks for your participation in NARCOA. As our organization continues to grow and become stronger, more and more doors of opportunity will open for us. Jim McKeel, Wichita, Kansas

Area 9 News

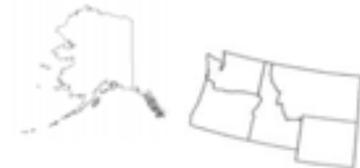


As **Area Ten** director, I thought I would highlight some accomplishments of the excursion coordinators and NARCOA affiliates in Area 10. Area 10 consists of Washington, Oregon, Idaho, Montana, Alaska and Wyoming. Our area has 72 insured operators, 33 in Washington state, 24 in Oregon, 10 in Idaho and 5 in Montana. Roughly 9% of NARCOA insured operators live in Area 10.

Area 10 News



NARCOA affiliates that have set up excursions in Area 10 include Motorcar Operators West, Pacific Railcar Operators, southwest Railcar Ltd, Nehalem Bay Railway Speeders and Wilderness Tours LLC. Excursions were held on at least 14 railroads in 2002 including Port of Tillamook Bay, Palouse River & Coulee City, Cascade and Columbia River, Willamette & Pacific, Lake County Railroad, Portland & Western, Montana Rail Link, Eastern Idaho Railroad, Tacoma Rail, Pend Oreille Valley Railroad, Central Montana Rail, City of Astoria, White Pass & Yukon and the Alaska Railroad. In addition our affiliates also had excursions in British Columbia, Alberta, and the Yukon and Northwest Territories, part of Area 8. This is quite an accomplishment, as most excursions take place during the summer season. We all need to thank the excursion coordinators and affiliates for their hard work in organizing, scheduling and coordinating these great events! Tom Norman, Area 10 Director



You maybe aware by now that Ron Zammit has stepped out of the NARCOA Board role after many years of faithful service to our area and hobby. He remains active in the hobby and we look forward to his

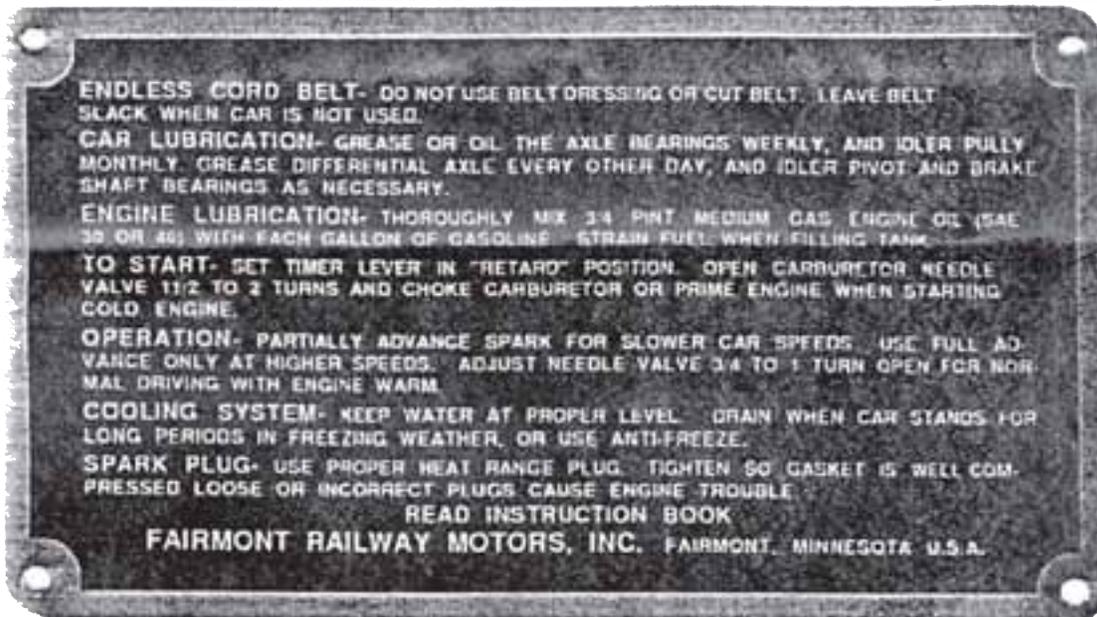
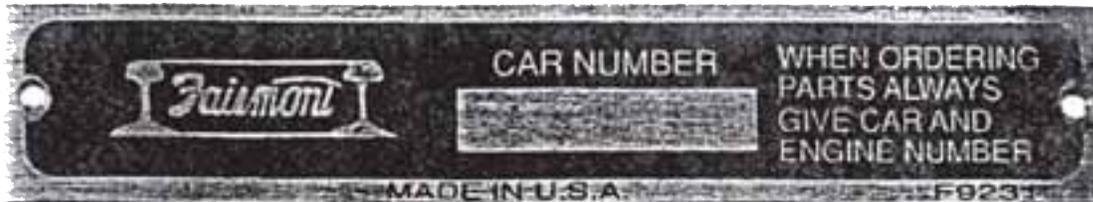
Area 11 News

(cont. on page 30)

Fairmont Engine Cover Plates

available from Dick Ray

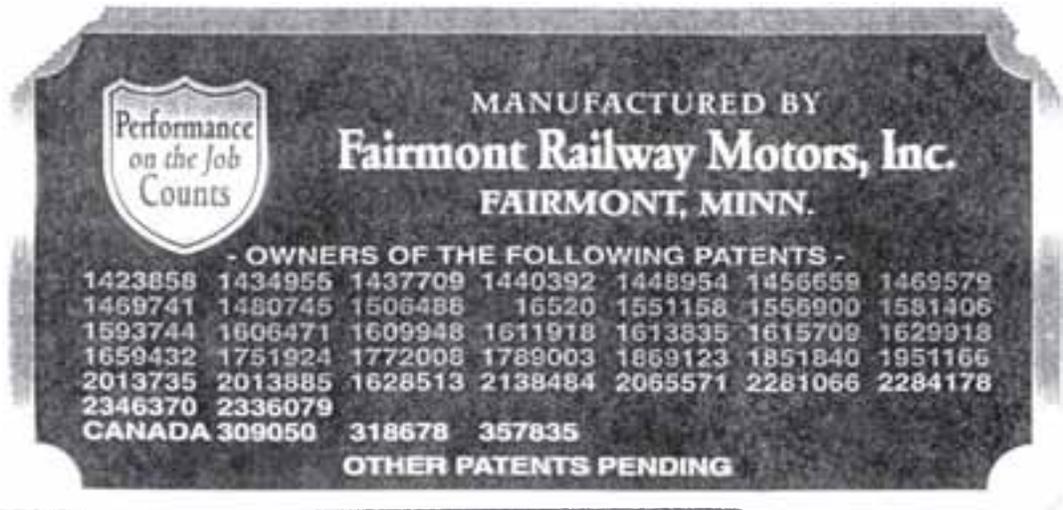
For the past 15 years, these plates—shown actual size here—have been available through the efforts of Dick Ray. The three plates below fit the engine cover in the order shown. Dick says they are correct for late 1930s to late 1960s cars M9, M14, M19, S2, ST2, A3, A4, A5, 59C and perhaps others.



Revenues generated by the sale of the plates benefits NARCOA. Each is available for \$4 (member plate only \$2) and an self-addressed, stamped envelope (one stamp per plate, three plates per envelope maximum.) Make checks payable to NARCOA and mail to:

Richard C. Ray
 5 Hemlock Place
 Randolph NJ 07869

For additional information, contact Dick at:
 ray_r@rocketmail.com



(cont. from page 27)

Area 11 News, cont.



joining us on future runs now that their home is completed. Thank you Ron, for your past service to our hobby.

Some confusion probably exists over how to reach me. My correct address is:

C. Patrick (Pat) Coleman
1989 Robin Ridge Court
Walnut Creek CA 94597
Phone (925) 979-1030
Fax (925) 979-1609
patcoleman@ca.astound.net

For those of you I have not yet met, my personal information is; I am a member of Motorcar Operators West, Pacific Railcar Operators and Southwest Railcar Limited and function as an active Meet Coordinator. My wife Kathy and I own two motorcars. Both are MT-19As. One is a former SP No. 6709 fully enclosed aluminum cab car and the other a new acquisition from the Rio Grande, number unknown. It is an open car and is undergoing refurbishment for operation this spring. I am employed as National Sales Manager for a commercial greenhouse manufacturer located in California.

I believe strongly in education, not legislation in our hobby. We have a number of fine runs scheduled for 2003 in the Western United States and Canada. Information about these runs can be found at <http://www.railtrip.com/events.asp> or http://www.southwest-railcar.org/WC_Runs.htm [an "underline" between "WC" and "Runs"].

Area Eleven encompasses the states of AZ, CA, HI, NM, NV, and UT. I hope you will feel free to contact me with any issues that involve NARCOA business in those states.

Maintenance tip of the issue—I have owned two Rio Grande cars; both peaked roof cars with side and rear curtain. Both cars have been difficult to time the Onan CCKB engine properly. Both cars were found to have a split lock washer rather than star lock washer under the Alan cap screws holding breaker box in place. The split washer seems to fall into timing slots of breaker box and can prevent moving the breaker box to retard or advance spark.

Be safe towing on the highways and riding the rails. Pat Coleman

Remember---
Insurance
Enrollment ends
3/31/03
Download an
application at
www.NARCOA.org
or call your area
insurance rep

Back Cover Photo

You Want Us To Install Seatbelts Where?

Now that we've gotten your attention...recently, we received this 1943-44 photograph from Thomas Petersen of the Wendover Airfield Muesum in Wendover, Utah. He asks for our help in identifying what make and/or model motorcar is being used as a base for this gunery training motorcar. The museum is looking for a base vehicle similar to this for them to rebuild as a display gunnery cart. Please contact Thomas with any information you may have about what you think this rare and uniquely used motorcar was built from. For more information on the Wendover Airfield you can go to:

www.wendoverairbase.com.

If you have more questions or would like to contact Thomas with motorcar information he can be reached at:

Tel: (801) 571-2907 or email: tlpetersen@worldnet.att.net.

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Vice President Ken Annett | **Treasurer** Tom Norman

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YOU WANT US TO INSTALL SEATBELTS WHERE?

