

THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION

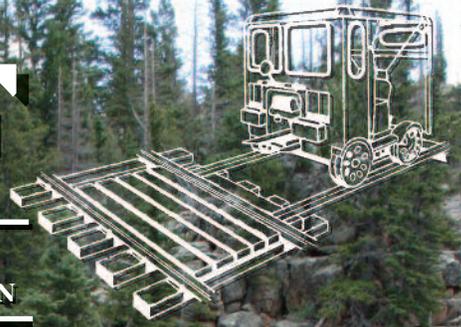
NOVEMBER / DECEMBER 2008 VOLUME 22 - No. 6

RULE CHANGES

**EXCURSION COORDINATOR
CHANGES**

**INSPECTING THE CUMBRES
& TOLTEC SCENIC**

MT-14 SPRING SUSPENSION



The SETOFF is the official publication of the North American Railcar Operators Association (NARCOA) and is published bimonthly to promote safe legal 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 \$30 per year, and is available from Secretary Joel Williams. Please send your check made out to NARCOA to:

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ON THE COVER: West portal of Rock Tunnel, elevation 9,631 ft., on the C&TSRR at MP 315.2. Photo by Bernie Leadon Aug. 20, 2008.

PRESIDENT'S MESSAGE

MARK SPRINGER

This is my first letter to you as President of NARCOA. A good number of you know me, but there are many more that do not. I want to take this opportunity to tell you a little bit about myself and my involvement in the hobby. My wife, Deby, and I went on our first motorcar ride in 1990, where we met Hank Brown. One ride and we were hooked on the hobby. In the years since then we have had the opportunity to attend rides in various parts of the U.S and Canada, with the majority of the rides being in the middle section of the U.S. I became an Excursion Coordinator when the "New NARCOA" formed and have worked on many rides as either an assistant or head EC since then. I have been involved with the NARCOA Board of Director's for about 8 years. I have served on the Judicial and Legal Forms Committees, and before being elected as the Director of Area 9 four years ago, I served as a Director at Large for 4 years. I appreciate the confidence placed in me by the members from Area 9, and now by the board of directors. My goal as a board member and president is to do what I can to protect and grow our great hobby.

There are many dedicated and unsung heroes who contribute during the year and then come to the board meeting to work on the decidedly less than fun part of this hobby. Their work in negotiating insurance rates, keeping records current, dealing with radio issues, developing

Excursion Coordinator standards, etc. is the part of the hobby that most do not see. The list of volunteers is long and their help is much appreciated. I especially want to thank Warren Riccitelli for the countless hours of work he put in as President of NARCOA last year. I also want to welcome 2 new board members. Hal Johnson, of Minnesota, was appointed by the board to complete the remaining year of Hank Brown's term as Director of Area 6. Margaret Hope was named as Director at Large to replace Dave Verzi, who was elected to replace Bruce Carpenter as Director of Area 3.

So, your probably wondering what happened at the board meeting that occurred in September. Currently the minutes are being transcribed and need to be proof read and approved by the board before they can be published. That process is ongoing, and they should be published in the next SETOFF. One of the more controversial tasks was the Excursion Coordinator program. Our new program is written up in a separate article on page 11.

A couple of reminders before I close, first, the insurance renewals should be included with this mailing. Secondly, this is the year that everyone must renew their operator's certification. The test should also be included in this mailing. Please don't wait until the last minute to perform either task. See you on the rails!

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WPHT745

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FROM THE EDITOR

As The SETOFF Editor, I attended the annual meeting for the first time. Two things struck me. First, I was surprised to see how efficiently the meeting is conducted. Secondly, I now see that the annual meeting plays a vital part in the health of our organization.

The meeting takes place over two days. On Friday morning, committee reports are presented giving the board an overview of issues that need action. In the afternoon general business is conducted. This year, corrections to the Excursion Coordinator list were made at this time. The hot issue was refinement of the EC program. In attendance were the Presidents of two affiliates, and both were named to the EC committee. After dinner, the committees meet to do their work. Saturday starts with a closed session where the entire board reviews the Judicial Committee actions. Then the open Saturday session continues with agenda items. After lunch the agenda is finished, and new business coming out of the committee meetings is discussed. This is a great sequence. The BOD gets an idea of the issues on day one, committees work on the issues in the evening, finally on day two the issues get acted on by the whole BOD.

The meeting's vital role in NARCOA's health is the face to face nature. E-mail does not convey nuance and a spirit of cooperation. E-mail tends to become toxic with sharp exchanges. In the place of e-mail's impersonal nature, the meeting was done with great courtesy to others. Everyone listened to the speakers. People were not interrupted. Genuine efforts to understand each other and find a way forward were the norm. People who were at odds with each other worked for the good of the club. There were some hurts and disappointments. However, on many subjects and in many relationships, there was healing. NARCOA needs that annual healing. NARCOA needs its annual meeting.

Wayne Parsons - Editor

CORRECTION:

Ken Ley's name was misspelled throughout the September issue as Lay. The Editor apologizes to Ken, and reminds readers trying to contact him about Canadian "birth papers" to please use ken.ley@sympatico.ca for his e-mail address.

AREA THREE IN, LOWER MI, OH DAVE VERZI

While thanking and acknowledging Bruce Carpenter for his past four years service to our area as Director, I look forward to serving and assisting as Area Director and communicating with Area 3's membership. My focus is to provide support from NARCOA to the folks who our putting us on the rails as our coordinators and assisting the general membership with any questions concerns that they may have. In our area we need a few more active coordinators as well as experienced assistance in the areas of mentoring and the continued promotion of safe operating practices. There is potential to operate on more railroads, especially the smaller museum organizations, and there is frequently a deficit of experienced members willing to properly mentor new operators, placing the burden on the coordinator.

This past NARCOA board meeting was quite productive, While the minutes are forthcoming, we can look forward to a comprehensive Excursion Coordinator certification program that addresses proper mentoring of coordinators without being overly cumbersome and restrictive. There will be a few new rule additions or changes. They are generally procedural and evolutionary and do not require participants to make changes other than understanding them. The data and roster data-base is also progressing, and there was considerable discussion of the improved Setoff and timely distribution.

We have been fortunate to have had several enjoyable excursions the past few weeks. I had enjoyable trips on the Great Lakes Central, Wheeling & Lake Erie and the Akron Metro. Thanks to coordinators Mike Ford, Jeff Levensgood and Alan Wilber for their efforts.

Should you wish to be in touch regarding NARCOA related questions in Ohio, Michigan or Indiana, a note via e-mail is preferred, as I can often answer sooner via email than through a phone call.
Dave Verzi



AREA FOUR KY, NC, SC, TN, VA, WV TOM FALICON

Hello all,

2008 Meeting Review - Hopefully by now all of you Area "Fourites" have been able to read my 2008 NARCOA Board Meeting review that I emailed to all the Area Four members that I had addresses for. I changed computers this year so I unfortunately may have lost your email address that I used for the 2007 review or you may have changed your address because many got bounced back to me. If you'd like a copy of my 2008 review or if you'd like to be included on the mailing list once again, please email me at; Raildawg@gte.net and I will put you on our list. There's no need for me to review the 2008 meeting in this column, there will be much info about it written by others throughout this issue. If you do have any questions about any of it, please feel free to contact me to clear up any issue.

New Rules - Love em' or hate em'..... we have to have rules in order to operate in an active and inherently dangerous railroad environment. Our Rules committee has created and modified some rules that we felt were necessary for the safety of all. Please read these proposed rules elsewhere in this edition and if you have any issues or modifications you would like to see take place, please contact me with your concerns. The Board does not vote these new rules or rule modifications into place until all Area Reps have reviewed them with their members and taken care of any concerns that have been raised.

New Pres. - Congrats to Mark Springer our new NARCOA President. Mark has proved himself as a keystone of the NARCOA Judiciary Committee for years and lately as an Area Nine Director. Mark will do a grand job as our leader for 2009 and help advance our organization as it edges towards the next decade. We all owe a large thank you, a pat on the back and maybe a donut or two to Warren Riccitelli for a hard job, well done during his 2008 presidency. Speaking from first hand experience being a NARCOA President is one of the toughest jobs ever! The pay sucks and it seems that no matter what decision you make, someone's going to be mad at you. Even when you create a plan

that has the utmost honorable intention for the entire organization you sometimes get spanked down and it hurts. Warren, welcome to the former NARCOA presidents club, your lapel pin is in the mail!

2009 Insurance - We can thank Tom Norman for getting us insurance rates for 2009 that are even lower than I quoted in my board Meeting review..... Thanks Tom !!!

ACWR Excursion - I was invited to attend an excursion on the Aberdeen, Carolina & Western RR in Troy, NC a few weeks back. The event was hosted ROC affiliate members Rick Tufts, Carey Boney, Tom Stallings and Earl Barber. This was only the second event for them on this RR but the guys put safety first, had some great emergency planning in place and a great time was had by all. One example of prior planning that I was proud to see put into place was the fact that the event EC's did some research and found that we are having too many following-too-close incidents, so that issue was the main focal point of their safety meeting. As we all noted after the excursion, each event is a learning experience and if everyone runs safely and we didn't hold up any trains, future runs will just keep getting better. Good job guys!

GSMR New Years Run Extra Fun - If two days running through the NC mountains and a New Year's Eve dinner party is not enough for you, we have added a new twist to our New Years Festivities! Carl Hymen, the EC on the Blue Ridge Scenic RR northern GA, is running excursions the days after ours. After you run two days on the Great Smoky Mountains RR drive an hour and a half down the road and run two more days on the beautiful Blue Ridge Scenic RR, refer to www.narcoa.org for all the sign-up details.

The Holidays are here already! - This is the annual edition of the newsletter where I ask you guys to come together and enjoy your family and friends over the Thanksgiving and Christmas seasons. Go to your get-togethers with love in your heart and good food in your hands and enjoy each other before time marches on and we are all just memories!

Wishing you the Happiest of Holidays,
Tom Falicon, your Area Four NARCOA rep.



AREA SIX MN, WI, IL, UPPER MI HAL JOHNSON

How Do You Replace A Legend?

The NARCOA family lost a great friend this past summer, when Hank Brown passed away after battling a serious illness with a courage that inspired us all. The simple fact is that you can **never** replace a person like Hank who over the years was instrumental in so many aspects of our hobby.

He served many of us as a friend, mentor, Excursion Coordinator, board member and advocate. The best that anyone can do is to honor his memory by helping, in some small way, to carry on the work of our hobby.

A few short weeks ago, I was humbled and honored to be elected by the NARCOA Board to complete Hank's one year unexpired term in Area 6, which represents members in Illinois, Minnesota and Wisconsin. I have been involved with our track inspection car hobby since 1999. Now, I wish to give back some of my time and energy to the organization, like Hank and others before us have done.

I believe there are three objectives that are important to secure NARCOA's future. The first is to grow our hobby by developing strategies to encourage new and younger members to join the organization and operate in a safe and responsible "common sense" manner. Second, since safety is our most visible tool we use to promote the hobby, I will actively support practices that encourage and ensure the safest possible operating environment for our members and guests. Finally, as new railroad employees replace our long-standing "friends" in the industry, we need to earn the confidence and trust of a new generation of railroad managers.

My hope is that, in addition to these objectives, you will allow me the opportunity to **serve your needs**. As Area 6 Director, I will represent your interests and respond to your concerns. Please let me know how I can help make our hobby a more fulfilling experience for you and your passengers, recognizing the role that each of us plays in safely conducting our activities on/off the rails. I will try my best to earn your trust and confidence. Call or e-mail me if there is anything I can do.

Hal Johnson 612-925-1419
hjassoc@msn.comp

AREA SEVEN ND, SD, NE, IA CARL SCHNEIDER

The 2009 NARCOA Board meeting is now behind us, and many of us are winding down our riding season. Membership has dropped to a little over 1600, so we need to continue to promote the hobby and attract new members so the club can grow.

The number of members buying insurance remains essentially level with some not renewing, but with new members taking up the slack. We need to keep this number up or increase it in order to maintain a lower affordable cost for insurance.

I was happy to see some members other than Board and officers present at the meeting, and I would encourage all of you to come join us, so you can see the inner workings of NARCOA, and even add your comments concerning issues before the Board. Your concerns and ideas are what this meeting is all about.

Area 7 had many excursions throughout the summer months even though some were affected by the flooding in June; we had a very good season. Only one railroad is still working to repair their tracks from washouts, and much of that line is already repaired and open to train traffic – and motor cars!

With the ride season now officially over in our area, it's time to concentrate on repairing our cars for 2009. Bumping up and down the tracks can shake nuts and bolts loose, so take some extra time this winter to get your cars in good shape. Don't wait until that first ride in 2009 before you begin your repairs, because we'll be back on the rails before you know it.

TAKE THE TEST

A rule book test will be inserted in this issue of The Setoff. Take the test and send the completed test along with a stamped self addressed business size envelope to: Al McCracken, 2916 Taper Avenue, Santa Clara, CA 95951. If you successfully answer 20 of the 25 questions, Al will mail you your new NARCOA Certificate of Examination Card.

AREA TEN WA, OR, ID, MT, AK, WY JIM SPICER

Greetings from the far corner. We have just returned from a very successful board meeting.

Bill Taylor was put on the committee to write new EC guidelines. With Bill's help, in a meeting that lasted until midnight, new rules for Excursion Coordinators that seem sane and sensible were worked out. The new EC's that had not been added to the list and old ones that had been left off the active list are now all on the current EC list. Many topics were discussed. Some rules were reworded to make them easier to understand. All changes are printed in this Setoff for your inspection. Any you do not understand, or you think should be corrected, should be brought to the attention of your director.

I feel there is a misconception of the way the board operates. All meetings are open to all members and comments are freely accepted during discussions. One of the agenda items was transparency of the organization. The directors and board are all volunteers; we all have the same goal, to ride the rails. There is no secret agenda. We need input from members and probably should do a better job of communicating with the members. We need both trickle up and trickle down to make the system work to full advantage.

Rather than cover rule changes and new EC guidelines in my report you can read that information in the articles on page 11 of this Setoff. The minutes of the meeting probably won't make this issue because of Setoff deadline.

This year Pat and I took Amtrak's Empire Builder. One thing I can tell you for sure, it's a long way from Coburg OR to Chicago, IL

Now would be a good time to winterize your car, or start your winter maintenance. Let's all think spring.
Jim



2009 NARCOA ANNUAL MEETING

SEPTEMBER 25-26, 2009

SHERATON GATEWAY SUITES
6501 NORTH MANNHEIM ROAD
ROSEMONT, IL 60018

THIS MEETING IS OPEN TO ALL PAID NARCOA MEMBERS.

BACKWOODS RAILROADING

BY JIM MASSFELLER & LARRY ROBB

In 1983 most of the former Rockton & Rion Railway near Columbia, SC, was donated to the South Carolina Railroad Museum. They operate tourist trains on five miles of the “east end.” While working on the train crews, Jim Massfeller and Larry Robb became good friends and started discussing restoring the rest of the track. The “west end” starts at mile post 5.0 and runs six miles to an old quarry. We started the west end restoration project because we are concerned about encroachment on the right of way. Fairfield County is rural, only 30 miles north of Columbia, and the old farms are starting to be sold off and subdivided.

The first year we hauled five gallon water jugs filled with weed killer and chain saws in our cars out to the various road crossings. By clearing everything that could be seen from the road, the track at least looked in service. In the early spring of the second year, Jim bought a MT-14. We soon learned that backwoods railroading is something special and nothing like a NARCOA Excursion.

We are out there alone with no radio communications in areas where cell phones do not work. As we are both retired, we decided to use brains and tools instead of our aching backs. We quickly added a farm jack and two eight foot long 4x4's hung on the outside of the speeder for re-railing. We carry a deluxe first aid kit, a good set of tools, and lots of spare parts. The track is classified as “excepted” and has a 5 mph “official” speed limit, but this is usually too high. We travel at less than idle speed.

By the end of the second year, after cutting the trees and saplings between the rails out of the way, we made it to the end-of-track at MP 11.5. The third year the museum bought us a spray system, and we started spraying seriously. With the help of Rodger Stroup and George Newport, we are now clearing at least ten feet on each

side of the track. This is all chainsaw work. The hard part is moving what you cut away from the track.

Now that the rail is open again, and the weeds are dead, we have run into another problem: rotted ties. Most of our wooden ties are at least 50 years old, and there are many areas where there are no spikes visible, because they have fallen into the rotten ties. There is nothing left of many of the ties to hold the rails in gauge except for all of the fire ants holding hands! We have learned to be careful watching the track ahead of us as we go. A sharp angle at a rail joint is the best indicator of a gauge problem.

The original builders used granite from the quarry to build the solid road bed. However, they used large rubble rock chunks instead of proper ballast. In some places you can see where, to level the rails, they notched the ties to fit around the larger stones. The granite rubble is now so solid that it needs to be removed with pry bars one chunk at a time.

The Museum is buying gauge rods for \$22 and new ties for about \$38. We started installing gauge rods at each track joint where a tie once was, because the rotted tie is easily dug out. The Museum hopes to obtain grant money to rebuild the entire West End, and extend the run of its tourist trains. In the meantime we are out there on a regular basis, improving the track, keeping the right of way open, and simply being visible. We often take a break at road crossings, and just chat with people when they stop to see what we are doing. Returning unused track to service is hard work, but worth doing.

Our efforts help keep the South Carolina Railroad Museum (www.scrm.org) open to anyone. The Museum membership fee of \$25 provides insurance coverage. The museum recognizes NARCOA Operator Certification, so join up and come visit anytime.



Photo by Jim Massfeller



Photo by Leon Sapp

Heart of the Heartlands Museum opened their Corona Depot.

SOUTH KANSAS & OKLAHOMA RR

BY LEON SAPP

Altamont, KS – July 19, 2008 Event Coordinator Mark Springer arranged another great run on the South Kansas & Oklahoma Railroad. Nine motorcars, and one hy-rail, set-on at Altamont, KS at 8:00 am and proceeded East on a typically hot and muggy July day. After crossing the Union Pacific (former M-K-T) main line at Oswego, and the up to its banks Neosho River, the group switched from the former Frisco trackage to former Missouri Pacific trackage for the final leg into Corona, Kansas. Our host provided flagging at the interlocking and several major road crossings. Under our railroad escort's watchful eye, we ‘walked’ across the spring frog at Sherwin Junction.

At Corona, the Heart of the Heartlands Museum opened their facilities to us for a leisurely lunch in air conditioned comfort. The museum has an extensive collection of railroad equipment and artifacts including a 1937 BUDA motorcar in operating condition, which has seen an occasional short run of its own. The group took advantage of the long break to enjoy the displays before returning to Altamont, where an optional side trip on to Cherryvale Kansas was offered to the group.

The South Kansas & Oklahoma Railroad, one of the extensive holdings of the Webb Company, has been a consistent host of NARCOA events, and several of its employees are members and motorcar owners themselves. Thank you to Mark and the railroad for setting up this event.

NORTH SHORE RR & SHAMOKIN VALLEY RR CENTRAL PENNSYLVANIA EXCURSIONS BY DAN PAGE



Photo by Dan Page

Sunday lunch stop in downtown Shamokin, Pennsylvania.

Northumberland, PA—July 26, 2008. Larry Maynard of Central Pennsylvania Excursions coordinated a beautiful summer day run on the North Shore Railroad that operates 44 miles of former Erie Lackawanna Railroad track.

Larry arranged for set-on at multiple crossings in the yard. After our safety meeting, which included Larry and his wife Carole showing off their new granddaughter, we rolled northeast along the north shore of the North Branch of the Susquehanna River. Passing the farmlands

and light industries served by the North Shore, through the towns of Dansville, and Bloomsburg, we arrived at Berwick where we ran down the middle of a busy street into an industrial area. We turned there and retraced our route back to Northumberland, stopping for lunch along the way, for a total of 86 miles on the rail.

Sunbury, PA – July 27, 2008. On Sunday, we rode 50 miles round trip on the Shamokin Valley Railroad from Sunbury to Mt. Carmel Junction. There are connections to the Norfolk Southern Railway

and Canadian Pacific Railway lines at Sunbury. The track follows Shamokin Creek and roughly along the route of Pennsylvania Route 61. This is former Reading and Pennsylvania Railroads trackage with 155 pound rail used to accommodate the 2-10-0 Decapod type engines pulling heavy anthracite coal trains.

We stopped at Paxinos for a quick look through the large flea market, and then continued on to Shamokin. At our lunch stop in Shamokin, the local media had urged the locals to ‘come out and greet the putt-putts!’ Dozens of children and their parents talked with us, checked out our cars, asked questions, and took photos sitting in a speeder. What a great idea to promote our hobby!

After lunch, we continued to our turn around point Mount Carmel Junction. Along that portion of the route, the track passes an interesting environmental remediation project aimed at restoring Shamokin Creek. Over a century of drift mining in the area has turned the creek into a dark orange body of water that supports very little life. Larry arranged for a docent from the Shamokin Creek Remediation Alliance to give us a brief talk about the project which aims to treat the acidic mine runoff before it reaches the creek.

The participants on this excursion had an opportunity not only to enjoy a scenic trip, but also to have some unique learning experiences that made the event all the more worthwhile. Our thanks to Larry and Carole for this great trip!



Photo by Jamie Haislip

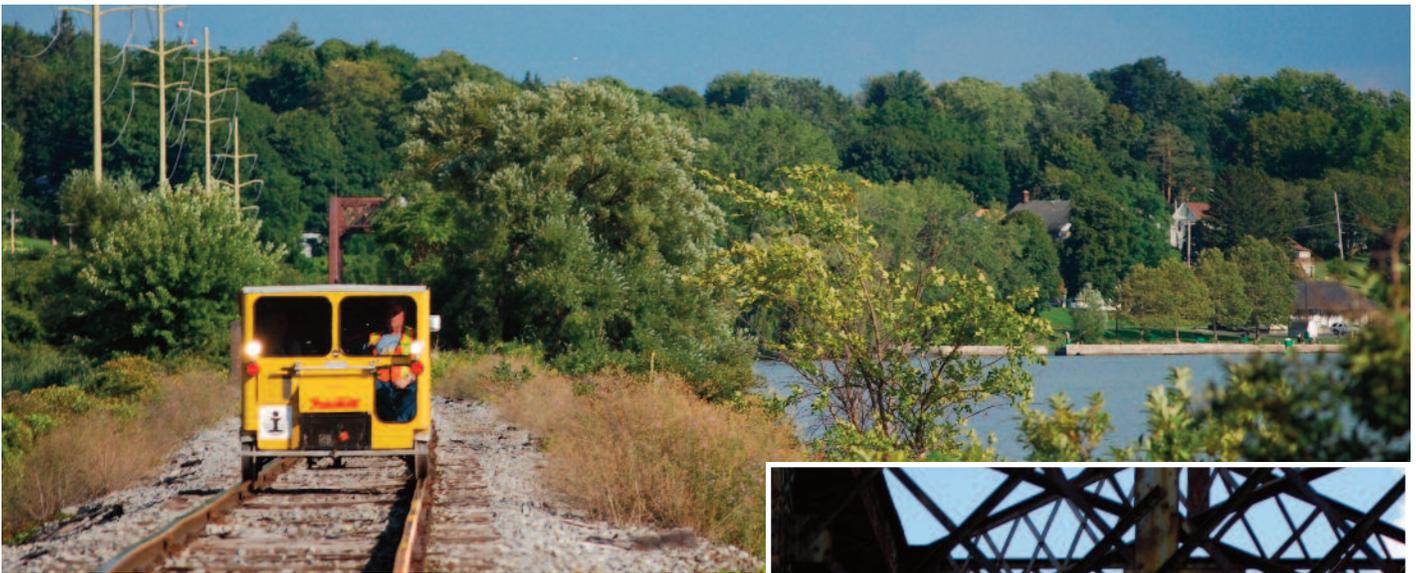
CENTRAL NEW JERSEY BY JAMIE HAISLIP

Carpentersville, NJ - Aug. 9, 2008. The New York Susquehanna & Western Technical & Historical Society operates their steam engine, the Walter G. Rich (above), on the Belvidere Delaware RR, a section of 155 lb welded rail track that was part of the Pennsylvania Railroad system. Al Elliott, Excursion Coordinator for the North East Rail Car Association, had to

overcome a missing section of rail for this event on the “Bel Del.” From the engine facility at the Carpentersville Yard we ran north to Phillipsburg, and then south to the missing switch and returned and setoff. After setting on again at the Gilbert Power Plant in Holland, NJ, below the missing rail, we continued south to the end of the Bel Del at Milford, NJ, and back. This

lower section of track saw quite a bit of effort last spring, by NARCOA members, to clear back the weeds and trees. The excursion activity on this dormant section was noticed by the Milford residents giving the line a new sense of life.

Ringoes, NJ – Aug. 10, 2008. Serious weather threatened all day as we set on the Black River and Western RR, also operated by the historical society. This combination freight and excursion line is located about 20 miles north of Trenton. From Ringoes, we rode nine miles northeast passing through Flemington almost to the Norfolk Southern interchange at Three Bridges, where we met the excursion train. The railroad, reacting to reports of tornadoes in the area, ordered us to return to Flemington and follow close behind the train for a quick return to the station and setoff ahead of the rain.

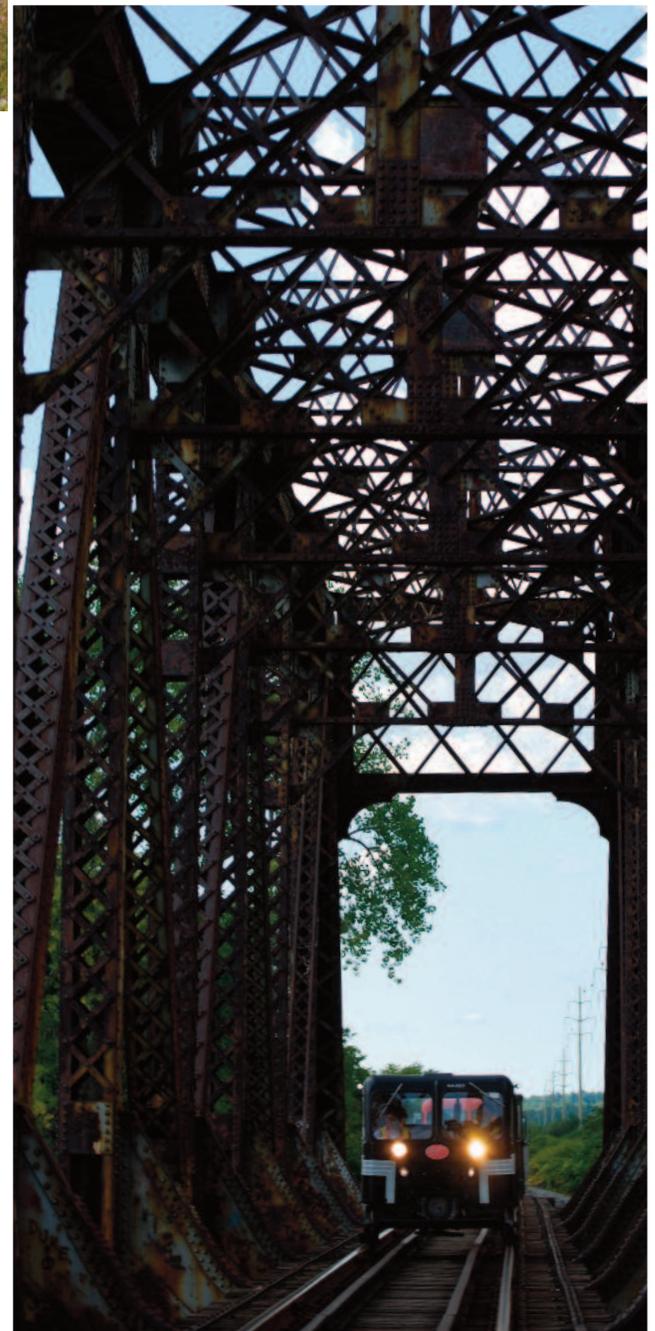


FINGER LAKES

BY JAMIE HAISLIP

Geneva, NY – August 16/17, 2008. The Finger Lakes Railway is blessed with the terrific scenery of its' name sake region in western New York state. After setting on east of Geneva, the group ran south to the Seneca Army Depot. This leg is traditionally a night run, but people wanted to see the scenery along Seneca Lake in the day. Returning to Geneva we ran east passing Cayuga Lake, where we spotted two Bald Eagles, and on to Auburn. We returned west to the recreation area at Cayuga for a nice barbecue lunch setup by our NERCA Excursion Coordinator Warren Riccitelli. Back at Geneva some operators parked for the night, while most of us continued south again on the night run to the Seneca Army Depot. A little ahead of schedule, we approached the military base during twilight where three white deer greeted us at the gates. They didn't pay any attention to the speeders as we rode past.

The acquisition of new track by The Finger Lakes Railway made this year's run more interesting. Sunday was our day to see the newly acquired Victor branch that runs west from Geneva to Victor, NY (near Rochester). Bruce Tracy gave an informative lecture on two two historical sites of this branch. The first site is fallen flag Lehigh Valley Railroads' old Manchester Yard, dismantled in the 1970's, where only the round house, a water tower, and a small depot remain. The second site is a bridge on the east end of the Manchester Yard where a passenger train derailed in 1911 killing 29 and injuring 62. Most of the dead were riding in two cars of wooden construction that fell 40 feet down into the Canandaigua Outlet. Riding this line completes all of the remaining Lehigh Valley trackage still in service.



Photos by Jamie Haislip
Clockwise: Al Elliott leaving Cayuga. Mike & Kathryn McIlwaine on the Cayuga Lake bridge with it's amazing girder pattern. Set on at Blower Fertilizer plant.



Photos by Jamie Haislip

Left: Alan Wilber is at the controls with Brendan Hoffman, photographer for the New York Times, riding along. The other riders are Connor Schneider up front and Dave Antes in back. Right: Warren Riccitelli leads a group of ten speeders on the turntable at Frostburg MD. After the speeders turn in groups of ten, and clear, the steam engine will use the turntable.

WESTERN MARYLAND SCENIC RR

Ridgeley, WV - August 03, 2008. Gary Shrey coordinated this North Central Railcar Association event on the Western Maryland Scenic RR. After setting on at the engine house in Ridgeley, the group ran the 17 miles of this scenic mountain railroad to Frostburg, MD. Riding with the group was a photographer for the New York Times. (Go to www.nytimes.com and enter "08RAILCARS" in the search engine.) At Frostburg, while awaiting the arrival of the steam train, the motorcars used the turntable.

WHEELING & LAKE ERIE BY DAVE VERZI



Photos by Dave Verzi



Above: Wheeling & Lake Erie eastbound freight train passes the motorcars waiting to return west at the interlocking at Spencer, August 31, 2008. Left: M 14 owned by Dean Mark crosses the CSX Chicago main line at Wellington, Ohio on the Wheeling & Lake Erie.

Wellington, OH - August 31, 2008. Thirty three motorcars participated in the Ohio Valley Railcars Sunday event on the W&LE coordinated by Jeff Levenoood. The set-on location at the Lorain County Fairgrounds was ideal with three private crossings and unlimited parking. The group ran a total of 94 miles on recently resurfaced and retied welded rail going first west to Yoemans (Bellevue), and then back east to Spencer, before returning to Wellington for setoff. At Wellington we crossed the CSX Chicago main line to Chicago. During our stop in Spencer the traditional "Wheeling Raffle" was held where all participants won a W&LE promotional gift (T-shirts, first aid kits, coffee cups) courtesy of our pilot, Superintendent Jim Hill. The group mingled with the Wheeling's freight operation at Hartland Station, where there is a small freight yard, and we as waited on one main line train at Spencer. Spencer is the junction point for another Wheeling line: the former Akron, Canton & Youngstown, that goes to Cary, OH.



Photo by Jamie Haislip

“Boomer John” and his MT-14 Ann Arbor X-57, pause in front of the Mt. Pleasant, MI, station. The car is painted in the same scheme as MOW equipment stationed here in 60’s. Today the renovated Ann Arbor Rail Road station is a restaurant.

GREAT LAKES CENTRAL RR BY “BOOMER JOHN” SCHMIDT

On a September Sunday in 1965, my father gave me a manly handshake and my mother a tearful kiss and left me in Mount Pleasant, Michigan to become a freshman at Central Michigan University. That night as I lay awake in the upper bunk, suddenly the intense white rays from an osculating mars light blinded me, and the roar of three GP-35s filled the room. FT-5 the south-bound Ann Arbor Rail Road (AA) mainline freight blasted by my window a hundred feet away. This was my first introduction to “the Annie” – a railroad with which I would fall in love.

In days to come, I found the local rail yard, complete with the wooden station and matching freight house, gasoline refinery, warehouses, and a grain elevator with its own mill pond, dam, and power station. The Annie ran two through freights a day and a thrice weekly local – known as the “Mt. Pleasant turn” – on train orders transmitted via telegraph. During my college years, I would learn about Form 19s and Clearance Form A, hooping up orders on the fly, flying switches and kicking tank cars in order to spot them inside the refinery without the engine ever going in, or watching the whole train crew relaying hand signals from atop moving boxcars as they spotted a covered hopper inside the mill. Mt. Pleasant was also the home to the signal maintainer, MofW gang, and the Railway Express Agency. As time passed, I ventured further afield along the Annie – north to discover the tur-

reted Union Station in Clare, MI, and south to the farm town of Shepherd, MI, which also had a working station. What a thrill it was to chase trains in those latter days of real railroading. I left CMU in the early 70s to discover “life”, rarely venturing back to Mt. Pleasant.

Then on a rainy day in mid-September 2008, as part of the Great Lakes Rail-

cars excursion, I returned to operate my railcar along the ex-Ann Arbor. We departed Clare, MI going south and passed Union Station, a tired sentinel still guarding the now defunct diamond (the C&O mainline – long ago torn up), looking so forlorn. Pressing south, we rounded the curve into Mt. Pleasant; the refinery gone – now an empty field, the yard – now only a siding with several Milwaukee Road coaches gathering rust; and then another curve, a bridge, and the Annie station came into view – new and fresh. It had been transfigured into a restaurant/micro brewery. We highballed through town and the CMU campus just at class change time (déjà vu - all over again!) and south towards Alma, MI, only to be put “in the hole” at Shepherd to wait on a local train.

We returned to Mt. Pleasant to luncheon in the station restaurant. I wonder what those people thought - there I was standing there in a trance, 43 years later. I could see in my mind’s eye the telegraph key and sounder, the controls for the semaphore signal, and the bookcases full of copies of the Official Guide to the Railways, RR Equipment Register, and tariff binders. Then, only for a moment, I thought I heard the four short blasts of FT-5 calling for train orders on the fly. Who says you can’t go home again?

NEW YORK SUSQUEHANNA & WESTERN VOLUNTEER RAILROADERS ASSOC.

Ground on left at steps:
Neal Mann, Elyshia Mann.

Front row: Chris Abbood, Bruce Tracy, Alice Tacy, Jamie Haislip, Michael Whipple, Dan Page, John Dwyer, KC Smith, Dave Czerwinski, Stephen Weiss.

On engine: Fred Marinelli, Betsy Stagg, RayeAnn Varns, Pien Sigafoose, Paul Gassner, Shirley Hartman, Terry Stagg, Tim Kane, Craig Hartman, Bob McIlleath, Russ Nelson.



Photo by Robin Whipple

Cortland, NY - Sept. 20 / 21, 2008. VRA coordinators KC Smith and Chris Vitz sponsored a two day run over the NYS&W Syracuse Branch running a total of 160 miles. Saturday’s operation was a roundtrip from Cortland to Syracuse. Sunday’s operation was from Cortland to Chenango Bridge, NY and return.

2008 BOARD OF DIRECTORS MEETING

SEPT. 26/27, CHICAGO, IL



Photo by Wayne Parsons

Front Row: Warren Riccitelli, Joel Williams, Dave Verzi, Tom Falicon, Bobby Moreman, Hal Johnson, Carl Schneider, Warren Froese, Mark Springer, Jim Spicer, Pat Coleman. Second Row: Jim McKeel, Al Elliott, Bernie Leadon, Margaret Hope, Mugzi Falicon, Wally Schneider, Carl Anderson, Bob Knight, Tom Norman, Deby Springer. Back Row: Richard Potthast, Pat Spicer, Dick Wilhelm, David Stroemer, David Otte, Bill Taylor, Greg Kightlinger

RULES COMMITTEE

BY JIM MCKEEL

The following proposed additions or modifications to the NARCOA rulebook have been either tentatively approved by the Board of Directors or have not been approved, as indicated at the end of each rule. Please review these proposed changes and make any comments that you might have on any of them to your Area Director within thirty (30) days of the distribution of this issue of the newsletter. Following that time period for member comments, the Board of Directors will take a final vote on these proposed changes. Thank you for your help in improving our rulebook, in keeping our hobby safe, and in presenting a professional image to the railroads that we depend on.

SECTION I 7. WHEELS. Worn ~~running~~ surfaces on detachable plate wheels (pressed wheels) are not to be repaired by welding. Wheel ~~running surface~~ thickness on plate wheels shall not be less than 3/32 inch for light weight cars (M-9's), 1/8 inch for ~~light and~~ medium weight cars (M-19's, M-14's, MT-14's, S-2's, etc.), and 5/32 inch for heavy gang cars ("A" series cars). Wheels must ~~be free from~~ not have cracks. Only manufactured wheels are allowed. Exception: Wheels approved by the NARCOA Board of Directors. (This change reduces the required minimum thickness of wheels on light inspection cars to 3/32 inch.)

Approved

SECTION I 21 or 22 RAILSWEEPS. Rail sweeps, if the motorcar is so equipped, must be in the lowered, or working, position when the motorcar is in motion. The rail sweeps shall be properly adjusted so that they are within close proximity to the head of the rail when in the lowered position in order for them to properly clear items off the top of the rail. (This was proposed last year and was not approved by the board of directors, but I feel that this is an important issue that should be addressed due to the increased risk of derailment to motorcars not using rail sweeps. It has been modified this year to exempt those cars not originally equipped with rail sweeps.)

Approved

SECTION II 8. SPEED. Motorcars shall be moved slowly over frogs, switches, around sharp curves, and when running through

Please turn to page 12

EC PROGRAM CHANGES

BY MARK SPRINGER

Many of you are aware that last year NARCOA undertook a testing program to recertify all Excursion Coordinators (EC). That program was developed when we became aware that not all of our coordinators were fully informed on all of the NARCOA Policies and Documents. Many of these documents had changed over the years and a refresher course was in order. So the testing program was designed partly for education and partly to help us determine who wanted to remain an EC.

The next stage step was to work through what training a new EC should have. Do they need to be mentored? How much experience do they need? And who should actually do the training? There was also discussion about how a member should enter into this training process.

The program we developed was based on some general concepts. First, that we needed our EC's to be able to represent NARCOA, and the hobby well to the railroad industry. Poorly planned and executed rides are a potential problem for all of us. Secondly, that our EC's need to know NARCOA Policies. These policies have been developed over the years to protect the insurance, the EC, the meet participants, and the host railroad. They also draw from many members' years of experience of leading excursions. Thirdly, that all the book learning doesn't necessarily prepare you to be a good EC. A mentoring type process where an experienced EC can pass on their years of wisdom is also needed. The last part of the puzzle was the need for every EC to have some sort of ongoing education. This would relate to both NARCOA specific issues and to general railroad issues that could affect NARCOA.

The full policy will be included in the minutes of the board meeting and should be available for you to read in the next SETOFF. If you need the full policy and application before then please contact myself, or Pat Coleman our Operations Committee Chairman.

THE PROCESS.

EC qualification guidelines recommend that the member be an insured, mentored operator with two years active operating experience in the hobby. If you meet those criteria, then select a NARCOA Affiliate for which you would like to organize excursion

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interlocking plants. ~~Cars~~ Motorcars shall be moved very slowly when operating through spring frogs ~~when passing over~~ on a diverging route, self-guarded frogs, and across flange-bearing frogs in switches and diamonds. ~~Cars should also be moved slowly over self-guarded frogs.~~ Go slow and use extra caution when approaching people or animals along the right-of-way. Motorcars shall not, at any time, be operated faster than a speed that is reasonable and prudent due to existing track conditions. ~~Never pass between a station and a train discharging or receiving passengers.~~ (See definitions.) (This change adds a new type of frog that is now being installed at some locations that will be hazardous to motorcars.)

Approved

SECTION II 22. PASSENGER STATIONS. Motorcars shall not pass between a station and a train discharging or receiving passengers. (This “new” rule is not really new at all. It only moves this sentence from the “SPEED” rule, where it really doesn’t apply, to its own place in the rulebook.)

Approved

SECTION II 16. INDEPENDENT OPERATION. The Excursion Coordinator will define the plan for the excursion. Operation outside of the organized group without the knowledge and permission of the Excursion Coordinator ~~or~~ and the host railroad is prohibited. All motorcar movements are governed by the Excursion Coordinator and the host railroad. ~~No NARCOA insured excursion shall be held without railroad escort or proper written track authority. No NARCOA member may operate on any railroad without railroad escort or proper written track authority.~~ Proper ~~written~~ track authority or a railroad employee escort is required for all NARCOA insured excursions. NARCOA members will not operate motorcars or hy-rails on any railroad without proper ~~written~~ track authority or a railroad employee escort. (This change improves the sentence structure in the last two sentences.)

Approved

SECTION III 1. COOPERATION. All excursion participants will follow the instructions of the Excursion Coordinator. Failure to do so could cause disruption to other traffic on the railroad or cause delays to the motorcar excursion, either of which could result in the railroad no longer allowing motorcar excursions.

(This addition specifically states that motorcar operators must follow the instructions of the Excursion Coordinator.)

Approved

SECTION II 20. OPERATOR CERTIFICATION/INSURANCE. All persons operating a motorcar or hy-rail vehicle on any NARCOA insured excursion must have successfully completed the NARCOA rulebook examination, obtained a NARCOA Certificate of Examination, have current NARCOA liability insurance coverage through the NARCOA insurance program, and (if they joined NARCOA after June 1, 2005) have been or are in the process of being mentored in accordance with the NARCOA operator mentoring program. All persons operating a motorcar or hy-rail vehicle on any NARCOA insured excursion must have a current Certificate of Examination card and a current NARCOA insurance card in his/her possession. (Exception: persons designated by the railroad on which the excursion is being run who are in the performance of their duties as railroad liaison/escort.)

Motorcar and hy-rail owners/operators shall not allow any person that does not meet the above qualifications to operate a motorcar or hy-rail at a NARCOA insured excursion. (This added sentence

makes it a violation for someone to allow a person that is not properly certified to operate a motorcar or hy-rail at a NARCOA insured excursion.)

Approved

SECTION III 5. GRADE CROSSING FLAGGERS. Flaggers should always face the highway traffic and watch for vehicles that may not stop. Hold flag up and away from body. Don’t make motions to motorcars that highway traffic could ~~misunderstand~~ misinterpret as intended for them. Flaggers must only signal highway traffic to stop. Flaggers must never signal highway traffic to ~~go~~ proceed (to do so assumes liability) and should instead simply walk away from the roadway. Highway traffic and pedestrians have the right of way over our motorcars at all grade crossings. Flagging of grade crossings during periods of poor visibility, storms, or hours of darkness must be done with fuseses, flashlights, or lanterns. Reflectorized flags could also be used. Reflective safety vests should be worn by all flaggers anytime they are attempting to flag traffic on a roadway.

(These additions clarify some issues, give additional guidance, and encourage the use of reflective safety vests for flaggers.)

Approved

SECTION III EXCURSION CONCERNS. Excursion participants will not complain to railroad officials or railroad employees about the manner in which excursions are being or have been conducted or about anything related to their railroad. NARCOA members are responsible for the conduct of their guests. All excursion related complaints will be directed to the Excursion Coordinator. If the member does not feel that his complaint has been remedied or reasonably explained, or if the complaint is about the Excursion Coordinator or the way the excursion was conducted, the member will then direct their complaint to their Area Director. (This rule allows NARCOA to address issues where members might make complaints to railroad officials/employees that could cause that railroad to deny future excursion requests and gives direction to the manner in which complaints should be handled.)

Approved



Photo by Dave Verzi

Mike Ford, EC (second from right), and Ray Robinson, VP & Chief Engineer (third from right) of the Great Lakes Central RR, hold a safety meeting at Clare, MI, on Sept. 12, 2008.

SECTION IV 11. SAFETY MEETING. A safety meeting will be conducted prior to departure each day of every excursion. The safety meeting will serve as an opportunity for the Excursion Coordinator to remind operators of important safety items, to inform operators of unusual circumstances that might be encountered on the excursion, to inform operators of the schedule for the day, and to pass along any other information from the Excursion Coordinator or from railroad officials. It is mandatory that all excursion

participants attend and be attentive.

(This new rule makes it mandatory that an EC hold a safety meeting before departure on each day of every excursion and that all operators attend and be attentive.)

Approved

SECTION IV 4. OPERATOR CERTIFICATION / INSURANCE. OPERATOR QUALIFICATION VERIFICATION.

Excursion Coordinators, or their designee, must verify before the excursion departs the point of origin that all operators have a current NARCOA approved certificate of examination, have valid NARCOA insurance, and (if they joined NARCOA after June 1, 2005) have been properly mentored in accordance with the NARCOA operator mentoring program. (This rule was passed last year, but apparently did not make it into the updated rulebook. The title change will more clearly identify the purpose of the rule.)

Approved

SECTION V 3. WHISTLE/HORN SIGNALS. Two long whistles blasts of a whistle or horn is the standard railroad indication to proceed forward. Three long short whistles blasts of a whistle or horn is the standard railroad indication to back up from a stopped position. The Excursion Coordinator may designate a specific whistle/horn signal at the Safety Meeting that will be used as a warning for everyone to return to their cars and prepare for departure. Whistle/horn signals are to be originated by the Excursion Coordinator or their designee. (These changes clarify some portions of the wording and correct the whistle/horn signal for backing up.)

Approved

SECTION V 7. FLANGE-BEARING FROGS. These frogs may appear either in switches or in diamonds. The flange-bearing frog in a switch will have a rise in the rail head on one rail on the diverging route and present a special hazard to motorcars due to this rise and the fact that they may have a wider than usual gap for the running rail on the mainline route. The flange-bearing frog in a diamond will have a rise in the rail head on both rails on the less prevalent route and present a special hazard to motorcars due to this rise and the fact that they may have a wider than usual gap in both of the running rails on the route with the flange-bearing frogs. The purpose of these frogs is to eliminate the flangeway gap in the running rails of the primary route which reduces wear on equipment on the primary route. Motorcars must be moved very slowly over a flange-bearing frog in order to reduce the likelihood of a derailment. It is recommended that motorcars be walked over these frogs to ensure safe passage.

(This addition describes a new type of frog that is now being installed in various locations on several railroads.)

Approved

SECTION V 8. INTERLOCKING PLANT An interlocking is an arrangement of signals and signal appliances so interconnected that their movements must succeed each other in proper sequence. An interlocking is an arrangement of signal apparatus that prevents conflicting movements through an arrangement of tracks such as junctions, crossings, and switches. The signaling appliances and tracks between the opposing signals at an interlocking are sometimes collectively referred to as an interlocking plant. An interlocking is designed so that it is impossible to give clear signals to trains unless the route to be used is proved to be safe. (This addition provides a description of an Interlocking Plant.)

Approved

EC PROGRAM CHANGES

CONTINUED FROM PAGE II

sions and contact the appropriate affiliate officer. Identify, for that person, the railroads on which you would like to coordinate runs, and state why you feel qualified to do so. List your railroad related experience. If your affiliate supports your request, the affiliate officer will recommend a mentor and forward your request to the NARCOA Area Director. The Area Director has the right to affirm or deny your application. If affirmed, he/she will send your application to the NARCOA Operations Committee.

The Operations Committee will then send you a rule book, policy manual, and operations manual for you to study. You will also receive an EC test. You are required to successfully complete the EC test before entering the mentoring phase of the EC certification. The Operations Committee will then advise you of your score and assist you if additional testing is needed.

At that time you will be considered an "EC in Training." You will work with an experienced EC, designated by your affiliate, over the course of the next 12 months. You and your mentor will organize a variety of excursions. Your mentor will then evaluate your success in completing the tasks associated with being an effective EC and will advise the affiliate officer, Area Director and Operations Committee when you have mastered the appropriate skills. You will then be designated a Certified Excursion Coordinator.

The last part is the ongoing education portion. Tom Falicon has volunteered to sift through FRA communications, internal NARCOA information and information from members to provide ongoing education to our EC's. While this will not be a test, you will be required to read and understand the information presented to you. Tom is requesting that all current EC's with email address's contact him to have their address's added to his communication list. If you do not have email your communications will be by regular mail.

ADDITIONAL RADIO CHANNELS

BY JOHN REYNOLDS

NARCOA has had a radio license issued by the Federal Communications Commission (FCC) that authorizes VHF radio mobile-to-mobile communication on 151.625 MHz while conducting activities associated with excursions, either car-to-car communication while on an excursion, or pre-excursion activities such as car inspection and set-on. To eliminate potential interference and provide additional communications capability, two additional frequencies were added to the NARCOA license this year. In addition, an administrative oversight was corrected such that NARCOA radio transmission is now authorized nationwide, including Alaska and Hawaii. Authorized frequencies are as follows:

NARCOA Channel 1 - 151.625 MHz

NARCOA Channel 2 - 151.505 MHz

NARCOA Channel 3 - 158.400 MHz

The NARCOA call sign is WPHT 745. A copy of the license is posted on the NARCOA website. It is recommended that members having radios capable of transmitting installed in their motorcars or hy-rail vehicles print out a copy and carry it with them as authorization for their VHF radio.



Cumbres & Toltec Scenic Railroad's Tanglefoot Curve at MP 330.

Photo by Deby Springer

2008 NARROW GAUGE TOUR

BY BERNIE LEADON

Patrick "Smitty" Smith put on his annual Narrow Gauge Tour again this year, starting on the Cumbres & Toltec Scenic Railroad from Aug. 18 to 20, and finishing on the Durango & Silverton Narrow Gauge Railroad from Aug. 21 to 24.

Chama, NM - August 18, 2008. The weather the days before set-on was dramatic. The blue skies in one direction and huge black clouds in another resulted in rain and hail. The 18th dawned nice and clear, and although rain threatened several of the run days, and we got a sprinkle or two, for the most part we had great weather the whole week on both railroads.

Set-on at Chama began at noon. After inspections and paperwork, the group ran that afternoon up to the Cumbres summit, at 10,015 feet elevation, and back, departing from 7,880 foot Chama after the train arrived from Osier about 4 pm. This was the test run for the motorcars, and one group of three arrived at the top coupled together. My car ran fine, but when we got back to Chama I decided to "improve" the carburetor setting, as it had died at a few inopportune times - the result was the next early morning departure it ran fine in the yard, but seemed fuel starved going up the 4% grade, requiring going all the way in first gear. Ugh. Sorry guys. When we all stopped at the summit, I put the main jet back where it had been (1 3/4 turns instead of 1 1/2). All was well again, and I was happy to be able to report same to Smitty,

who inquired after the health of my car. "Hate to have to set you off...."

From the summit, the group traversed Tanglefoot Curve (a beautiful horseshoe loop), and Cascade Trestle to Osier, at MP 318.4, where the RR has a large mess hall. The trains from each direction meet here at Osier for lunch, and passengers can either continue on, or return to where they started the day.

As you continue on to Antonito, which lies at 7890 feet, the terrain becomes dryer, and gradually, as you lose elevation, changes from pine forest to high desert, with mostly sagebrush vegetation. This desert setting allows long sight lines as the

track follows the rolling terrain down to Antonito, giving nice glimpses of the line of motorcars above or below you on the serpentine right of way. This sort of ability to see the whole group of cars at times zipping across the scene in several directions at once is one of my favorite motorcar panoramas.

After spending the night in Antonito, MP 280.7, we made the return trip the next day, reversing the entire procedure, including lunch at Osier. It is a lot of fun to have the double train meets there, with beautiful long vistas in all directions, with no sign of human habitation except the railroad.



Photo by Bernie Leadon

From Cumbres at 10,015 feet, the line descends a 4% grade into Chama, NM.



Photos by Bernie Leadon

Above: Durango & Silverton 480 departs Silverton, CO. Below: Escort Johnny Martinez fixes the brakes on #334.

Silverton, CO - August 21, 2008.

After driving the four hours up to 9,318 foot Silverton, we set the motorcars on after the trains departed in the afternoon. Our days on the Durango & Silverton RR coincided with their annual Railfest celebration, and special trains ran again this year, including 1880's Engine 315, which was completely rebuilt in the last few years after sitting in a Durango park for several decades, and the Galloping Goose Number 5, which is a historical rail bus. The front looks like a school bus, which is towing a bread box, all painted shiny silver.

The safety meeting time the next morning was 5:45am, with departure immediately afterward. The skies were pitch black when all gathered, and I appreciated a friend scraping frost off my motorcar windows. Silverton has only about 14 frost free days per year, and this wasn't one of them, although it wasn't as cold as some other years!

We started down the Animas River canyon at first light, which is really beautiful. The sides of the canyon close in quickly, and the river is all rapids and fast water all the way down to Rockwood, where we would wye the cars, and wait to follow several trains back up the river to Silverton. Some had completely open motorcars, but I was happy to have curtains and a heater, at least that morning. The vistas upward are really stunning, which is why many narrow gauge cars have no roof, or in a couple cases, have removable fabric roof panels.

The last bit of track before arriving at Rockwood is called the "High Line", and

the right of way is glued to a rock ledge with 150 foot drops straight down to the river. It is one of the most dramatic pieces of track I have been over, exceeded only by the White Pass & Yukon in Alaska.

We wyeed the cars at Rockwood, which has a "stub" switch at the top of the wye, which instead of moving switch points, moves part of the two sets of rails which go to the two parts of the wye. It was fun to see this rare early switch design.

We then waited while three trains went past us up the hill, and then left behind them, and in front of the RGS Goose #5 from Dolores, CO. Each train is followed by a railroad motorcar, as a fire patrol. We went slowly up to Silverton, often with a train in view up ahead.

The next day, Saturday the 23rd we didn't start until 3pm, which was great, as it gave us some time to rest up, although we didn't arrive back in Silverton until after dark, and those that ran on Sunday the 24th had an early start again.

The afternoon run down the river was stunning, and Smitty had scheduled a dinner for us at Tall Timber, a resort in the canyon which is only reachable by rail and helicopter. The resort has several motorcars which they use sometimes to bring people in. They have transitioned from a resort where people would stay for a week in high style, to one focused on zipline soaring (www.soaringcolorado.com). Our dinner was served buffet style in a meadow, and seating was in a 45 person metal tree house platform. It had no railings, and the floor was see-through, so it was dramatic 20 feet up in the trees.

Our railroad escort was Johnny Martinez, who started with the railroad 45 years ago. Johnny is retired now most of the year, but the railroad brings him back during Railfest for special duty, like escorting us. Smitty presented Johnny with a plaque with a photo of him and his motorcar several decades ago, which he loved. Thanks for taking good care of us, Johnny!

During the run on Saturday, we left Silverton after two trains, including the Presidential Special, and then passed them both on one siding - we were their entertainment! Turnabout is fair play. Then we played leapfrog and pulled into the Cascade Wye a little farther down, and waited for them to pass us. Beautiful. Then we backed down over a mile to Tall Timber for our dinner.

These narrow gauge railroads are some of the finest motorcar running anywhere, and I hope all get a chance someday to run on them. Thanks again, Smitty.



INSPECTING THE CUMBRES & TOLTEC

BY LEON SAPP



Photos by Leon Sapp

FRA inspectors walking the Chama River Bridge at MP 343.6 and checking the Chama Yard switches June 1, 2005.

In March of 2005 I announced my plans to retire at the end of the year ending a 46 year career on the rails. The last 23 years had been with the Federal Railroad Administration (FRA) and I was leaving the position of Deputy Regional Administrator in Fort Worth, Texas. My Regional Administrator told me to start planning some last inspection trips I might want to take and one of the lines I picked was the Cumbres & Toltec Scenic Railroad.

I arranged our annual track inspection of the line for the 1st of June and accompanied by my Regional Administrator, my Track Specialist, and a Bridge and Track Inspector we arrived on the property the last day of May. On the morning of June 1st, the railroad staff drove us over to Antonito to depart right behind the single scheduled train of the day. They had put the caboose on the train thinking that most of us would want to ride the line in comfort. They did not know me very well. While my track personnel boarded three of the railroad's motorcars that were to accompany us, I boarded Engine 484 for a ride out to the first water stop at Sublette.

At Sublette the temptation was simply too great not to get off and wait for the rest of our party who were going to get down and personal with the railroad. There would be other steam engines to ride, but how often was I going to get the opportunity to ride with the track gangs and inspect the tunnels, bridges and structures in

detail? I left my Regional Administrator to enjoy the caboose in the company of the railroad officials.

I remained behind in the quiet solitude of the well preserved station. After about half an hour I heard the unmistakable sound of the speeder engines approaching. I boarded the lead motorcar for the rest of

the day. For the next 8 hours we made a thorough inspection of every switch, tunnel, major bridge, and siding. We made a walking inspection of the extensive work that had been done to stabilize the shoulders between Sublette and Toltec, and measurements were taken at 'hanging rock' to check for any further movement.



FRA inspectors at the Cresco water tank and trestle MP 335.5.

The railroad engineer who had designed the 'fix' for the encroaching walls of 'Mud Tunnel' had accompanied us, and we spent nearly an hour inspecting the concrete bracing he had designed and constructed.

We arrived at Osier well after the train had departed, and just as the lunch crew was packing up for the day. But, gratefully they had left enough for us to enjoy, and in the true spirit of working railroad men everywhere, we each devoured two of the box lunches. We took a quick look at the high iron trestle at Cascade and several wooden trestles approaching Cumbres. We had to clean snow out of one of the siding switches at Cumbres in order to inspect it. Windy Point lived up to its name, and while inspecting the shoulder stabilization one of our group lost his ball cap to the stiff breeze. Another stop and inspection of the high bridge at Lobato and the bridge and water tank at Cresco, and we scratched into Chama just ahead of a beautiful sunset. It was the ride of a lifetime and one I will not quickly forget.

I have always believed the maintenance crew on the C&TS is one of the best around, professional in every respect and with that added love of their railroad that seems so lacking in the real world down below. While I cannot discuss the actual results of our inspection or any defects we might have found, I will say that on the average we found far, far less to complain about on the C&TS than nearly every main line railroad I can name. It is a well maintained and exceptionally well operated railroad in every respect.



Clockwise from above: The new caboose and interior for private groups. The west portal of Mud Tunnel at MP 311.3 showing erosion prevention measures. Leon Sapp in the fireman's seat. Chama River bridge detail. FRA inspectors walking Lobato Trestle at MP 339.7. This plate girder bridge, 100 feet high and 310 feet long, was built by Keystone Bridge Co. in 1881.





Photos by Wally Schneider

Left: LeRay Swedeen, from Henry, SD, operates his S-2 with Marsha and Jerry Swedeen from Cambridge, MN, riding along. Right: Carl and Wally Schneider's M-9 at Hinkley, MN, where the St. Croix Valley RR interchanges with BNSF.

ST. CROIX VALLEY RAILROAD WISCONSIN GREAT NORTHERN RAILROAD FIRST IOWA DIVISION

BY CARL SCHNEIDER

North Branch, MN – October 4, 2008. The First Iowa Division ventured north for two excursions in the Minneapolis area. When we left the motel Saturday morning for set-on at the St. Croix Valley Railroad, there was a nice heavy coat of frost on the windshields of our tow vehicles and motorcars. It gets cold way up north this time of the year! Our trip today is north over the Amber Subdivision 37 miles to Hinkley, MN, site of the interchange with BNSF. Our railroad escort Tavis Anderson, riding in a hy-rail, led our group of 17 motorcars, three of them open cars. I don't know why, but the people riding on those open cars seemed to be dressed for the arctic!

After passing through Rush City and Pine City, we turned our cars a mile out of Hinkley, and backed into town. The south-bound trip returning to North Branch for a lunch break went well, and then we turned the cars for a second round trip to Hinkley. While many of us had made it to Hinkley, it seemed to be taking quite some time for the rest of our motorcar parade to arrive. Several of our members had been delayed by a motorcycle accident on the highway parallel to the tracks. They came on the

accident where the motorcycle had rear-ended a car. Both riders were lying out on the highway. Frosty Farrell, Larry Webster, Dick and Dixie Schark, and Dave Pratt rushed to the scene with red flags to stop traffic, and render assistance until help arrived. By the time the motorcars were all back together, it was starting to cool off and the sun was beginning to head towards the horizon. We returned to North Branch completing another safe and successful trip, and one we will no doubt repeat in years to come. After loading our cars, many of us repositioned 75 miles east into Wisconsin for Sunday's ride.

Spooner, WI – October 5, 2008. Set-on at the Wisconsin Great Northern Railroad came very early. Finding the set-on location, north of the old depot, in the dark was rather tricky for those of us who had never been to Spooner. This is an ex-Chicago & North Western line that is now used just for excursion trains. Lynton Brooks, one of our members, was the dinner train engineer that day. He was waiting for us at the crossing used for set-on, and he drove ahead of our 11 car group to flag crossings during our approximately 15 mile run northeast to Spring Brook.

The tracks are in very good shape for a small excursion railroad with some welded rail in certain locations. It was perfect for motor cars! Our original plan was to run 29 miles Hayward. However, small pine trees growing between the rails became a problem. We didn't want to damage the nice paint jobs on many of the speeders. Therefore, we turned our cars at Spring Brook, and headed back to Spooner where we were clear of the tracks before noon so Lynton could take the dinner train north. In the future, we hope to ride the line again, and make it all the way to Hayward.

DEADLINE FOR THE JAN. / FEB. 2009 SETOFF

Thank you to everyone who contributed articles and photos to this edition. Please check the writer and photo credit contributor names, and say something the next time you see them! The next edition of The SETOFF is due out the Editor's door to the printer on December 15, 2008. All materials are due in advance of that date.

SPEEDER ROUNDHOUSE

BY PHIL GRAY



Photo by Phil Gray

The turntable is dual gauge, and the left stall is for a narrow gauge car. Next out onto the turntable is Phil's 1951 Duluth Missabe & Iron Range Railroad M9.

Harrison, AR. - It all started when I decided to build a speeder shed. I wanted something with four stalls, but that seemed a little big. I was telling my son what I was thinking of building, and he said, "Why don't you build a roundhouse and turntable?" WHAT! Can you imagine how hard that would be to build? Where would I find plans? How would I ...? well, I'll think about it.

Sitting down with pencil and paper, and after three or four tries, I had a plan! That was in February. By May I had the concrete done, and was testing the turntable. In mid June carpenters built the walls and roof. I have added the cedar siding and doors, and am almost done with the whole thing.

I call it Cherry Tree Station Roundhouse, because of the tree next to the turntable. I back my trailer up to the turntable, and use ramps to load or unload the motorcars directly onto the turntable.

We don't have any local zoning ordinance that would effect me building what I wanted. The houses around me are all my renters, so there are no problems with neighbors. However, they think the speeder roundhouse is pretty neat too! So far I haven't found anything I'd have done differently, but time will tell. We are in the ice business here, so we don't get to go on the good rides in the summer. This project gives me something to do with the hobby when I can't ride, and a place to chill out in the evenings after work.



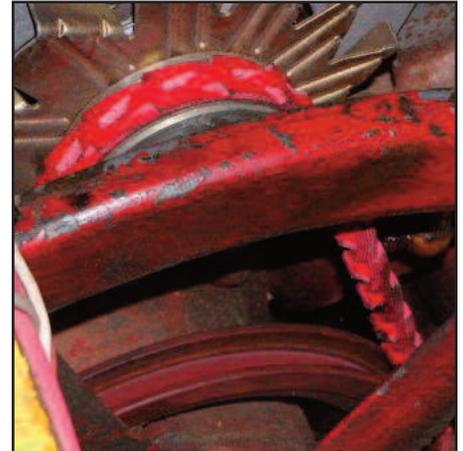
SPEEDER SHED

Lummi Island, WA - Dale and Wayne Chaudiere keep their father Herb's restored 1930's Sheffield handcar in this shed. In 2001 all the cast iron parts were sand blasted and painted. The frame was replaced with oak, and the deck with pine. The car is displayed with typical tools used by section gangs.

Photo by Wayne Chaudiere

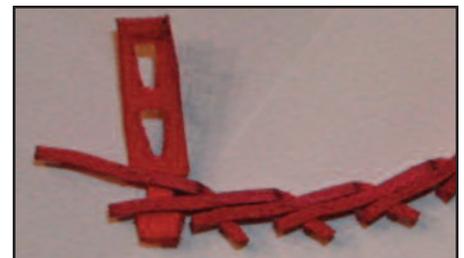
M19 ALTERNATOR BELT

BY STANLEY WILSON



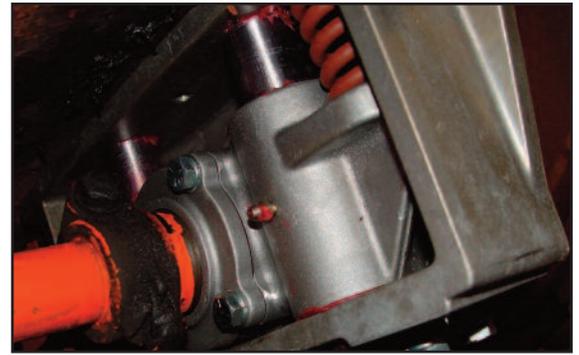
Photos by Stanley Wilson

For those of you that don't have a pop car - putting on a new alternator belt is an all day job, because the flywheel must be removed from the engine. You take a measurement, go to your local parts house, and get 2 or 3 belts and hope one will fit. Then you take the engine out of the car, pull the flywheel, and if everything goes well, you can put the engine back into the car the same day.



I decided on a different procedure using the Power Twist Plus V-Belt. Made up of links, the Power Twist belt is easily customized to any size by adding or subtracting sections. Each link is constructed of a composite material that, the manufacturer claims, will outlast conventional belts. The Power Twist Plus V-Belt has an operating temperature range of -40F to +240F, and is resistant to oil, grease, and water. The package says you can do everything by hand, but some people may find a pair of pliers helpful when pulling the tabs through the links. There are small arrows printed on the links to show the "forward" direction of rotation.

Using the Power Twist Plus V-Belt I completely skipped the job of pulling the engine out. Putting in the new belt only took about 45 minutes!



Photos by John Witt

Above: New MT-14 bearing/spring assembly unit with bearing from old casing cleaned and inserted. Above right: New assembly installed under the car with springs in place. Right: Rear axle center bearing housing allows up and down movement of the axle. This suspension raises the car by about two inches.

MT-14 SPRING SUSPENSION

AUSTRALIAN DESIGN INSTALLATION REPORT

BY JOHN WITT

Desiring a softer ride in my Canadian MT-14, I decided to install a spring suspension based on the Fairmont design found in Australian motorcars. I purchased the spring kit from Dean Mark at Fredericksburg Shops. The kit is manufactured by Allan Wilbur in Hartville, OH, and is quite nicely done. It consists of four wheel bearing/spring assemblies and a fifth bearing housing that replaces the center bearing on the rear axle.

The four wheel bearing assemblies are each made up of three nicely machined aluminum castings. The inner casting is the bearing housing with a four-bolt cover that retains the bearing. The outer casting contains the springs and two hefty guide tubes on which the inner housing slides up and down. The inner casting has pressed-in Oilite® bushings which slide on the guide tubes. All wear points have grease fittings installed. In addition, there is a steel bar that bolts across the bottom of the outer housing to absorb loads from the guide tubes.

I found the parts fit to be very good in particular the bores where the wheel bearings are installed fit the bearing races perfectly. The only clean-up done to the castings was to file off a minor bit of casting flash where the springs sit on the bearing housing. These make up into very

impressive and robust looking units. I did decrease the springs and dip-coated them with RustOleum primer.

I had a great deal of trepidation about getting the bearings out of the old housings, but in fact it turned out that warming them up with a propane torch allowed the bearings to fall out. This was the grubbiest part of the job. Those bearings had evidently gotten plenty of grease! The process was reversed to install the races in the new housings. Be careful not to overheat the housings, as that will cause the oil to migrate out of the Oilite® bushings. It isn't necessary to heat housings to a high temperature due to the very nice machined finish and precise fit of the bearing bores.

Included in the kit is a steel bar that has holes to guide the drilling of the speeder frame. The bar is bolted in place on the frame bottom using two of the previous bearing shell mounting holes. New holes are drilled using the bar as a guide. This worked well with one exception. The center hole couldn't be used because my axle bearing spacing was slightly narrower than the guide bar was set up for, so when the whole assembly --two spring assemblies and axle--was installed those holes didn't line up. I just left these two unused, since the center bolt seemed superfluous to me, given the number of bolts holding the

housing to the speeder frame.

You do have to buy the required mounting hardware, since it is not included in the kit. This amounted to about \$10 worth of screws and nuts. I used all nylon self-locking nuts. I personally think lock washers are inventions of the devil, you rarely find them on aircraft, and replace them whenever I have an assembly on my speeder apart. You will also need a 1-11/16 inch socket and a sturdy breaker bar to get the axle nuts loose, as well as a puller to get the hubs off the axles.

The last issue with the installation was the chain, which was now about three links too short, because of the new position of the rear axle. I ordered a foot of #40-2 chain and some extra master links from McMaster Carr for about \$18 including the shipping.

Most of the actual work in this installation was removing and cleaning up the original parts. The whole thing has gone pretty smoothly, and I'm looking forward to a cushy ride like all the M-19s. Feel free to e-mail me directly if you have questions about this modification at jwitt@the-mkt-edge.com. Thanks also to Kevin Novak for the many pictures of his installation in his MT-14, which allowed me to proceed with confidence.

MOTORCAR DERAILMENT

BY LEON SAPP

In the September 1998 issue of The SETOFF a photograph was published showing a fatal motorcar derailment that happened on the Southern Railway in Chesterfield County Virginia. Rocks had been placed on both rails at a location behind Huguenot High School.

The derailment pictured at right was not fatal. However, it was caused by similar vandalism. My old MKT Roadmaster and friend, James Hollimon, sent me this shot taken at Mangum, Oklahoma in May of 1970. The line is the old Northwestern District where I worked as Trainmaster during the wheat harvests each year. The track was really poor, 10 mph for 407 miles from Wichita Falls, TX to Keyes, OK. The Foreman, with his crew of three, was running faster than he should have been. They hit stacked rocks, tie plates, and spikes put in the points of the siding switch by vandals. Nobody was hurt. The car and flat stayed on the ground for a short distance before digging in and turning



sideways giving the guys a chance to grab onto something. Nobody was thrown off, but that had to be one abrupt stop.

The lesson here is look carefully at switch points not only for proper alignment, but also for debris of any kind.

RIDING WITH JOE

BY JIM MCKEEL

Joe Speeder was really enjoying the beautiful spring weather, with sunshine and cool temperatures, as he rolled along comfortably. This rail line, that he had not previously ridden, seemed to be in fairly good condition, although it was not used very often by the railroad company. This was grain country, where many lines are only used during the harvest. The excursion group came to a switch taking the speeders onto a connection track that curved to the right around a 90 degree curve to another line. The rail went from 85 lb rail to 70 lb rail on the fairly tight curve.

Joe slowed down through the switch, and then gave her some throttle as he headed into the curve to catch up with the car ahead. The next thing Joe knew, he was in the ditch on the outside of the curve. His speeder had spun counterclockwise as it derailed and headed for the ditch. His passenger ended up tossed against the windshield. Joe shook his head, checked to see if he was injured or not, checked on his passenger, and then slumped back in his seat wondering what had just happened. As other participants came running

to check on Joe and his passenger, he got out of his speeder and started looking around to figure out how this could have happened.

What Joe apparently hadn't noticed was the kink in the outside rail at the joint between two of the sections of 70 lb rail. That kink, not uncommon on lightly used lines with smaller rail, coupled with the additional force of his left front wheel against the outside rail due to his acceleration while transitioning the curve, had com-



At a non-NARCOA event, this 8 mph derailment was on a curve at a weld.

bined to ruin his day. Fortunately, Joe's passenger ended up with only a couple of bruises, and the speeder wasn't damaged. Joe ended up with a red face as the other excursion participants took in the scene. As soon as the Excursion Coordinator finished his investigation of the incident, the speeder was re-railed and the excursion continued. The rest of the trip was exceptional. However, one thing for sure: Joe took it easy on those tight curves for the rest of the day. What NARCOA rule did Joe Speeder violate?

Joe violated two important parts of rule #8 (SPEED) in Section II of the NARCOA Book of Rules, specifically those pertaining to going slowly around sharp curves, and operating at a speed that is reasonable and prudent due to existing track conditions. Joe should not have accelerated while going around that tight curve on the connection track. He should also have been paying more attention than usual to the rail, especially the light rail on a tight curve on a lightly used line. It is imperative to watch the rail at all times on an excursion, but it is doubly important to do so in the instance described in this scenario.

OPERATIONS- THE ENJOYMENT OF OPERATING ON THE RAILS

BY
PAT COLEMAN

We all regret the passing of Hank Brown several months ago. Hank functioned in many positions in NARCOA, he arranged for the hotel for Annual Meeting, was Sergeant at Arms for the meeting, and was Operations Chairman. He handled each role with a larger than life presence. I have taken over his Chairmanship of the Operations Committee, assisted by committee members Carl Anderson, Steve Rinker, John Gonder, Steve Taulbee and Tom Falicon.

Until the Annual Meeting last week, I took a wait and see attitude on direction and action of this committee, and its members probably wondered what they were going to do. One of my goals is to work with Tom Norman – Policy Manual, and Jim McKeel – Rule Book, to bring these documents and the Operations Manual into alignment with each other. You may have noticed the wording in these documents is not always in agreement.

If you are new to hobby or just have not taken time to read the Policy Manual and Operations Manual, I suggest you do so for the information is relevant to the excursions we enjoy so much.

Tom Falicon is taking over the duties of continuing education of the EC's. Tom works on an operating railroad and receives the continuing training and notification of changes in railroad operating procedures and conditions. We do not intend to make you professional railroaders, but we do intend to help you better understand the issues and realities of our hobby, so we may continue to look like professional hobbyists to our host railroads.

The Operations committee will be involved in certification of new Excursion Coordinators, as well as overseeing operational issues.

Are you aware that page 10 of the Operations Manual has a check list for operators of what they should consider bring to a run?

Operate safely,
C. Patrick (Pat) Coleman
Operations Chair

2009 INSURANCE RENEWAL BY TOM NORMAN, INSURANCE ADMINISTRATOR

Participation in NARCOA's Railroad Liability Insurance Program is required in order for a member to operate at a NARCOA insured excursion. For 2009, the liability policy year is 2/1/09 to 2/1/10. Insurance applications for 2009 liability coverage will be inserted in this issue of The Setoff. I'm happy to report the premium will drop to \$115. Please return applications early, so you will have your new insurance card by 2/1/09. Remember 2008 liability coverage will expire 1/31/09.

NARCOA Certificate of Examination Cards will expire on 1/31/09. These cards are numbered 4000 to 5999. All members will need to take the new rule book test before applying for insurance. New NARCOA Certificate of Examination Cards will be numbered 6000 and higher. A rule book test will be inserted in this issue of The Setoff. Take the test and send the completed test along with a stamped self addressed business size envelope to:

Al McCracken, 2916 Taper Ave., Santa Clara, CA 95951.

If you successfully answer 20 of the 25 questions, Al will mail you your new NARCOA Certificate of Examination Card.

Many NARCOA members participate in our second insurance program and buy insurance to provide physical damage coverage for their motorcars. The policy year is 3/31/09 through 3/31/10. This program is entirely optional, and it is up to the member to determine if it is appropriate for them. Since the current policy is good through 3/31/09, applications are not yet available. If interested, look for a future article in a later issue of The Setoff.

I would also like to welcome aboard Mike Ford to our team of Area Insurance Representatives. Mike will be replacing Hank Brown. Thanks Mike! Current NARCOA Area Insurance Representatives are listed on the insurance application forms.

LETTER FROM CAROL BROWN

To our NARCOA friends,

I would like to thank everyone for their phone calls, e-mails, and cards expressing their sympathy and love for Hank. I think you all know how very important the motorcar hobby and NARCOA were to Hank, and how fond he was of all of you.

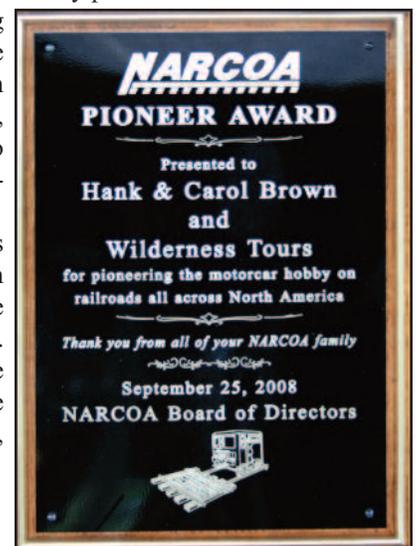
After Hank died it was sad to think that after almost 20 years of riding the rails beside him I might never attend another railcar excursion or see any of our motorcar friends again. So I jumped at the chance to attend the NARCOA board meeting in September so I could spend time with some of those friends.

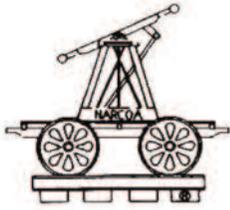
I knew there would be some sad moments without Hank, but thanks to the warmth with which I was welcomed, my time in Chicago was very happy. It was a wonderful surprise to receive the Pioneer Award presented to Hank & Carol Brown and Wilderness Tours. This plaque represents closure to some of the happiest and most rewarding years of our 47 years together. Hank would have been so very proud to receive it.

Thank you to everyone at the board meeting for your warm welcome, to NARCOA for the wonderful Pioneer Award, to the ladies with whom I spent two fun days exploring Chicago, and a special thanks to those who invited me to ride the rails with them in the future. Just knowing I have that option gives me comfort.

To all of Hank's and my NARCOA friends across the country, I hope you know how much you have all meant to Hank and to me. Over the years you became more like family than friends. If you are ever in the Madison area, please give me a call or stop by for a visit. I do hope to see you on the rails again some day. Until then, thanks for all the wonderful memories.

Fondly,
Carol



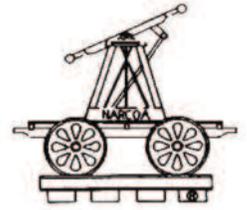


NARCOA EXCURSIONS

AS OF OCTOBER 14, 2008

Please submit all excursions and ads directly to
webmaster@narcoa.org

The SETOFF downloads directly from the website
for the most current information.



November 1 - 2, 2008 - GA Chattooga & Chickamauga RR Saturday: Central of Georgia Line. A portion of your trip will be through a part of the Chickamauga National Battlefield - Approximately 90 miles RT. Sunday: The TAG Line. Kensington to Chattanooga and return - Approximately 42 miles RT. You must be a member of NARCOA, have NARCOA Insurance, and have passed the Rules Test. NARCOA approved Hi-Rail Vehicles OK. All operators and passengers must wear a Safety Vest or Safety Shirt while on railroad property. A mobile VHF radio is strongly encouraged. The cost for both days is \$150.00. There is a limit of 35 motorcars for this fall color adventure on rails. Please make your check payable to: Atlanta Railcar Transportation LLC c/o Bobby Moreman - EC, 3520 Cold Springs Lane, Chamblee, Georgia 30341. No refunds after Oct. 1, 2008. moreman@mindspring.com More info at <http://salebranch.nfshost.com/motorcar/>

November 1, 2008 - PA Northern Central Railroad The annual Halloween excursion on the Northern Central Railroad in New Freedom, PA, will be held Saturday November 1, 2008. We will run the railroad twice that day for a round trip mileage of approximately 34 miles each trip. The set-on for the first trip will be 9AM in New Freedom, PA. Set-on for the second trip will be 3PM at the same location. The afternoon/evening excursion will include night running and a cookout in the tunnel. This is a NARCOA excursion. Price for one or both trips is \$25. Send: name, address, phone #, e-mail address, rulebook test #, insurance #, and \$25 payment to: NCRA, 54 Adams Road, New Freedom, PA 17349 Dean Grote is coordinator. Questions: 717-637-7647

November 1, 2008 TX Texas State Railroad. Gulf Motorcars has arranged a one day excursion of the Texas State Railroad for Saturday November 1, 2008. We will operate from Rusk Texas to Palestine and will be operating along with the Railroads passenger trains. The trip will cover 50 miles round trip. This will be a NARCOA insured trip and all NARCOA rules will apply. All cars will be inspected and you must have a copy of your current rule book, 2008 insurance card as well as your Operators Certificate. You will be required to wear hard sole shoes/work boots, no exceptions. No home built cars will be allowed. The cost for this trip will be \$100.00/car which covers the railroad's fee. The registration deadline is October 27, 2008. The event coordinators for this trip will be Kelly Rick (713-665-0032) and John von Briesen (713-689-4184) Email - mt19a2fm@verizon.net

November 1 - 2, 2008 - NH Annual Snowflake Run NERCA in conjunction with two great railroads, the New England Southern & Hobo Railroads for an exciting and beautiful late fall excursion in the White Mountains. Seton will be in Concord, NH and travel north arriving for our overnight stay in Lincoln. Event fee of \$325 includes excursion, overnight accommodations, continental breakfast and the famous Hart's Turkey Farm Turkey Dinner in our hotel, Roast Beef also available. Extra

dinners are \$20.00 per person in advance. Total mileage approximately 146 miles. This event is sponsored by NERCA. NARCOA insurance and all NARCOA rules apply. Safety vests required on all participants. Hy-Rails by prior permission only. Excursion Coordinators: Warren Riccitelli / Al Elliott Contact: Warren Riccitelli, 39 Jacksonia Dr

November 16, 2008 - NC Great Smoky Mountains RR This is our annual FALL OPEN HOUSE RUN where Tom hosts an open house with great food and plenty to see at his Bryson City shop/RR the day before the run, (November 15th). Set-on will be at the Nantahala Outdoor Center, North Carolina with a run westbound to Andrews where we'll turn and run eastbound all the way to Bryson City. Total round trip miles will be 68 miles. Cost is: \$85.00. For a sign-up form or more info, contact: E.C. Tom Falicon, 1227 Sawmill creek Rd., Bryson City, NC 28713, Ph: 828-488-8063 or email; Rail-dawg@gte.net



Photo by Jamie Haislip

Jerry Clearwater spins his restored M-19 on the Black River and Western RR at the turnaround point near Flemington, NJ.

November 1 - 2, 2008 - CA Santa Maria Valley Railroad Motorcar Operators West is pleased to sponsor a two day run over the Santa Maria Valley Railroad. Approximately 20 round-trip miles between Santa Maria and Guadalupe, CA. Several round trips will be made each day including an evening run on Saturday night. The trip fee of \$65.00 for one day or \$80.00 for two days includes all railroad costs and incidental MOW fees. The Annual General Meeting will be held at a restaurant lunch on Saturday and a Santa Maria Style Barbecue

will be available at lunch on Sunday. This is a NARCOA insured excursion and all NARCOA rules will apply. MOW membership is encouraged but not required. Excursion coordinator is Bill Schertle. For trip details go to the MOW website at mowonline.org or e-mail the coordinator at bschertle@juno.com

November 2, 2008 - GA Stewartstown Railroad/ Northern Central RR. Join us for the first ever NARCOA excursion on the Stewartstown Railroad. Set-on at the Franklin Street crossing in New Freedom, PA and run to the station in Stewartstown, PA and return. Approximate round trip mileage will be 14 miles. This will be a Northern Central Railcar Assoc. excursion. All NARCOA rules will be enforced. All cars will be inspected. There is a 20 car limit. Price for this excursion is \$20 per car. After expenses are met, the balance of the money will be donated to the "Friends of the Stewartstown Railroad". BONUS RIDE: After returning to New Freedom, you can set-off or join us on a trip up the Northern Central RR (34 mile RT). This Northern Central RR trip will be included in the price of Saturday's NCRR Halloween excursion for non-NCRA members and will be free for all current NCRA members. All others \$25. For information, contact Gary Shrey. Gshrey@aol.com Cell: 717-586-3101 Home: 717-227-9628 Send payment, name, address, phone #, e-mail address and insurance numbers to: NCRA, 54 Adams Road, New Freedom, PA 17349 Make checks payable to NCRA.

November 15 - 16, 2008 - OK Farmrail Railroad The Oklahoma Railway Museum is sponsoring a motorcar ride on Farmrail Railroad. Saturday will be from Clinton, OK south on the old Frisco Line to Snyder, OK and return. The Trip on Sunday will be on the former Rock Island Line from Clinton West to Elk City and return. Set on for Saturday will begin at 7:30 A.M. in Clinton, safety briefing at 8:20 A.M. and cars may remain on the track over night for Sunday's run at the Farmrail shops. Set on Sunday is 8:00 A.M. with Safety Briefing at 8:50 AM. This is a NARCOA insured event and NARCOA Rules apply. Cost for the run is \$70.00. Trip mileage on Saturday is approximately 127 miles, Sunday approximately 65 miles. Coordinator is Drake Rice (405)478-3225 or drake.rice@cox.net.

November 21 - 22, 2008 - GA St. Marys Railroad Southeastern Railcar Operators, Inc has scheduled the fall ride for Nov. 21 - 22. Set on Location at the St. Marys Railroad office /engine house. RV's and trailer parking available in the lot next to the engine house. Details are not final, but we may set on Friday afternoon with some track available for testing. Saturday travel to Kingston and return, approximately 24 mi. St. Marys may provide a caboose ride after the trip with their diesel and stored caboose. We are adding \$10 to the ride this fall to cover the expense for the diesel and caboose. If the caboose ride does not run, \$10 will be refunded to each operator. NARCOA Operating Rules and Regulations in effect. Current NARCOA Rules Examination and Insurance required. Cost \$50.00 per car. Please send checks to Jay Boggs, (Boggsrr@bellsouth.net) 3289 Country Oaks Lane, Orange Park, FL 32065. Telephone 904-215-2956. Excursion coordinators Jay Boggs, Paul Pleasant.

November 29, 2008 - CA Skunk Train Annual Turkey Run - from Willits, CA to Fort Bragg, CA and return on same day. Coordinator - C Patrick (Pat) Coleman - 1989 Robin Ridge Ct - Walnut Creek, CA 94597 - 925-979-1030 or patcoleman@astound.net. Set-on - Saturday morning November 29, 2006 - starting at 7:00 a.m. at Commercial Street Station just east of Hwy 101. Departure 9:00 a.m. Approximately 39 miles each way. Run Fee - \$150.00 - Check payable to SWRC please mail to Pat at above address. Special requirements - Mobile radio requested but not required - 25 car limit. All NARCOA members having current NARCOA liability insurance and Rule Book Certification are welcome. Membership in SWRC is not required.

December 5 - 7, and 12-14, 2008 - OR Oregon Pacific Railroad 3 day run on the Oregon Pacific Railroad on 5,6,7 December 2008 and again on December 12, 13, & 14 to give rides to the public in conjunction with SP4449 at the OHRF 2008 Holiday Express (www.ohrf.org). There will be no run fee for this event which will be based at Oaks Park in Portland Oregon. Depending on the number of A cars we will have space for 10 - 14 cars and experienced operators who wish to run one or more complete days. Cars must be fully NARCOA compliant however this is a NON-NARCOA event with insurance being provided by the railroad. For complete details of the event please contact:- Guy Howard, 94991 Toftdahl Lane Junction City, Oregon 97448 541-998-5280 gHoward@efn.org.

December 13, 2008 - PA North Shore Railroad ANNUAL TOYS FOR TOTS RIDE - Ride the 86 miles RT of the North Shore Railroad from Northumberland to Berwick and return. This is former Erie Lackawanna track. As part of the fee for this ride, please bring a new, unwrapped toy with you for either a boy or a girl. The Toys for Tots folks will be on hand to collect the toys. We hope to have good press coverage for this event. The public will be invited to bring a toy also and to see your motorcars. There will also be prizes for the best Christmas theme decorated motorcars. Proof of NARCOA insurance required, all NARCOA rules will be enforced. Registration fee - \$55.00. Note: All CPE rides are rain or shine. No cancellations due to weather. Hard soled shoes required, no sneakers or sandals. Children must be closely supervised at all times. Send check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: (570) 538-9050 or email firefighter5@jlink.net

December 31, 2008 & January 01, 2009 - NC Great Smoky Mountains RR "SUN or ICE Run" NARCOA insured run on the Great Smoky Mountains RR in Bryson City, North Carolina. Set-on will be in Bryson City, NC and total round trip miles for the two day event will be around 104 miles. Your sign-up fee also includes complimentary entrance for two to our now famous New Years Eve dinner extravaganza! Cost for this event is \$150.00. For a sign-up form and more info contact: EC, Tom Falicon, 1227 Sawmill Creek Rd., Bryson City, NC 28713, 828-488-8063, raildawg@gte.net

February 1, 2008 - January 31, 2009 - PA Northern Central Railroad The Northern Central Railcar Association is offering to NARCOA members, excursions on the Northern Central Railroad from New Freedom, PA to York, PA, on various dates between February 1, 2008 through January 31, 2009. Call Dean Grote - EC at 717-637-7647 for details.

First & Third weekends of each month - NC Red Springs & Northern Railroad Excursions Held On A Monthly or Bi-Monthly Basis 2008 season - Railcar Operators of the Carolinas (ROC) invites you to ride 12.5 miles on the Red Springs & Northern

Railroad in Red Springs, located near Fayetteville, NC and 17 miles west of Lumberton /US 95 on Hwy 211. NARCOA rules are in effect. Trips are mainly on Saturday starting in Red Springs and going north to Parkton, NC and return. Cost is \$20/day or ROC membership of \$50/year. Contact person: Carey Boney - EC, 1605 Powers Road, Wallace, NC 28466. Tel: 910.285.7489 or careyboney@embarqmail.com

2008 season - Continuous, as needed - NY Middletown & New Jersey Railway. The Volunteer Railroaders Association (VRA) invites you to ride the remaining 7 miles on the Middletown & New Jersey Railway between Johnson, NY and Middletown, NY. Trips are held on an as needed basis to maintain a presence on the line, for fun, and motorcar testing. The line is passable but overgrown and has been out of service several years. We must contact the railroad 2 business days in advance of any planned trip day. There is no fee, but a small donation would be greatly appreciated. This is a NARCOA insured excursion, and all NARCOA rules will apply. Contact person: Christopher Vitz - EC, VRA Headquarters 80 Royal Avenue, Hawthorne, NJ 07506 or via the Volunteer Railroaders Association email address; volunteerra@yahoo.com or call 973-238-0555.



Clare, MI - Sept. 19, 2008. The Great Lakes Central RR excursion passes the "V" shaped station that served the Ann Arbor RR and the C&O RR. This station has two bay windows - under the turret - enabling the agent to look both north/south and east/west.

WANTED

MT19 parts: fiberglass cab parts and engine parts. I'm missing the piece of fiberglass on the right side of the car (as you were sitting in the car facing forward) that goes just behind the side window, between the window and door. The piece goes all the way from the top of the side window to the bottom of the window. Does anyone have a cab that is messed up and this piece is in fair to good condition? Even poor condition is better than what I have, nothing. This could be the same as the 14's, but not sure. Also needing an air filter housing for an B48G Onan. I have the base, just need the top. BT1972@msn.com Brian Delaplaine

BMC2 Beaver car hydraulic tank. Do any of you out there have a hydraulic tank or other parts for a BMC2 Beaver car you want to sell? Please contact me with availability and price, so I can complete my car. Thanks. Craig W. Hartman, Kinnelon, NJ 07405 hartindinc@aol.com 973-838-4456 973-838-3630 fax

Info on ST2 Fairmont Car with belt driven transmission with chain drive rear axle. I need some pictures of parts and their location to help assemble my car. If you have a ST2 or know someone that does please contact me. William Thompson, 4062 Rockbluff Rd, Blakely, GA 39823 Phone: 229-723-8231 Fax: 229-723-2357 E-mail: cwthompson@alltel.net

Manual for a Fairmont twin cylinder water cooled engine. Herb Chapman Email me at hgchapman2@comcast.com

Old Motor car Ads. To illustrate an article, I would like to have copies of any old motor car ads for Adams, Beaver car, Buda, Casey Jones, Fairbanks-Morse, Light Inspection Car Works, Kalamazoo, Mudge, NorthWestern, Plasser, Portec, Railcar of Canada, Rockford, Sheffield, Sylvester, Tamper, Wickham, and Woodings. I would appreciate anything, will gladly credit the sender and am willing to reimburse postage. Leon Sapp leonsapp@wb4me.com 2405 East Renfro, Burlison, TX 76028

EXTRA CALENDARS:

Additional NARCOA 2009 Calendars are available for \$6.00 each (which includes the postage). The proceeds benefit NARCOA. Send checks payable to NARCOA to: GEK Printing, 8468 Haskell Hill Road, Wattsburg, PA 16442

FOR SALE

CPR A5 NARCOA ready Ex CPR car complete with all CPR service records. Removed from service in 2001. 4 cyl Isuzu diesel with 4 speed standard transmission. Runs superbly. Working lights, spot lights, brake lights, strobe. Like new wheels, New brake shoes. Running boards. More photos available on request. \$4500 Neg. Contact: Mike Gravel, 744 Pinewood RD, North Bay Phone: 705-475-9787 E-Mail: cantrak@hotmail.com

MT-14 Frame. Ex-CN. The frame is bare without axles, wheels, brakes, cab, lift handles, motor, transmission or any electrics. The sweeps, control levers and brake rod are there. It is in typical shape from being stored outdoors. The floor pans are rusted through but the rest of the steel is ok. Email or call for pictures or more information. Located in Everett, WA. Make an offer. Contact Giles Sydnor by email tracyandgiles@gmail.com or call (425) 829-7823.

M-19 with trailer. Ex CN #3700-83, older restoration, runs good, last run in 2004, garage kept, asking \$5,000 or best offer. I can e-mail other pictures, just ask. Contact Dennis Brubaker at (717) 665-9607 or dbjm@dejazzd.com.

CR-7 (M14) with highway trailer. This car was from the Canadian Pacific Railroad and believed to be in service at Castlegar, B.C. Canada. I bought it in 2002 it has been kept under wraps since that time. Runs very strong new alternator and new fenders/running boards. The floor pans have significant rust and are bent (no holes) from heavy RR use. I have new pans which are included. It is NARCOA ready and fun to operate. Custom built trailer by

DHM from Les King tilt bed trailer drawings. The trailer was upgraded with a longer frame (10' bed) for better tilt angle, larger and heavier tubing with 1/4" x 2 flat bar on top of the tube rails, a hand winch and 2' belt ratchet tie downs. The car is in Auburn, CA and photos upon request Asking \$3500 for both obo. Contact Malcolm Frost by email mfrost@aegispacific.com or call (530) 305-2145

MT-14, it is NARCOA ready, original Fairmont and Onan parts manual, completely disassembled, sand blasted, new plated or stainless hardware, three coats of Federal yellow, eight gal. tank with new sediment bowl and fuel line, wheels less than 500 miles on them, Les King turntable remote, new safety glass, brake shoes, linkage and pins. All new sprockets in 2005, overhauled Onan CCKB, rebuilt oil pump and carburetor, new clutch disc and throw out bearing, Motorola Maxtrac radio programmed, 4 station intercom, 2 noise cancelling headsets, VOX or P.T.T switches, 4 Northern Tool seats, adjustable speed wipers, Hella headlight and Les King ditch lights, new canvas early 2006, 100% new wiring and rebuilt starter and alt., Wolo Silver Streak dual air horns with an instant on compressor, chrome plated W.L.Jenkins bell. The car performs well and is extremely reliable. More details on request. \$16,000 Lee Harris 815-455-9064 or email- w9vtc@aol.com

M19B, S/N 57588 EX NW 6152. ROC engine. No coil. All original as from RR. Lift bars, front tool boxes, all glass good. No dents except back fenders. Sweeps, small side bell (not original), wiper motors, arms and blades, gas tank. Plywood seat and engine cover. Original manual with reproduction engine service instructions. Last ran several years ago, always garaged. Added tow hitches, stop light and small wiring repairs. Will deliver up to 100 miles from Cookeville TN. \$3000. Donald Schneider - Email: railcar@rocketmail.com Large pictures can be viewed at: <http://s379.photobucket.com/albums/oo238/mdneyman/railcar/>

Old motor cars, hand car for sale, ROC engine: Mudge, approx. 1917, ex United Fruit, engine turns, good compression, direct drive, all wood with outrigger/tool tray, needs total restoration, \$2500. Early '50s Northwestern, ex Army car, from Oakland, CA, still in Army green paint (poor condition) with tags, runs great, needs crank seals on Briggs engine, all original, about the size of an M-9, uses M-9 size wheels, \$4000. Mid '30's Kalamazoo, all wood including wheels, ex Western Union, has property tag, crossbar holder for telegraph jobs, complete with cross bar, all original, runs, \$4500. Fairmont MM-19, sliding base, magneto engine, torpedo proof wheels, original, needs restoration, engine turns, \$3000. Sheffield hand car from Hudson Bay Railroad, new wood, about 90% original metal parts including 4 large matching wheels, with one spare, foot gong, \$8500. Complete ROC engine, rr rebuild, never run, complete with 6v generator, no carb. \$900, with carb core \$1000. Steel rail: about 20 lb rail, in 15 ft sticks, one switch, 2" high, 2" wide at base, 1" wide at top, about 1000 feet of rail, \$1500. All located halfway between LA and SF in CA. Contact Ron Zammit, rzammit@gmail.com, 805-489-5724.

1984 A4 motorcar has 4 Cyl Ford engine, new floor boards, wheels, brakes, also has been repainted and looks new, Has new turntable, needs front windows. One of the last Canadian cars used by Canadian Pacific. The car is still stored in a speeder shed on Canadian Pacific property! So you would be the first private owner to own it. Have all paperwork with car, and selling it on their behalf. E-mail for photos. Steven Rigby Phone: 1-250-367-7348 \$3500. OBO E-Mail Blhedges@telus.net or kvrsspeeder@yahoo.ca

Original MT-14 Tomah cab needs restoration. Milwaukee Road Tomah Shops built cab, not a replica, new aluminum peaked roof including gutters. Left panel on front end needs replacing. Diamond plate steel running boards require straightening and body panel have 1/4" holes where some one apparently covered window openings with plywood. Hinges on doors need replacement. I have not started engine. With car is new 10 gal SS gas tank and new A car brake shoes and liners. Price is \$3,250.00 firm, as is where is. Free delivery within 50 miles. Pat Coleman, 1989 Robin Ridge Ct - Walnut Creek, CA 94597, Phone: 925-979-1030, Fax: 925-979-1609 E-Mail: patcoleman@astound.net

THERE IS A RIGHT WAY AND A WRONG WAY TO DO EVERY TASK. THE WRONG WAY IS NOT WORTH TRYING.

Parts 3 A-3 reversing rear axles 2/w hubs,bearings,collars \$1000.00 to \$1500.00 each. 2 ICK engines w/transmissions, fly wheels, clutch et/al 1000.00 to \$2000.00 each. These engines are "NOT" froze up nor are the transmissions. The trans. are 4 speed. As a package this would be \$5000.00 to \$8500. \$2000.00 as is where is. Ask questions. Harold L. Moore gmoitc@warppnet.net

MT14 #41 1831. Good CCKB, Working hydraulic Turntable with Manual lock and handpump. Needs fuel tank. More photos on request. \$2200US. Delivery could be arranged for added cost. Located in North Bay, Ontario. Contact: Mike Gravel cantrak@hotmail.com 705-475-9787

1993 Dodge Dakota Hy-Rail.V8, Auto/OD, 4X4, LE Extended Cab, Power Everything, PS, PB, PW, PM, PL, Tilt, Cruse, CD, Topper, 111000 miles, Fairmont HR1000 HY-Rail W/Rubber wheels, good condition. RTR \$5000. Also Fairmont ROC rebuilt engine \$900. Stan Conyer stanconyer@hotmail.com 812-322-1949 Columbus IN

MT19 front without glass. Front is used but in good condition and includes the "grab" bars. The front is priced at \$500.00. Will not charge for crate to ship in. Also have two MT19 used floor panels that I will include no charge. Email me with any questions. Kevin Sprayberry csxt5555@yahoo.com.

Liquidating the fleet. All in need of different degrees of restoration, I will consider any offers. MT-19 w/ Onan engine (good compression), no cab, runs, \$1500. NC&StL A3 w/ waukesha 4 cylinder, cab, \$1500. N&W M-19 partially restored, full cab, \$1500. SCL M-19 no cab (2), \$1500 each. ST-2 car disassembled, \$800. S-2 car disassembled, \$800. Maine Central M-19 nearly fully restored, cab, \$2000. Honda 50 rail bike, \$1000. SCL M5 caboose, fully restored inside and out, \$25,000. Don't hesitate to email me with any questions. Contact: Wes Coscia, 17648 Pine Knoll Dr. Dade City, FL. 33523 Phone: 813-927-5021 Fax:352-518-8092 E-Mail: rwcoscia@gmail.com

M19-H EX FRISCO Strong Engine, good wheels, 12 volt with original alternator, new curtains. Has original wiper motor and arms. NARCOA ready. Parts Car in rough condition. Spare coil. Comes with home made trailer. \$2500 obo for all. Call Joe Murphey at 417.483.2235

MT19 Speeder for sale with trailer, Car runs great has first aid kit, fire extinguisher, roof becon, head lights, brake light, Fairmont turntable and a spare brand new clutch. Asking \$5,000 US. The car is located in Washington State. Contact Ryan Handel slwhistler2004@yahoo.com

Push Cart Heavy Duty Steel frame, with wood decking. Makes it light weight to be pulled with smaller cars. It can haul a bundle of ties with ease. \$750 obo. Ron Tessier 253-732-8424 rontessier@centurytel.net

CR7 This car was completely rebuilt in 2005 including the engine. Lots of pictures of the rebuild process available upon request. 1975 Canadian car ROC engine, upgraded solid state ignition. I routinely carry 4 passengers and can achieve speeds up to 34 MPH. NARCOA ready and comes with a radio antenna. Asking \$4000 or offers (have nearly \$4500 invested excluding labor). Feel free to contact me for more information or pictures. Dave Voeltz, Pierre, SD 605-224-2964 dvoeltz@pie.midco.net

M19 Motorcar Package. Original NYC, No. 1100, Big Four car previously owned by Doug Leffler. Has Fairmont manual and original railroad invoice. Car has an ROB engine but will also include a ROC as well. Also includes various spare parts including rear pulley and two new Pontiac buzz-box coils. There are two new seats—never out of the box and all parts for air compressor, attachment for horns, including tank. Trailer with custom steel rails and hand winch for easy loading and unloading. Haven't run car for about 5 years, but rebuilt the C5 carb when first purchased. Will even throw in a foot-tall stack of Set-Off issues as well. I'm told package is probably worth about \$7,000, but I'm open to offers. Call Troy Strane at (517) 617-1908 or e-mail me at troy@troystrane.com.

M19, Ex frisco car. Car originally had a ROC, i put in an RKB twin. MSD ignition, new boat seats, new glass, inspection window on operators front, new brakes, very good wheels. All new wiring, with almost all wire ends soldered and heat shrinked, new battery, battery disconnect. needs is curtains, horn wired in and one lift handle ends are broken, some painting if you

wanted, and new wood blocks on the back of the floor. \$4000. Email for pictures. BTD1972@msn.com

5 NOS Fairmont/Pontiac Coils F7996 Three are the 12V version - have 12V stamped in the wood. Also the date March 1993 is printed under the back. Never used and stored inside the whole time so they are in perfect condition. Two are the 6V coils that are still sealed in Fairmont cardboard boxes. \$150 each + shipping. Contact Jeremy Winkworth at jeremy1@winkworth.us or 269-388-5058

Used Commercial Mobile Radio. Vertex FTL-2011 VHF (148-174 MHZ). 12 Channel Digital Display. Scan function. Comes with a new Vertex Microphone, and new heavy-duty power cord. Programmed for the NARCOA frequency. \$100 plus shipping. Sorry-No mounting bracket! Contact: Steve Treibel (505) 281-3646, radiomanst2@yahoo.com.

A-6/8 turntable and Oil tank, no pump or hoses. Located near Eugene, OR \$1,500. Can deliver to Colorado NG Tour. Use subject Turntable, we are gone a lot, be patient I will answer legitimate E mail Spicerjnp@aol.com. Jim Spicer

MT-19 CN fiberglass cab with doors, fresh paint cab-off restoration 2 yrs ago. new double roller chain, wheels are within spec, electric fuel pump,etc, onan runs well, new Les King seats, just needs battery, Narcoa compliant. \$4900 Eric Keough Marquette, MI (906) 360-9960

MT-19 Onan CCKB, Turntable, Hunter Heater, Seats raised 1 1/2" for more leg room, Seat Belts, NARCOA ready. A nice running car ready to go. \$6,500 Any questions call Gary Greenwood, Leslie, MI 517 589-8155

1938 Northwestern 566-W Railroad Motorcar. (PA) Ford Industrial transmission with 3 forward and one reverse gear ,Ford Industrial, digital instruments and electrical distribution system. AM/FM High power 25 watt x 4 channel Cassette Radio system with 4 6x9 boxed speakers. Interior has lights, heat, dual fire extinguishers, and coffee maker, front and rear class II receiver hitches, windshield wipers and tail and brake lights and headlight. Super heavy duty 2 wheel chain drive system. 4 wheel brake system. Hand clutch, dual crank turntable, 10 Gal. gas tank and 5 Gal. reserve, Electric fuel pump and Analog instruments that include Oil pressure, Amp and Water Temp gauges. Car is NARCOA ready and the only one known to still exist. Car will hold driver and 4 passengers. Has heavy duty cargo rack on the back, complete. Two axle trailer that tilts hydraulically goes with the car. Car is good to go but is a 1938 and is sold as, where is with no warrantee whatsoever. I have had this car on several trips in 7 or 8 states. My price is 12,500.00 or best offer Thanks for looking. My email is evetsk77@yahoo.com and phone is 570-916-5203 Steve Kepner

MT-14-L track car. (PA) It hasn't been out for several years and my interests lie else where. Asking \$5500 for the car and trailer. It ran good last time out. It will need a new battery and some clean-up. There are extra bits that go with it.Can be seen in Elizabethtown. Paul J Wilcox (717) 367-1602 1713 Ridge Rd, Elizabethtown, PA 17022

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SUPPLIERS

If you are a supplier of motorcar parts or services, and wish to be included here, please contact setoff@ix.netcom.com. No endorsement is made of the products, services, or vendors. All listings are for members' consideration only, and are at the discretion of the Editor.

Atlantic Rail Cars / Warren Riccitelli, warren.riccitelli@verizon.net 39 Jackson Drive, North Providence, RI 02911 phone: (401) 232-0992 Fax: (401) 231-7073. Brake Shoes, brake liners, and brake parts for most cars.

Carey Boney, careyboney@embarqmail.com or 1605 Powers Road, Wallace, N C 28466 phone (910) 285-7489. Engine & Carburetor gaskets - RKB Twin engine set.

Brown Railroad Equipment / Dan Brown, www.brownrr.com. 4 Amer-sham Court, Glen Carbon, IL 62034. (618) 797-5484. The entire remaining Fairmont factory inventory of motorcar parts was bought by Brown when Fairmont stopped making speeders in the early 1990's. Web site has NOS inventory look up by part number. Over 200 cars for sale.

Railroad Motor Car Resource Library / Doug Cummins, rrstuff@hawaiihost.us 1146 W. 27th St. Independence, MO 64052-3222. Library of rail

motorcar manuals, performance sheets, parts lists, maintenance instructions.

Fredericksburg Shops, fredshops@earthlink.net or leskingmotorcars.com or 209 Creamery Rd., Fredericksburg, Ohio 44627, phone: 330-465-0713 2PM-6PM EST. Newly manufactured motor car parts and accessories. Many original producers identified, and their parts are again for sale. Shop also does car repair. Formerly Les King & Company.

Doug Heilmuller, www.dhrc.clco.us P.O. Box 111, 153 Bobbin Mill Rd, Lunenburg, VT 05906, phone 802-892-6144. Former ONAN dealer has many Fairmont and ONAN parts. Complete engine & transmission rebuilding. For a detailed list of parts available, see website.

Newman Machinery, OUT OF BUSINESS. Dudley Newman writes that he still has a few parts left that he is selling on railspeeders.com, but otherwise he's out of business. Please, only call him in response to one of those ads.

Tom Phair tom@phairst.net phone (925) 820-4159. Complete line of the David Clark Company Intercom systems and railroad type Motorola Radios; new double chain sprocket kits, large inventory of NOS Fairmont parts. Some motorcars for sale.

Motorcar Shipment by Truck, Charlie Lix, Reno, NV. (775) 742-7366. Costs depend on being able to combine several speeders, or speeders with other general freight.

NARCOA COMPANY STORE



Wheel Inspection Tools - The clear plastic wheel profile is necessary to determine if the wheel is flat, thin in the flange area, or has wear between the flange and the flat section of the tread. Use the wheel profile as your first step in diagnosing "hunting" on the rails. Use two of the clear plastic wheel profiles to determine track gauge. The stainless steel caliper is necessary to determine if you have the required 1/8" minimum wheel thickness. One plastic wheel profile is \$11 including s/h. Two plastic profiles are \$17 including s/h. Stainless steel wheel calipers with laser printing (they'll outlast your grandson!) are \$30 each including s/h. One plastic profile and one stainless steel wheel caliper go for \$35 including s/h. Two plastic profiles and one stainless steel wheel caliper are the best combination for \$40 including s/h. The calipers have a bold mark at the 1/8" minimum. Make your check payable to NARCOA, and mail to Warren Riccitelli, 39 Jackson Drive, North Providence, RI 02911 E-mail questions to: warren.riccitelli@verizon.net

Please note: each item is shipped from the person in charge of that particular product. Profits from Company Store sales go to NARCOA.

Number Plate

Car Class Plate

Instruction Plate

Membership Plate

Engine Plate

Timer Plate

Patent Plate

Reproduction Fairmont Data Plates - These plates fit on the engine cover. They are correct for late 1930's to late 1960's cars. M9 M14 M19 S2 ST2 A3 A5 59C - maybe others. \$6.00 per plate except Membership plate which is \$3.00. Include SSAE with one stamp for each plate (Three Plates per envelope maximum) to: Richard C. Ray, 5 Hemlock Place, Randolph, NJ 07869 All Profits go to NARCOA - Make checks out to NARCOA. ray_r@rocketmail.com



NARCOA Lanterns - NARCOA has received another order of Trainman's lanterns produced by Star Headlight and Lantern. They are model 292 featuring a bright halogen lamp along with a conventional bulb. A standard 6 volt lantern battery is required (not included). The body is orange plastic with the NARCOA name, motorcar logo, and "Safety First" imprinted. The lamps are effective for night signaling, and make great presentation items for our railroad hosts. Cost is \$29.00 each plus \$5.00 shipping for the first lantern and \$1.50 s/h for each additional lantern per order. Shipping is free on case lot orders of 12 lanterns. Make your check payable to NARCOA, and mail to Dave Verzi, NARCOA Lantern, 3922 Rocky River Dr. Cleveland, OH. 44111 phone 216.941.5273, WM340@aol.com



FIRST IOWA DIVISION

A CLUB AFFILIATE
IN IOWA

BY CARL SCHNEIDER

The First Iowa Division (FID), a club affiliate, was formed in 1990 as part of NARCOA Area 7. Most FID rides are in Iowa and Missouri, but excursions have been done in Nebraska, Minnesota, Wisconsin, both Dakotas, and package tours as far away as Colorado, Idaho, Washington, and Oregon. We usually have 14 or more trips scheduled during the year giving members plenty of opportunities to ride their motor cars.

The FID has hosted events on over 30 different railroads over the years including the Boone & Scenic Valley, Minnesota Southern, Dakota Southern, Red River Valley & Western, Ozark Valley, Appanoose County, COLT (Columbia Terminal), Ft. Leonard Wood Army Base,



Photos by Carl Schneider
Barbecue at the ex-Wabash depot in Moravia, IA.

Nebraska Central, Fremont & Elkhorn Valley, Iowa Interstate, Iowa Northern, Iowa River, Nebkota Railway, Nebraska Northeastern, Nebraska Central, Dakota Southern, Sisseton & Milbank, and Burlington Northern.

While many of these lines travel through Midwest corn and bean fields, there are also many very scenic sights to enjoy such as high bridges and runs along rivers and through the woods. The Midwest isn't as flat as outsiders might think, and the scenery varies greatly! To enhance the rides, FID sometimes includes night runs and special meals such as barbecues and potlucks. We took a special tour through the locomotive rebuilding shops of RELCO at Albia, IA on one of our rides.

Most recently in 2008, First Iowa Division did tours in Colorado, Idaho, Washington, and Oregon, with over 1200 track miles for the trip. These excursions were on lines familiar to western members in-

cluding the San Luis & Rio Grande, San Luis Central, Denver & Rio Grande Scenic, Leadville & Southern, Bountiful Grain & Craig Mountain (ex-Camas Prairie), St. Maries River, Pend Oreille, Wallowa, and the Washington & Idaho.

All FID excursions are NARCOA-insured and use the NARCOA rule book. Hy-rails and A-cars are welcome on rides unless a particular railroad requests differently. The First Iowa Division has no membership dues, which means that if you ride on an FID excursion, you're automatically considered a member. Over 100 member's photos are on our website. Just click a name to see if you recognize that person.

Check our website www.firstiowadivision.com for last minute excursion announcements, and come ride the First Iowa Division!



Set-on at the Appanoose County Railroad in Centerville, IA.



Mike McClurg's M-19 in the lead on the Boone & Scenic Valley Railroad in Boone, IA.