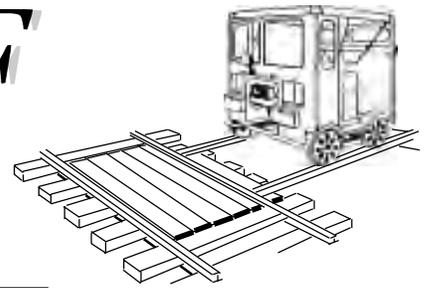


The **SETOFF**



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

March/April 2007, Volume 21 - No. 2



On The Trestle at Curlew Lake, WA (MOW)  
Photo by Carla West

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Please submit materials  
for the May/June issue of  
The **SETOFF**

by April 15  
as follows:

Letters to the Editor  
All other materials  
Photos

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

## **President's Message**

by C. Patrick Coleman

Hopefully, by the time you are reading this message, the cold and snow will have abated some and our thoughts can turn to spring runs. Tom Norman has an article elsewhere in this issue discussing state of 2007 insurance sales. Thank you again Tom for your time and energy to coordinate the insurance program.



Please remember there are two programs for insurance one is the mandatory Public Liability insurance required to operate, and the other is the optional Property Damage insurance to cover damage to your motorcar. Hopefully, neither will be used by you.

The following about reading the Rule Book and NARCOA agreement occurred to me after overhearing comments from several individuals about their early days in the hobby, and how they signed anything just to get on the rails. Ouch; that hurt.

Some of those same persons then went on to complain about too many rules and policies. Interesting comment when you signed anything just to get on the rails. Our hobby has some inherent dangers by its very nature. Knowing and understanding the documents can help you appreciate better what a railroad expects of us as operators, and some of the common courtesies we need to extend to our fellow members and operators.

May I suggest you take a few minutes to sit down and thoroughly read the NARCOA agreement? This document is an important part of our hobby. You should also take a few minutes to explain the document when inviting guests to ride with you. You and your guest should understand the ramifications of signing and what each of you are agreeing to by signing.

I also strongly suggest you read the NARCOA Rule Book. Recent emails on the non-NARCOA sanctioned Speeder List have contained misconceptions and misstatements about the rules. If you have questions or concerns about the Agreement or Rule Book they should be addressed to your Area Director. Their areas of responsibility and contact information are listed in every issue of *The SETOFF*.

The NARCOA Agreement, General Release, Rule Book, and other NARCOA documents like the Policy Book, Judicial Committee Policy, Operations Manual for EC's, etc., are all available for reading and/or download at <http://www.narcoa.org/docs.htm>.

I remain very concerned about the use of the Speeder List to discuss NARCOA operations and business. The Speeder List is a public forum open to all users of the web. As such, persons can use this venue as a springboard for comments and information that is inaccurate or purposely distorted to injury our hobby. The web is a gold mine for information for attorneys involved in litigation. Do you think you are protected by some privacy rules? Not on a public forum. In our hobby we stand the risk of a railroad official reading this potentially damaging information, and drawing an incorrect conclusion from the emails. Please consider the good of the entire hobby

*continued on next page . . .*

when commenting publicly on the Speeder List, or any other public forum. Snail mail maybe slow, but it does have a privacy aspect that perhaps some of you need to consider before making public statements.

Bruce Carpenter's article in the last issue of *The SETOFF* has brought forth a number of well thought out responses both verbal and written from approximately 10 members. Believe it or not, that is a large group to comment. Like national politics, our hobby has a large silent majority. To those that have commented in either fashion, thank you taking the time to make well thought and positive comments and suggestions. The Board values your comments.

The Annual Meeting is scheduled for September 28-29, 2007, at The Sheraton Gateway Suites Hotel - 6501 Mannheim Road - Rosemont, IL 60018 at Chicago's O'Hare Airport. All members are invited to attend. The meetings are held between 9:00 a.m. and 5:00 p.m. both days. Please contact your Area Representative if you are coming so we can have an appropriate amount of space for all attendees.

Best regards and safe running,

C. Patrick (Pat) Coleman  
President



Larry Maynard's railcar, October 2006 run on the Wellsboro and Corning Railroad. Photo taken just south of Gang Mills, NY, at the north end of WCOR.

Photo by Todd Hunter

### Submitting Materials for Publication

- 1 Materials received by the 15th of February, April, June, August, October or December will appear in the following two-month issue, subject to editing for space. Include e-mail address or phone number.
- 2 Submit hard copy, photos or .jpeg images, clearly labeled as to subject and photographer.
- 3 Electronic submissions are preferred for text.
- 4 We cannot reprint copyrighted material without authorization. Include permission to reprint with all copyrighted materials.
- 5 Originals are archived, not returned.
- 6 Letters to the Editor must be signed and include email address or phone number for authentication. "Name withheld upon request" may be substituted when the letter is published. All such letters will be printed as discussed in the NARCOA policy book.

## The SETOFF

Volume 21 Number 2

Editor	Charlene Morvay 17825 Route 8 Union City, PA 16438 setoff@juno.com
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## Reminder of Insurance Renewal

by Tom Norman, NARCOA Insurance Administrator

Participation in NARCOA's Railroad Liability Insurance Program is required in order for a member to operate at a NARCOA insured excursion. The liability policy year is 2/1/07 through 1/31/08. Insurance applications for 2007 liability coverage were inserted in the November/December issue of *The SETOFF*. Application forms can be downloaded from NARCOA's website at [www.narcoa.org](http://www.narcoa.org) or may be obtained from the NARCOA Area Insurance Reps. **Remember 2006 liability coverage expired 1/31/07, so renew now.**

Many NARCOA members participate in our second insurance program by purchasing insurance to provide physical damage coverage for their motorcars. The policy year is 3/31/07 through 3/31/08. This program is entirely optional, and is up to the member to determine if it is appropriate for them. If interested, please see my article in the January/February issue of *The SETOFF*.

Here are some statistics that members might be interested in. For the 2007 insurance program we already have 553 insured members through February 7. **Currently 430 members have not renewed their insurance.** To give you a perspective, total insured membership for 2006 was 932.

Certificates of Insurance issued for scheduled motorcar excursions in 2006 totaled 136, not bad for a nine-month policy year. Those certificates were issued to 107 railroads, of which 24 were new railroads. This doesn't total 136 because several railroads have more than one certificate issued to them for different excursions. Since 3/6/95 we have issued 1,781 Certificates of Insurance to 391 different railroads!



## Board Of Directors Nominations Open For Even-Numbered Areas

March 31, 2007 is the deadline to nominate someone to run for a seat on the NARCOA Board. To date, only one nomination has been received. This is YOUR opportune time to nominate a member who you think would do a good job on the Board.

To mount a mailing campaign, you may request a list of all members in your area from Joel Williams (Secretary).

Nominations for Board of Directors for even-number areas are open until March 30, 2007. Incumbents are automatically nominated unless they decline to run for another term.

Area 2 Joel Williams  
Area 4 Tom Falicom  
Area 6 Hank Brown  
Area 8 Ken Annett  
Area 10 Jim Spicer

To be nominated, one must:

Be a member in good standing with NARCOA.

Be at least 18 years of age.

Be from the same area as the person nominating you.



If you wish to nominate a member for election to the Board, please contact the person, verifying that they are willing to serve. Then notify me, by letter, of the nomination. The nominee should then send me a 100-150 word write up about themselves to be placed in the ballot

Voting will take place, as in the past, with all ballots received by July 31, 2007, will be counted.

Results will be announced in the September/October 2007 *SETOFF*.

Carl L. Anderson NARCOA  
1330 Rosedale Lane  
Hoffman Estates, IL 60195  
e-mail: [ca636@aol.com](mailto:ca636@aol.com)

## Letters To The Editor



If you have a comment, suggestion, or complaint, send it to me at:

setoff@juno.com

Please put LETTERS in the subject line.

**NOTE:** Any views expressed or implied in this column are not those of the editor.

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**REMINDER:** To submit photos and articles electronically, please reduce the size to no larger than 600 KB. (I still have dial-up Internet service.) DSL is coming closer, but none too fast!

**ALTERNATIVE:** Burn a CD and snail-mail to:

Charlene Morvay  
17825 Route 8  
Union City, PA 16438



## Ads and Excursion Notices

Please send your excursion information directly to the webmaster (Keith Mackey, at [webmaster@narcoa.org](mailto:webmaster@narcoa.org)) for placement on the NARCOA website. I will pull all excursions from the website shortly before printing to ensure the most up-to-date information.

**If you do not have Internet access, please mail your excursion notices directly to:**

Keith Mackey  
9000 SE 70th Terrace  
Ocala, FL 34472  
(352) 347-0770

## Calendar Photos

Please send all calendar photos, in color (please include a description), to [GEKPrinting@hughes.net](mailto:GEKPrinting@hughes.net)

**If you do not have Internet access, please mail your photos to:**

Greg Kightlinger  
8468 Haskill Hill Rd.  
Wattsburg, PA 16442  
(814) 739-9240

## Missing SETOFF Copies Rule Books Address Changes

Please send all requests for missing SETOFF issues and change of address information directly to: [joel.williams@earthlink.net](mailto:joel.williams@earthlink.net)

**If you do not have Internet access, please mail your information to:**

Joel Williams  
67 Julia Drive  
Lock Haven, PA 17745  
(570) 786-1335

## **From The Director's Desk Area 3 (IN, Lower MI, OH)**

by Bruce Carpenter

### **Forums**

This month I'm not going to talk about area news, excursions, or happenings. I want to talk about internet forums in general. I've been on the Board of Directors for three years now, and have been part of many NARCOA improvements. The internal workings of the organization are not as simple as one might think. Even simple sounding tasks usually aren't so simple when trying to see them from all points of view. The policies and rules of NARCOA are living documents that will never be complete, perfect, nor satisfy each member's specific needs. Believe it or not, this is all considered each time a rule or policy is up for review or revision. And even harder to believe is, when rules and policies are reviewed, it is because a member asked or a compelling incident warranted such a review. NARCOA BOD members don't sit around thinking up things to change or implement. Recently, a couple of on-line forums have featured a lot of activity about NARCOA policies and rules, as well as a host of other opinions.

### **A Lot Depends On You**

Whether you realize it or not, as a NARCOA member, you are a spokesperson for the hobby, not just by what you say, but by the way you present and conduct yourself at NARCOA and affiliate functions. It is important to maintain a positive attitude and respect towards the hobby, host railroads, excursion coordinators and BOD members, as the services they provide are voluntary and are performed at great risk. This responsibility and courtesy, as a NARCOA member, extends to ALL internet and e-mail interactions as well.

### **Any publicity is good publicity? Not really.**

I'm not sure who came up with this catch phrase, but this doesn't apply in all cases. Many of our host railroads visit and read the same websites and forums that we do. Forums are a great means of spreading the word quickly to the masses. This is why it is imperative to post only pertinent items on such sites. There is nothing wrong with disagreements and controversial discussions about motorcar issues, but bashing organizations, affiliates, individuals and/or the leadership can be harmful to the hobby. When this occurs, our host railroads begin to question the integrity and organization of NARCOA. I have fielded a few questions from railroads I deal with pertaining to various postings they've read.

### **Think, Before You Post**

Most postings start out by asking simple questions or announcing something that can be easily answered

by one or two member responses. But, the "experts" begin to add their two cents worth and the original posting quickly spins out of control. We all get a little brave when sitting behind the comfort of our keyboards. But, as I stated earlier, a lot of folks read everything they can get their hands on about our hobby. On some forums, there may be people chiming in that are not even NARCOA members, and who couldn't care less if the hobby lives or dies.

Some questions to consider before contributing (hitting the "send" button) to a forum;

1. Is my issue or response clearly thought out?
2. Does the content include any solutions to an issue, instead of pointing out only further problems or faults?
3. Will your reply or new posting put any one person or organization on the spot?
4. Are you really contributing to the original posting or adding to it's being way off track?
5. Is it NARCOA policy, rules or business related? If so, it needs to be directed to the NARCOA Forum or your Area Director
6. If you're not sure about an answer to a posting, don't reply at all. In other words, if you don't have anything good to say, don't say anything at all.

### **Use NARCOA as Your Sounding Board.**

The NARCOA Forum was designed exclusively for our membership, to discuss policies and rules and other official NARCOA business. The moderation can be opened up to allow full communication, if all contributors remain civil towards one another. If you have specific issues within the NARCOA rank and file, please use the NARCOA Forum to voice your concerns. Spouting off on various other un-moderated sites will not accomplish a thing, as very few issues are ever considered by the BOD in this manner. Board of Directors and affiliate officers are other means to get NARCOA issues into the open for discussion and consideration.

In closing, the number one thing to remember is, if you're not 100% accurate in what you're posting, post nothing at all. Governance of NARCOA is difficult enough, even when all the facts are presented accurately. Misconceptions and false information make getting the real story to the membership all the more difficult. Stay safe on the rails!

PS: Keep checking the NARCOA Excursion Schedule for upcoming Ohio Valley Railcar and Great Lakes Railcars excursion for 2007, as they will posted shortly!





## **From The Director's Desk** **Area 4 (KY, NC, SC, TN, VA, WV)**

by Tom Falicon  
Area 4 Director

Our 2007 motorcar excursion season is upon us and if you're like me, I bet you're ready to roll! Even though I am fortunate enough to have an inspector's job that has me averaging 500 hy-rail miles a month (even in the winter), my best RR experiences are getting out with all my NARCOA friends for a great time on tracks around the country.

This season there should be more excursions than ever before listed on [www.narcoa.org](http://www.narcoa.org) and in *The SETOFF*. In order to give all insured members a chance to sign up for any excursion, the NARCOA Board has worked hard to assure that all NARCOA insured excursions will be listed. Each area NARCOA insurance rep will be checking to see if a run is listed on the NARCOA website before they issue a Certificate of Insurance. Sometimes details to a run get worked out close to the run date, so be sure to check the excursion listings section of the website often for last minute run details. Some runs are so popular you have to sign up almost the same day they're posted, so if you want to get on a run, be sure to mail in your registration check as soon as possible.

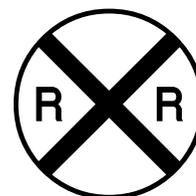
The seat belt issue has been raised again. It is my feeling that seat belts prevent injuries. No matter what anyone says, the facts almost always point to seat belts being able to turn a major injury to a minor one. I don't think we should require them, but we should very strongly recommend them. I ask all of you to keep an open mind, and realize that our hobby would cease to exist if we even had a few serious incidents during one operating season. I for one, would be mad as hell, if we could not run anymore because we had

difficulties getting insurance due to a few incidents that could have been prevented by seat belt installation and usage. Yes, sometimes finding the seat belts and installing them is a pain, but in the end it's worth it. I purchase various seat belts from a 4x4 Supply Company. It's easy, the belts look good, and they are fairly priced. I would be happy to e-mail you their name, if anyone is interested. My email address is: [raildawg@gte.net](mailto:raildawg@gte.net)

As we talked about in our last letter, Area 4 elections are coming up this year, and I really would appreciate your support and your vote. You will each get a short election letter from me along with your ballot. Please take the time to make our process work and by voting.

I am always available to answer your NARCOA questions, whether it is about Area 4, our insurance, custom-built cars, or anything else. I'll try to get you accurate information as fast as possible. My e-mail address is above, my phone number is (828) 488-8063, or you can mail me at: 1227 Sawmill Creek Rd, Bryson City, NC 28713. Don't forget Bernie Leadon, our NARCOA member-at-large, (who attends a load of excursions each year) can also listen to your issues, if you happen to meet him on an excursion this season.

Let's all work hard to make 2007 our safest year ever!



## **From The Director's Desk Area 6 (MN, WI, IL, Upper MI)**

by Hank Brown

Hi from the cold, windy, and finally, snowy section of the United States. Sitting here working on my model railroad, I find that nothing in my life has given me more pleasure than riding the rails with the members of this hobby. Over the past 18 years, I have met so many members that share the same enthusiasm and willingness to help others in the hobby. Sure, there are a few that tend to disagree with every situation, but thankfully, they are a very small minority.

Area 6 is in a dormant stage until March, when the snow melts. The motorcar engines are tuned, and the motorcars themselves, are cleaned and tested before the big day arrives, when we feel the cool wind in our face, the warm sun bathing our bodies, and the thrill of running down the rails.



Mike Ford is gearing up for many rides around the region, and there are several others who have called to say they will be organizing motorcar rides this year. Dave Hawley is taking over the East Troy Trolley Museum event in June and October. Wilderness Tours will be sponsoring a ride in Labrador and Quebec in late summer. I've heard rumors that several new railroads in Area 6 will be helping us promote this great hobby of ours. So, all-in-all, this will be a fun summer. I hope to see each Area 6 member at an event this summer.



## **From The Director's Desk Area 10 (WA, OR, ID, MT, AK, WY)**

by Jim Spicer

### **Be Prepared**

The title of this month's column is *Be Prepared*, which in this case has multiple meanings. With spring just around the corner, it means you have your favorite motorcar ready for the summer ahead. I hope you have, or nearly have, completed all your winter maintenance: replaced those wheels that are getting thin, and replaced the worn out brake liners. A word of caution: new brake liners have rough spots that will soon be worn smooth. New wheels are coated with paint. When you add the two together, the first few times you apply brakes, not much happens. Be very cautious until the brakes seat in.

Make sure your car is all prepared for summer fun. Do you have your tow bar, wheel chocks, flags, extra fuel can? Don't forget to take your important documents, such as insurance card, Operator's Certificate, and rule book. Oh, and don't forget the paper work the event coordinator sent you. You are all prepared to set-on when you arrive at the site, right? Well, if you have not filled out all your paperwork in advance, the answer is WRONG.

I have heard coordinators mumble about people arriving without paperwork completed. A coordinator's job is not easy, and the pay scale is well below minimum wage. They set up the event with the railroad, have the insurance in order, made arrangements for a safe set-on spot, and now have twenty or more cars to inspect and get on track. One coordinator told me that the next time someone arrives at a set-on point without completed paper work, they will be sent to the back of the set-on line, so they can finish the paperwork. He has run completely out of patience, and has almost no more hair to pull out. Please BE PREPARED, and make the coordinator's job as easy as possible.

This year elections will held for directors of even numbered areas. I would appreciate your vote so I may continue to serve Area 10.

Remember, I am your direct link to the national organization. If you have concerns or comments let me know, in person at events, or by e-mail or phone. My contact information is on the back page of every SETOFF.

Hope to see all of you on the tracks this year. Keep the wheels shiny, be prepared, and be safe.



## **Rebuttal to Bruce Carpenter's Buckle up NARCOA Article**

by Doug Stivers

PRO Founder and President

NARCOA Regional Insurance Representative

MOW Founder and former President

Former NARCOA Judicial Chairman

I want to comment on the opinions expressed by Bruce Carpenter in his recent article "Buckle up NARCOA! (Not a Rule, Just One Director's Comments). Like Bruce, I too think about safety and how it can be improved. I strongly believe in the Fairmont safety slogan, "The best safety device known is a careful man." It really doesn't matter what kind of safety gear one may have or use if a person is not careful.

With respect to seatbelts, I have been wearing a seatbelt in my railcar for nearly 15 years. For me, seatbelts are an important personal safety device, and I recommend wearing a seatbelt to my passengers. However, I don't require that my passengers wear seatbelts because I don't want to assume any liability for my passenger's safety. This is similar to our flagging rule where we don't motion to drivers to proceed after stopping traffic at a grade crossing. If we motion to drivers to proceed, we are assuming liability rather than letting the driver decide when it is safe to resume their journey.

It is true seatbelts were not original equipment in railcars. But I disagree with Bruce's asser-

tion that Fairmont would offer seatbelts today. Seatbelts have been standard safety equipment in automobiles since the middle of the 1960's. Fairmont had roughly 20 years to evaluate the merits of seatbelts in railcars before they ceased production of railcars. So why didn't Fairmont offer them as an option? I'd guess that Fairmont management, their attorneys or their insurers did not want to assume any additional safety liabilities without conducting formal safety tests including collisions and rollovers. To substantiate a claim that seatbelts are a crucial piece of safety equipment in a railcar would have required extensive, formal testing, and this kind of testing is expensive.

If Bruce's observation that 90% of the cars seen by him during 2006 have seatbelts installed, why bother mandating seatbelts? It seems that most people he's observed have received and understood the larger message: Safety is a personal responsibility. Let's continue to emphasize *personal responsibility* rather than require seatbelts be installed and used by operators and passengers.



## ***Who Says Dreams Don't Come True?***

by John Brown

It was the summer of 1958, and for a change my Dad and Mom decided to take my older sister and me on a trip for our annual two-week summer vacation, instead of renting a cottage north of Toronto, Ontario.

Dad had planned to take a route north to Sault Ste. Marie, then through Michigan, over the new Mackinac Bridge which had just been opened over the Straits of Mackinac. (It was actually opened in Nov. 1957 but not dedicated until June 1958; I still have a glass from that year with the bridge on it.) Up until 1957 we had to take a ferry across the Straits, then down to Flint MI. to visit his relatives, and then to Detroit and back home.

I was turning 16 at the time, and I had been an avid model railroader since the age of 5, when I was given a Lionel train, naturally under the Christmas tree. Knowing how I loved trains, Dad and Mom planned to take a train ride, from Sault Ste. Marie to a place north of the Soo, which was just being advertised as a scenic wilderness area. It was a stop on the line called Canyon on the Algoma Central Railway.

Now in those days the only train to Canyon was on train #1 and you got off at Canyon and waited for 1-1/2 hours till train #2 came south, from Hearst. The railway told those that went on the trip to take a lunch because all that was in the Canyon were picnic tables and an outhouse. It wasn't till the 1960's that a special tour train was inaugurated, and more facilities were available

I remember the four of us were the only ones that got off the train and I ran forward to take a picture of the single GP9 that pulled the short train as it left Canyon for Hearst.

On a siding I spotted a speeder and asked my Mom to take a picture of me at the controls. My Dad joined me on the speeder and today I wonder what he was thinking about or looking at, as he has a "Why am I sitting on this thing" look. As I sat on the speeder that day, I could envision myself at the controls, feeling

like the engineer running it down the tracks, and enjoying the scenery.

Fast forward to the early 1990s, when every year in May a couple of railfans and myself would head to VA to ride the cab of CSX SD40's (ex-Clinchfield Railroad) from Dante, VA. to Elkhorn City, KY, or up to the coal mines for a couple of days. We would be welcomed like family by Noon Kiser, Jr. and his wife, Joanne, who lived in Coeburn, VA, and we always had supper at his house on each visit.

I remember, how in the pouring rain, on our first visit, he took us to his daughter's house to proudly show off his newly purchased speeder. Oh how I envied him. I thought how lucky he was to be working for a railroad and owning his own speeder. I thought surely he would be on the tracks with it because, at that time, that part of CSX was still like a family, and was not touched by corporate rules and regulations. After all we were riding locomotives.

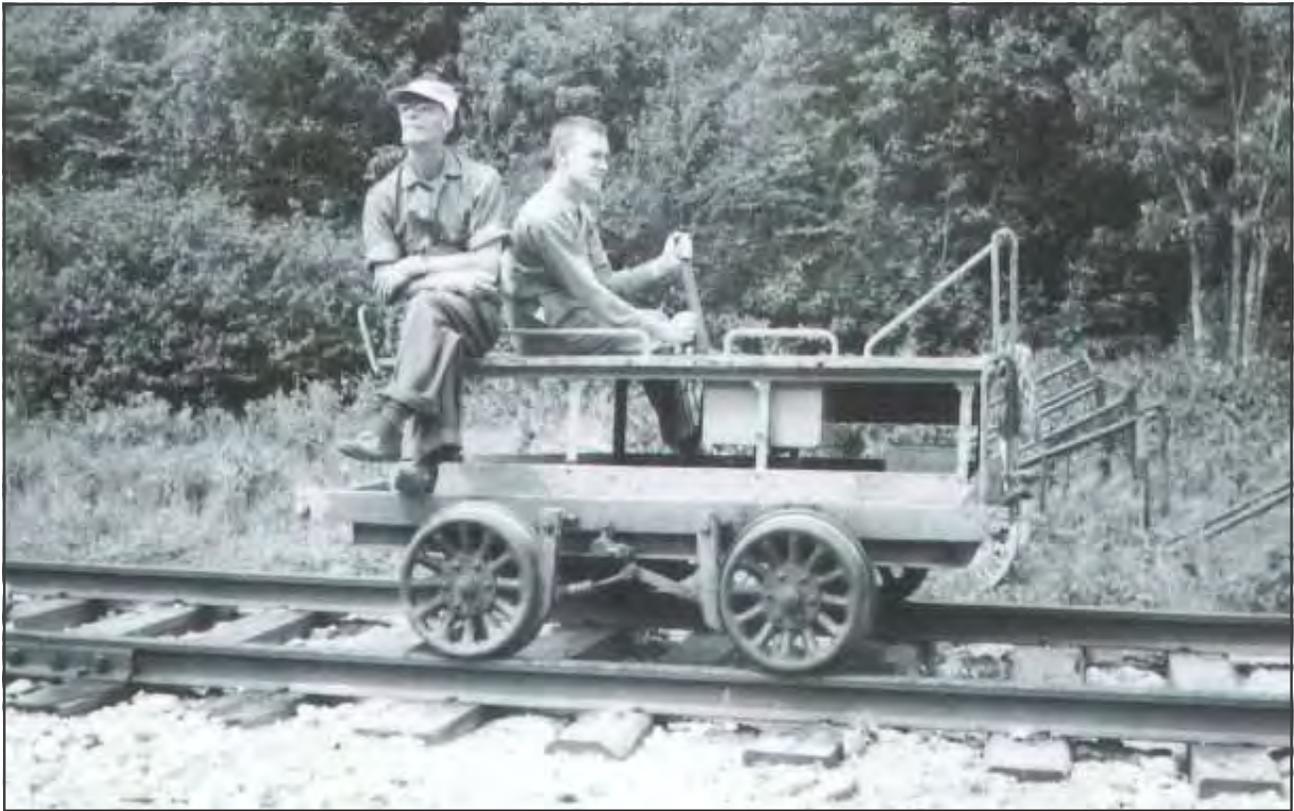
Then in the August 2000 issue of *Trains Magazine* to which I had been a subscriber since the late 1950's, was an article by Ron Zammit and photos by Fred Furminger on an organization I had never heard of - NARCOA. Wow! There IS a club where, if you own a speeder, could run on the railways.

I called Noon Kiser's daughter in December, 2000, and said if she ever wanted to sell the speeder to let me know. I knew her Dad was in poor health, and also knew she wanted the speeder out of her garage. In April, 2001, she said yes, by all means it was for sale, and was glad someone she knew would appreciate it was buying it.

I had no idea what I was buying and looked up the NARCOA websight to find if any one was in Ontario near me to give me an insight into what I needed. Ted Stevens was the closest member and was kind enough to tell me what kind of trailer I would need. Actually he loaned me one. He also put me in touch with Fred Furminger to find out what kind of speeder I would be buying.

It turned out to be an A3 and it was in poor shape.

*continued on next page . . .*



As I got the A3 home, I found it needed a lot of work, and was more than a one man speeder. Knowing I couldn't run the A3 in the condition it was in (all the wood was rotten), I rebuilt it. I (like others) bought another speeder, this time an Ex CPR M19. Once rebuilt, the A3 took my friends and myself from the SOO to Hearst in 2004, then a memorable snow filled weekend in May 2005 from North Bay to Swastica, Ont. Then to add to the collection, I bought an Ex CNR MT19, and fully restored it to operating condition.

As 2006 ended I wound down from a fantastic year of running, over 2000 miles in my MT19. I had the pleasure of running from Palmer, MA, to St. Albans, VT; Riviere-Du-Loup to the Gaspé; Stratford to Goderich, Ont; Tillsonburg to St. Thomas, Ont; and runs out of Elkins, WV and Peterborough Ont. I have enjoyed the trips, scenery and most of all meeting great people that have been on the runs.

Getting back to the picture, over the years I forgot about Mom taking it, and only came across it a few years after I bought the A3. As I looked at the picture of Dad and myself on the speeder, I thought what a coincidence that I had just run a speeder up the ACR and past

that very siding almost 50 years later to the day. As luck would have it, I misplaced the picture for the next couple of years. Over the Christmas holidays this year I was determined to find it again. Once found, I took it immediately to my camera shop and had an 8x10 framed. Now I can say, "who says dreams don't come true?"

Fifty years ago, I would have never thought that I would own a speeder and be traveling on the rails today. So thank you Mr. Zammit and Mr. Furminger for the Trains article that got me into this great hobby with all the great people I have met trackside.

Looking at the picture I wonder what make and model I am sitting on. I sure would love to have those wheels on my speeder now, and looking at the brake rigging, I am sure it is all wood.

If you want to see what the kid looks like 50 years later, look for a royal blue MT19 with WC in a flying wing on the doors, and the Ex CNR # 132-36 on the back. The WC stands for Waubaushene Central, my model railroad. After all, every railroad president has to have a private car, or in this case, a speeder. Hope to see you trackside in the future. 

## **Upscale Speeder Shed**

© 2007 Bernie Leadon

When I told Pat Coleman that I had seen this great stone depot in Shawnee, Oklahoma, with an attached stone speeder shed, he urged me to send in a story about it, which I am happy to do.

I got into this great hobby in November 2004, after an internet search for steam train excursions in the Southeast. That pulled up a story about one of Bobby Moreman's speeder runs in Georgia, which showed a photo of a steam train meet with a lineup of speeders. I followed the links over to NARCOA, and within a week bought an MT19 from the want ads. Then we had the delayed insurance issue in early 2005, which had the result of me deciding that I was going to run all the track I could ASAP, just in case.

This resulted in a decision to tow my speeder from my home in Nashville, in the fall of 2005, across Interstate 40 to Los Angeles. From there I towed it up to the Bay area where I left

it. The MT 14 I had bought by that time stayed at home.

I've driven I-40 many times across the country, as I used to live in L.A., and have always traveled a lot. But this trip out I saw one of those brown historical information signs on the interstate, which said "Historic Santa Fe Depot Next Exit". It was in Shawnee, Oklahoma. Thinking the town would be right off the highway, I went for it. It turned out to be more like 15 miles south to Shawnee, and I almost pulled the rip cord. But I continued, maybe because I like that "Indian Nation" vibe. And then there's the whole "Route 66" thing. I-40 follows the old Route 66 once you get into Oklahoma, and the old 66 went right through many of the towns (not sure about Shawnee, though).

Shawnee is a typical Midwestern prairie small town; mostly brick main street, but one which



*But among the cool features is a stone motorcar shed - check this out!*

*continued on next page . . .*



*Motorcar rails laid in brick still in place; it's still ready to go. Not sure you can make out the broken railcar wheel by the door.*

has survived intact, for the most part. I guess I thought the depot would be on the east-west transcon axis, and there was a track which went that way, but no depot. It turned out to be on a north-south rail line on the east side of downtown. But, boy, is it a nice depot!

It's a stone castle, and has been saved, and is being maintained by local historical enthusiasts. It has a Spanish tile roof, with a stone tower with the Santa Fe logo, complete with 4 turrets with slots from which you could defend the station from all comers. Grrrrr!

The place even has a basement.

As I continued my journey west, I stopped one night at an amazing hotel in Winslow, AZ, called the La Posada ([www.laposada.org](http://www.laposada.org)). It had been built by the Santa Fe Railroad, and designed by the legendary architect, Mary Colter. It was one of the Harvey House hotels which the railroad sponsored, and which were intended to help promote western rail travel in the early 20<sup>th</sup> Century. All the transcon trains stopped there, and many celebs stayed overnight. Winslow was, and is,

a gateway to the Hopi and Navaho homelands.

The hotel then closed in the 50's and was used by Santa Fe as a division office, and had rooms of equipment which ran the division's signals and communications. In the early 90's, when newer technology made the division equipment obsolete, the hotel was sold to a family which has been restoring it. They reopened it as a hotel about seven years ago, and I highly recommend staying there. I had a room on the ground floor with a private door opening onto a big veranda and garden which went right out to the still active BNSF tracks. I was only dimly aware of the freights which went by in the night, but it was sort of comforting. The rates are around \$85, which I think is a deal.

On a table in a lounge in the public areas near the lobby was a book about Depots, and in it was a photo essay on my Shawnee castle depot. So it's famous. Good. Go see it, and stay at the La Posada in Winslow. Profits help in the restoration of one of the coolest hotels ever built.



## **The Safety Comment: Seat Belt Thoughts**

by Bob Knight, Chairman, NARCOA Safety Committee

**SAFETY FIRST** . . . In all my rail fan and motorcar trips I see these two words posted everywhere on Railroad Property, equipment and many times there is a posting listing the number of "Accident Free Days" for the year-to-date. Why?

The railroad management, insurance requirements and government regulations require constant vigilance to **Safety First** at all times.

Now enters the subject of seatbelts. As you have read in the Jan/Feb 2007 *SETOFF*, Area 3 Director, Bruce Carpenter, expressed his views as an excursion coordinator and active railcar participant. If you have not read Bruce's article, please check it out.

Over the years at the NARCOA Annual Meeting this subject has been hashed over many times, and tabled for future study and/or discussion. The subject was addressed again this year and the Safety Committee was given the job to present the subject to the membership, solicit your thoughts and present the results to the 2007 board meeting. The Safety Committee and board thank those who have responded with thoughts and ideas in the last several weeks.

One very interesting thought was expressed by a member who addressed the subject of the "one Accident/Incident Policy". For many of you participating on runs you have heard this policy used at the safety meetings where if there is one accident during the excursion, that excursion will be the LAST excursion on that railroad! One of the important focuses of NARCOA is to support the EC's who many times have taken years and/or countless hours to setup an excursion only to possibly lose the future good will with an accident or incident. We understand that seatbelts will not eliminate accidents, but maybe wearing a seatbelt might change a serious accident into a minor incident, preventing bodily injury, where only property damage may be the result.

As Safety Chairman, I believe our NARCOA management must continue to explore, study,



listen and observe safety issues, and seatbelts fit this issue. If seatbelts are instrumental to a safer hobby, then we need to continue to explore all avenues of their use. As Bruce said, "There is no rule being made; only observations and thoughts are being expressed at this time."

Incidents are being observed where seatbelts might have prevented injury. It may be that only the suggestion of their being installed in a railcar is as far as the subject will go! It also might come to pass that the insurance market, which insures the hobby, could require seatbelts or maybe the railroad management might require them in order to ride their rails. There have also been areas of the FRA making additional requirements for track equipment, and some EC's are requiring seatbelts being installed as a required item for participating in their run.

I would encourage you as members to talk, write or e-mail your Safety Committee members who are:

Kenneth Huffines, Stone Mountain, GA  
Robert Piligian, Whitehall, PA  
Brent Gordan, Roseville, CA  
John Armstong, Prince George, BC  
Fred Lonnes, Western Springs, IL  
Bob Knight, Sandwich, IL

Also talk to your Area Directors and NARCOA Officers, so your Management Team will know your thoughts

All in the interest of **SAFETY FIRST**.



## New Rules Added to Rule Book

by Jim McKeel, Rules Committee Chair

After considerable discussion at the last board meeting in Chicago, the two pending additions to the rule book were given final approval by a unanimous vote of the Board of Directors. The two new rules to be added to your rule book are as follows:

### Added at the end of rule #2 in Section I:

Brake liners (usually made of metal) shall be replaced once they have worn into the insulation block (usually made of wood).

### New rule #20 in Section I (original rule #20 is now rule #21):

20. COTTER PINS. All nuts and pins on axles and brake rigging shall be secured by cotter pins that are similar to original equipment installed by the manufacturer. The pins shall be applied in such a manner as to not compromise the insulation properties designed into the motorcar.



USE THIS TYPE ONLY



NOT ACCEPTABLE EXAMPLES

These rules were published in an earlier edition of *The SETOFF* for comments from the membership. Comments received resulted in the addition of the pictured examples that were added to the new rule #20. Don't read more into this rule than is written. The key words are "original equipment installed by the manufacturer". If your make and model of car did not originally come from the factory with this type of pin, this does not apply to your car. If your car did come from the factory with this type of pin, the same type of pin (straight type indicated above) is to be used.

**These two new rules are now in effect, as of publication in this edition of *The SETOFF*.**



## **Motorcar Operators West Tenth Annual Pacific Northwest Tour – 2006**

by Bill Schertle

Wednesday, June 21, 2006, was the official beginning of the tenth annual PNWT. Set-on took place in extreme northern Washington near the town of Republic, a quiet little town with a big heart. The Kettle Falls International Railway was our host for the next three days. This was “virgin” rail for motorcar clubs, and MOW was fortunate to be the first to run these tracks. Prior to set-on, everyone registered, signed releases, and received the very informative tour book.

After all cars were set-on, it was time to eat. The Ferry County Fairgrounds in Republic was the location of our welcome dinner. Not only were we served a great dinner, but we were encouraged to ride their beautifully restored antique carousel that was returned to Republic in 1958. It really goes fast and is a local treasure. This was a great time to renew friendships and to anticipate the excitement of the next 16 days.



*Meet Co-Coordinator Chris Baldo with Terry Bauman*

**Day 1** began early (in fact, all days began early) with the safety meeting at 7:00 a.m. Chris Baldo and Marg Hope, the Co-Meet Coordinators were in charge here. Chris delivered practical and helpful safety meetings, many times stressing the obvious and other times leading us to areas we don't think about too often. Marg took care of the social aspects of our trip. She made sure we recognized our local guests and introduced our host, Rick Degman, of KFR. She presented him with a commemorative T-shirt and a copy of our informative travel guidebook.

We departed around 7:30 heading north 26 miles towards Danville at the Canadian border.



*Meet Co-Coordinator Marg Hope with Miss Teddy*

Along the way, we crossed the trestle at Curlew Lake where local volunteers had offered to take photographs of our line-up crossing the lake. Another local citizen handed out candy to the speeders as they stopped for a nearby crossing. They all were excited to see us, as this track was scheduled for abandonment in the near future.

After turning the cars near the border, we stopped for lunch in Curlew, and had a chance to tour the historic Ansoorge Hotel, built in 1903. This is the last wooden hotel still standing in Ferry County. We had an early arrival back at the set-on site in order to begin the drive to Kettle Falls, WA, 37 miles to the east.

**Day 2** was a day of two significant motorcar events - a crossing of the mighty Columbia River, and the first two-way motorcar crossing of the international border by MOW. Leaving Kettle Falls, we immediately crossed the Columbia and headed 47 miles northwest to Grand Forks, BC, following the Kettle River most of the way. The scenery on this part of the trip was magnificent. Soon we came to the border where our motorcars were greeted by the courteous Canadian customs agents. Marg had prepared a

roster for them in advance, so after showing our passports, we were soon on our way to Grand Forks. Here the wye was occupied so we turned at a nearby crossing. A short walk to the firehouse found many enjoying the firefighters' hospitality in the form of cold soft drinks and water. The weather had been unseasonably warm and the cold drinks were a welcome relief. When it was time to leave, we said goodbye to the townsfolk and set our sights on the U.S. border. This crossing was accomplished in a very efficient manner since the U.S. Immigration officials also had our roster, allowing us to show our passport or ID and then proceed. Arrival back in Kettle Falls was around 7:00, a long day.



*CN 3 Foreman John Armstrong Giving Safety Reminders Before Departure*

**Day 3** was our last day on this gem of a railroad. This time we went northeast to Boundary, which by its name you can guess is at the border. We traveled along the east side of the Columbia River following it most of the way, 45 miles. While our motorcars stayed in the U.S., many participants had their pictures taken at the boundary marker; one foot in Canada and the other in the United States. No customs officials appeared to be in the area. An early set-off allowed us to begin the three-hour drive to Nelson, BC, for an early morning set-on at the Arrow Reload Facility of the Kootenay Valley Railway.

**Day 4** departure was at 10:00 a.m. after set-on and a safety meeting. Our host for the next three days was Bill Ross, Manager of the KVR. His ongoing narration during our trip was interesting and educational. Our destination was Tadanac, 43 miles to the south, with a stop in

Castlegar along the way. Following the Kootenay River near flood stage was exciting. As we journeyed south we passed several dams with floodgates opened, releasing tons of water. Lunch was served at the Castlegar Station Museum by their volunteers. Then it was on to Tadanac, our turnaround point. Along the way we passed a freight waiting for us on the main while we went around on the siding. It always seems like the crews enjoy seeing the motorcars even if we hold them up for a few minutes. After turning, we went back to Castlegar for snacks and a break, and then on to Nelson to tie up for the night.

**Day 5** was the first day away from our road vehicles since we would be spending the night in Creston. It was going to be a 120-mile day. Much of this track runs along the shores of beautiful Kootenay Lake. After leaving Nelson, there are few road crossings, making for a very relaxing journey.

Our first stop was at Procter, a small town accessible only by ferry. Believe it or not, Procter has one of the best bakeries in the area, and is famous for its cinnamon rolls. The bakery is a short walk up the hill from the tracks, but well worth the effort. Pushing on towards the major viaduct at Kootenay Landing, it was time for lunch. The mosquitoes were out in full force. Those with enclosed cars were lucky, except for the fact that it was so hot they needed to open their doors.

After begging Chris to move on, we arrived in Creston, home of the Creston Museum and the site of the annual MOW auction. The museum folks met the motorcars at their crossing, and helped haul all the auction items to arrange them for the evening's activities. Since the motorcars were going on about 25 miles farther to Curzon Junction, some passengers decided to spend some extra time in Creston relaxing or taking a nap. When the motorcars returned to Creston it was time to clean up for the dinner that was prepared by the good folks of the Creston Museum. Following dinner, it was auction time. This year the auction benefited four museums and one civic youth recreation group. This was a long, but very rewarding day.

**Day 6** saw us retrace our steps 70 miles back to Nelson, with the obligatory stop in Procter for another cinnamon roll or a healthy lunch sandwich. Our thanks again to Bill Ross of the KVR

*continued on next page . . .*

for another fine excursion on a truly wonderful railroad.



*Chuck Lee Puts Smiles On These Dawson Creek Children*

**Day 7** was a travel day to Prince George, BC, a 590-mile trip. Most left Nelson in the late afternoon of the previous day, drove part way, took the five minute ferry ride across Lower Arrow Lake, stopped by Horstings Farm Market and Café, just north of Cache Creek for some great food, and headed towards Prince George for an afternoon set-on the next day.

**Day 8** began at 1:00 p.m. with set-on and inspections at the former CN Locomotive Shop in Prince George. The shop is now home to some of the fine collection of the local Railway and Forestry Museum. Fortunately, they emptied most of the shop temporarily so we could use it. Our host for the next several days was an old friend of the motorcar hobby and MOW member, John Armstrong, Risk Management Officer for CN North Zone. In presenting the safety briefing, he was very specific and direct in his expectations of the group. He and his wife Debbie also handed out commemorative red flags and gloves along with Canadian flags and stickers. Following the safety briefing, the motorcars were locked inside the building, and we started the 5.5 hour drive to Swan Landing, AB, to reposition our vehicles for the end of tour about a week later.

**Day 9** included a beautiful drive through Jasper National Park to the town of Hinton, and then to the set-off site near the Black Cat Ranch at Brule. We left our vehicles in a safe location near the right of way, and boarded an air-conditioned bus to take us back to Prince George. This

was a good time to chat or nap, but many just took in the beautiful scenery. We made a rest stop at the Mt. Robson Interpretive Site. This is the highest mountain in BC, and it was an unusually clear day, so the view was tremendous. We arrived back in PG, in the early evening. Tomorrow would be a long, but exciting day.

**Day 10** began with a 5:30 a.m. bus pick up at the hotel. It was still dark! It was also Canada Day (1867), a national holiday. Thankfully, John Armstrong stopped at his favorite donut hang-out, Tim Horton's, for a large supply of donuts, bagels, and coffee. These were very much appreciated. The safety meeting was brief and we were soon on our way towards Tumbler Ridge, 135 miles to the northeast. John also handed out a bound Track Profile for our entire journey from Prince George to Dawson Creek. We now knew the location of every switch, siding, crossing, and trestle, tunnel, etc., that we would encounter for the next three days. Upon leaving we immediately crossed the Fraser River, and entered what had previously been BC Rail territory. Fifteen miles later we had our first coffee/potty break, and 16 miles later had our first train meet at Odell. Forty miles later, John threw the switch and we were on the Tumbler Sub. After thirty-four more miles we held a safety briefing before entering the longest tunnel most of us had ever been in - 5.6 miles long. The briefing centered on the possible loss of perspective while in the tunnel - you might be going slower than you think you are, and you need to closely judge following distance. It was estimated that it took 25 minutes to navigate this tunnel. Several miles later there was another tunnel 3.7 miles long. The first tunnel was cold, dank, and wet. It is built under a lake so the middle of the tunnel is referred to as the "car wash". The second tunnel was also cold with a strong smell of sulfur. On to Tumbler Ridge!

We turned the cars on a balloon track that went through an unused coal loading chute, and made our way to a remote road crossing where we were picked up by taxi-vans to take us to our motels. Since we arrived late, we missed all the Canadian Day activities in town. The fireworks were cancelled anyway because of high fire danger. Two days after we left Tumbler Ridge, the town was evacuated due to an approaching forest fire.

*continued on next page . . .*

**Day 11** saw all the vans arrive at the hotels to transport us to the remote road crossing. We retraced our route to MP 0 of the Tumbler Sub, and soon entered the Chetwynd Sub, then 30 miles later, the Mackenzie Sub to the town of Mackenzie, for a total of 112 miles. Our accommodations for the night were in a lumber camp called Camp Waters. This was one of the highlights of the trip. We were in a co-ed bunkhouse with single-bedded rooms, and a washroom with showers down the hall. The camp cook was Pierre. The food was unbelievable and in whatever quantity you desired. They also provided all the fixings for lunch. This was really a hard place to leave.

**Day 12** began with a 7:30 a.m. safety meeting followed by departure around 8:00. We traveled 112 miles this day. We backtracked 23 miles to the Chetwynd Sub, which we followed to its namesake town. A short cab ride took us to our accommodations where we rested up for a very long upcoming day.

**Day 13** turned out to be the longest day most of us had ever spent on the rails. Our goal was to go 148 miles on two railroads. We left Chetwynd around 7:30 a.m. and entered the Dawson Creek Sub. Several hours later, as we entered the city, we were greeted by the Mayor of Dawson Creek, and lunch was provided by the Dawson Creek Station Museum volunteers. Since it was July 4, the Canadians also provided a decorated cake for the Americans among us.

We were soon on our way with friendly waves, as we made our way through town and onto the Grand Prairie Sub, where we soon crossed into Alberta. The track suddenly became very rough necessitating much slower speeds. Much of the track was also overgrown with weeds, so the motorcars bushwhacked their way through, resulting in even slower speeds.

We finally arrived in Hythe, AB, the end of CN track and the beginning of our time on Savage Alberta Rail. We said our good byes to John Armstrong as we were taken under the wing of Kirk Bilts, Operations Supervisor of Savage Alberta Rail, for the remainder of our trip into Grand Prairie. Although uneventful, the going was slow and we finally arrived in Grand Prairie around 10:00 p.m. after losing one hour going into Mountain Daylight Time. Fortunately we were able to leave the cars on the main, which ran immediately behind the Sandman Hotel.

**Day 14** was a very well earned day off to explore Grand Prairie and relax.

**Day 15** began with an introduction of our SAR team. Today was a 141-mile trip to Grande Cache, now traveling along the eastern flank of the Canadian Rockies. This part of the trip was even more scenic than what we had just traversed. There was an abundance of wildlife along with wild rivers, mountains, and high meadows. Several very high trestles had us looking down on 100-foot tall pine trees. The rail was excellent, and the rail hosts were very helpful. We arrived in Grande Cache pretty much on time, and were transferred by taxi van to our hotels. Our farewell dinner was provided by the city at the Fireman's BBQ Pit, in the park. We had a great time, even enjoying a loud thunderstorm, under a leaky roof.

**Day 16** saw the weather turn a bit colder with some rain and wind in the morning, but fine weather by the afternoon. The scenery was fantastic, and all too soon we arrived at our set-off site 89 miles later at Swan Landing, the SAR interchange site with the CN. The end of another incredible Pacific Northwest Tour!



*Sam Hopkins' Official Response To The Hot Days On The PNW*



## **Something That Every Hy-Rail Owner Needs**

by Bruce Carpenter

I purchased my first hy-rail truck about four years ago, and I love it. One of the first things that came to mind was how to get this thing back on the tracks, should it derail. I'd heard all the horror stories of how trucks derail easily and often (this is not true if your truck is set up per manufacturer's specifications). I've seen jacks and various other methods used to re-rail trucks, and none of them looked very efficient or safe. Knock on wood, after about 2500 rail miles, I haven't been on the ground yet!

Keeping that in mind, I designed a set of simple re-railing blocks from 2 x 8 lumber. It's a simple project which only takes about one hour of your time.

Start by picking up two 2" x 8" x 10' boards at any home improvement center, cut the boards to 42", 36", 30" and 24" lengths. Do NOT skimp on a few extra bucks and make them any shorter neither in height or width!

Stacking the boards like stair-steps, apply yellow carpenter's glue generously, and use screws or nails to hold each layer in place, until the glue dries. What you end up with are two ramps that make re-railing very easy. Handles could be added to make carrying more convenient.

While on an excursion a few years back, a hy-rail ahead of me stopped at a grade crossing, saw that it was clear, and proceeded across. No big deal. However, neither us noticed that a snow plow had hit a joint that was in the middle crossing.

The joint was slightly shifted, just enough to pick the left front guide wheel off the rail (we had been over the same joint earlier in the day with no issues).



The truck proceeded a short distance (at walking speed), and then the front gear dropped off. Aha! This was the chance I'd been waiting for!

I quickly got my blocks out and placed them behind the front tires. We backed the truck up on the blocks slowly, to relieve the pressure on the hy-rail gear, raised the gear and proceeded to re-rail the truck.

Five to ten minutes later we were headed north again. It was slick!

Remember, if all four wheels drop off the track, re-rail the rear wheels first!

Since then, the blocks have been put to use four additional times, once for a host railroad's escort truck. Fortunately, none of the tire tracks on the blocks are mine, but I'm sure my day is coming!



## **Restoring Flexibility to My Milwaukee MT14-L-2 Tomah**

by Ron Peterson

Shortly after acquiring this car in 2004, I was running a short excursion where a combination of very light jointed rail and poor roadbed resulted in the rail sections being badly humped in the middle. When we stopped to turn the cars, I got out of the car and immediately noticed the car was rocking. Only the LF and RR wheels were solidly on the rail. Being new to the hobby, I dismissed this as being due only to bad track, but mentioned it to several experienced hands who commented "Fairmont made the cars flexible so they could follow the track." Later, while the car was parked in the garage, a jack placed under a rear corner of the frame resulted in both rear wheels lifting off the ground at the same time. A mental note was made to look into this at a future date.

This MT14 Tomah, not to be confused with the Tomah style offered by Fairmont, was originally built as an open car with front windscreen, aluminum top, pipe rear frame, curtains, etc. It did not come equipped with a spring suspension of the type found on some other cars, primarily the M19, nor does it have one at present. Later the railroad's Tomah, WI, shops constructed of 1/4" aluminum plate, front quarter panels, doors, and a rear panel to enclose the car. These panels had 90 or 180° flanges with supporting welded aluminum stiffeners, which made them very rigid. Each quarter panel was bolted solidly, by three bolts each, to the front windscreen support, the top (laterally), and the running board. In addition the bolt at the bottom rear of each quarter panel (next to the door), after passing through the running board, passed through a 1/2" wood block located between the running board and a support bracket connected to the frame. In total this made the car very stiff with no ability to flex (twist) to follow unequal vertical changes in the track profile.

The complete frame, of original construction, consists of outer side rails (2) of 2" x 3" x 3/16", and cross members (3) of 2" x 2-1/2" x 3/16" steel angle with inner rails. The one piece LH inner rail of 2" x 2-1/2" x 3/16"

aluminum angle, includes the Onan cradle, and is bolted to the front, middle, and rear cross members while the RH inner rail is of two piece construction. The front piece, which includes the Onan cradle, and bolts to the front and middle cross members, is of 2-1/2" x 2" x 3/16" steel angle. The rear piece is of 2" x 3" x 1/4" aluminum angle, and bolts to the rear cross member, while the front bolts to a short piece of 2" x 2-1/2" x 1/4" aluminum angle (L) that in turn bolts to the middle cross member. These inner rails are not only of different sizes and metal types, but are not located in a symmetrical arrangement around the front-rear center line of the car. Another rail between the RH and LH rails, is of 2" x 2" x 3/16" aluminum angle, and connects the middle and rear cross members.

Recently, a series of tests was conducted to better understand this situation. With the doors and quarter panels removed, and the seats out, the LR corner of the frame was raised until the RR wheel could just be turned. This resulted in the LR wheel being about 7/16" off the ground. When repeated on the RR the LR wheel was only about 1/16" off the ground. At first, this difference in flex between the sides was deemed to occur solely due to differences in the types of metal, thickness, and non-symmetrical location of the inner frame rails. The more robust nature of the two RH pieces favored that side not flexing to the same degree as the LH side. This design feature is likely related to the chain being located directly underneath the RH frame rail.

However, closer examination revealed that when a previous owner installed a jack screw type turntable (TT), the mounting assembly used added a 2" x 2" x 1/8" steel angle (E) and a 1/8" steel plate (not shown) covering area A, B, C, D that were bolted to the frame angles at assorted locations. In turn, the TT mounting flange was bolted to the plate and angle(s). While this created a good stiff box type structure for supporting the TT, it effec-

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## Restoring Flexibility to My Milwaukee MT14-L-2 Tomah . . . continued

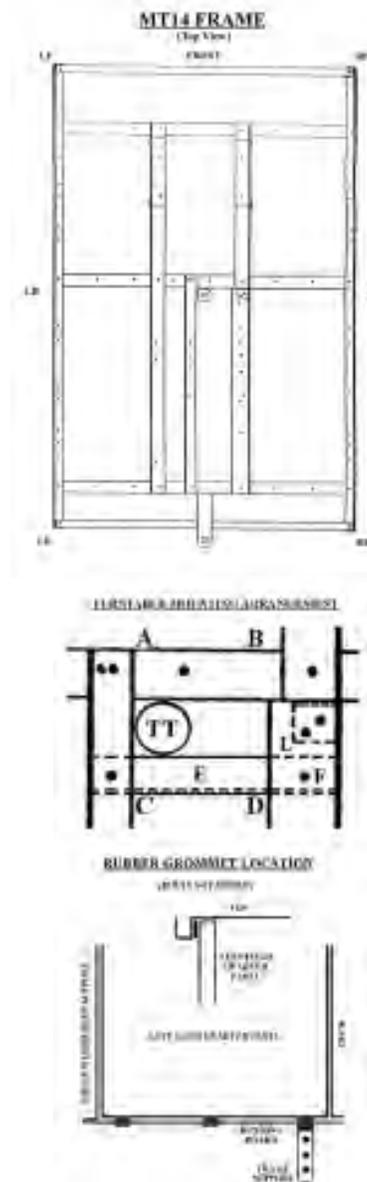
tively bridged the small aluminum angle (L), connecting the RH front and rear inner frame rails. When one of the bolts (F) connecting (E) to the RH rear rail was loosened, it gave the small aluminum angle (L) freedom to flex in a manner similar to that before the TT was installed. Now, with an operator and passenger in the car, both the RH and LH side flex is approximately 1/2".

To retain as much of this new found flexibility as possible, the quarter panels have been raised approximately 1/4", and are now mounted solidly only to the windscreen support. At the tops of the quarter panels, 1/4" rubber grommets were inserted between the quarter panels and the car top. The bottom of the quarter panels is mounted with 1/4" rubber grommets on either side of the running boards. An additional 1/4" rubber grommet was added between the support bracket and running boards (for a total of 1/2") replacing the wooden blocks. The loosened TT mounting structure bolt was replaced by a longer, spring loaded one, to permit the small angle (L) to flex. Spring loading the bolt will not affect TT operation, due to the structure's configuration. At quarter panel mounting locations, where grommets are expected to provide some freedom of movement, nylon lock nuts, left snug, are used. An alternate to the rubber grommets would involve the use of spring loaded bolts at the bottom of each quarter panel. The rubber grommets were cut from 1/4" sheet neoprene rubber. Shock absorber mounting grommets (1/2" thick) would also work at the support bracket location. The 3/8" ID, 1/2" OD, 1-1/2" long spring, like the sheet neoprene rubber, was obtained at a local full service hardware store.

While the car does not flex to the same degree as when it left the Fairmont factory, any ability to follow vertical changes in track profile is a welcome operational improvement.

Since the above work was finished two runs have been completed. The first run, sans the quarter panels and doors, validated that the

car was now flexing while underway, by observing the TT head where it protruded through the hole in the tunnel cover. There was now interface with the tunnel cover, requiring the hole be enlarged. The second run, with the doors and quarter panels installed, revealed that with the doors closed, there was insufficient clearance between the rear of the doors and the adjacent rear body panels as evidence of chafing was found. That clearance has now been increased.



## Hints and Tips

### How to Convert to a Pointless Ignition on a CCKB Engine

by Roy Gammill



#### Converting the CCKB engine to a trigger ignition

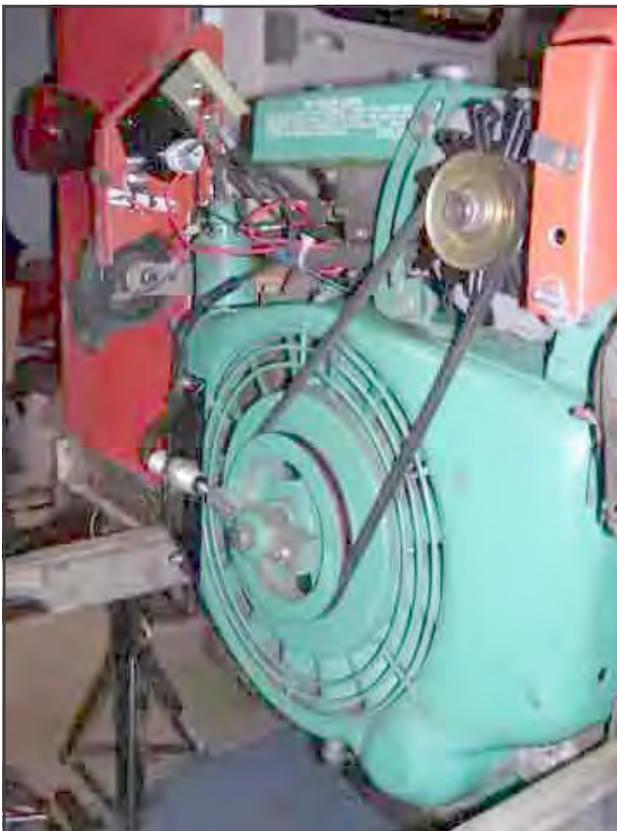
I discovered a website that explained how to convert standard ignition points to a pointless system from ([members.aol.com/pullingtractor/ignition](http://members.aol.com/pullingtractor/ignition)). Scroll to: *crank trigger electronic ignition*.

This is an excellent site by Brian Miller, at A-1 Miller's small engine and specialty shop (1-573-875-4033).

I tried to mount the trigger behind the fly-wheel but had multiple misfiring, so I moved the trigger unit outside of the shroud, and it worked perfectly. Instead of a timing disc, a friend milled a straight arm with the timing screw. I found that this makes changing the alternator belt much easier.

I bought my parts from Brian Miller at his website listed above. Parts include the Chrysler module, universal trigger and ballast resistor.

Not pictured is a wire screen guard surround.



# North American Railcar Operators Association (NARCOA)

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