

# THE SET OFF



THE OFFICIAL PUBLICATION OF NARCOA  
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION

MARCH/APRIL 2009

VOLUME 23 - No. 2

**LES KING TURNTABLE  
SOLUTIONS**

**GROWING TREND: HY-RAILS**

**HISTORY OF  
THE MOTORCAR**

**FLANGE-BEARING FROG**

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:** Ohio Valley Railcars run on the Great Miami & Scioto Railroad October 18, 2008. Photo by Phil Samuelli.

# PRESIDENT'S MESSAGE

MARK SPRINGER

I have several items to discuss in this issue of The SETOFF. First, insurance renewals and dues renewals appear to be coming in on target with previous years. I have been concerned how the current economic situation could affect our hobby for this year. That said, if you haven't yet renewed your insurance, remember that you need to renew both your operator's certificate and your insurance for this year. Please don't wait until the last minute, as everyone involved in the process is a volunteer, and it will take several weeks to get, take, and grade your test and then obtain your insurance.

Secondly, there are two technical articles related to Les King electric turntables in this issue of The SETOFF. These articles touch on some potential wear issues that have the potential to allow an electric turntable to fail. The first article details the problem. The other article describes two

fixes (based on actual failures) to make the turntables safer. Any of you who have electric turntables should review these articles carefully. I also strongly recommend that each of you make a full inspection of your turntable equipment before operating your motorcar this year

Lastly, I am sad to report the resignation of our esteemed SETOFF Editor, Wayne Parsons. Wayne has given his all to The SETOFF and NARCOA since he took over as editor a little over a year ago. Wayne has been a completely reliable volunteer. I always knew his job would be done on time. He also always put out a stunning product. By the time you read this we will have already begun the search for a new editor. Fortunately, Wayne will continue for a short time as editor to allow an orderly transition. Please contact me or Bernie Leadon if you should have an interest in taking over this position.

## FROM THE EDITOR

WAYNE PARSONS

Sometimes on the best rail, on the best days, in the best motorcar, something unforeseen happens. Such is the case with The SETOFF. In any job you love and take pride in there are always more things that can be done to improve your product. That pride, combined with my perfectionist streak, has put my personal life out of balance as I have given more and more time over to producing and perfecting The SETOFF. That is why I have decided to

leave the editor job - so I can spend more time with my family and more time actually out riding the rails.

Many of you have expressed how much you like the "new" SETOFF. Thank you. Your reaction might be something like "you just got started!" Well, yes it was 14 months ago when I first opened the QUARK software package to begin work on my first issue. I have done one year -

*Please see top of next page*

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six editions - a long time. In the editor job much effort is spent e-mailing, researching, verifying facts, choosing which photos (among the many available) to print, and communication including sending proofs out to contributors for comments. For me, it's time for someone with better time management abilities to take over.

My thanks go to everyone who has sent in photos and articles. Special thanks to Leon Sapp for editing the announcements, to Deby Springer for proofreading, to Jan Taylor for her advice, and to Jamie Haislip for sending in so many reports. Finally, thanks to our printer Greg Kightlinger for his photo correction work. I will stay on for one more complete edition, and then be available for some layout and paste-up work to help the new editor.

Would you like to be the next SETOFF Editor? Don't say *no* too quickly. The last year has been very rewarding for me! I attended the annual meeting where I met the board of directors and learned how NARCOA works. Editing the trip reports has introduced me to ECs and members and railroads all over the country. I flew east to do a very special ride on the Knox & Kane in Pennsylvania. The technical articles have taught me about motorcar models that I've never owned. I've learned desktop publishing and gotten much better with computers in general.

The most important quality in the new editor is enthusiasm. After that the qualifications are available time, a high speed internet connection, a limited knowledge of Photoshop, and a good computer with a CD drive for output. The layout program (QUARK) can be learned in one publication cycle. There are extensive templates and graphic elements already prepared.

As I said, being The SETOFF Editor has been very rewarding for me. Thank you for your support over the last year. I'm off to the speeder shed to work on a M19 restoration project. See you on the rails!

### TAKE THE TEST

A rule book test is required before renewing your insurance. To request a test, send a stamped self addressed business size envelope to: Al McCracken, 2916 Taper Avenue, Santa Clara, CA 95051. Return the test to Al. If you successfully answer 20 of the 25 questions, he will mail you your new NARCOA Certificate of Examination Card.

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## **AREA THREE IN, LOWER MI, OH DAVE VERZI**

As we begin the 2009 season, it seems that we will not have some members operating with us this season. As the center of US manufacturing in our three state region, we are reeling from the recession, and the layoffs that we routinely experience here are more severe than ever. Collectively, I'd ask that we keep in touch with effected members in hopes that in the future we will again welcome them back to operating with us on the rails. With that said, our insured numbers are sill fairing well and registrations for runs listed seem to be going well. Mike Ford has reported that the Indiana Northeastern run he is coordinating is nearly full, as of this writing.

Looking toward future excursions, members should know that there are few railroads that we are not in contact with. While we have supporters on several railroads that we do not operate on, our efforts often need to clear several managerial levels to permit an excursion. Worthy of a mention this month for their efforts (yet to be fully realized) are members Phil Linne and Jaime Samuell who continue to relentlessly pursue new and renewed opportunities for motorcar excursion in our area.

The OVR web site is again up and running, though still a work in progress. The new web address is:  
[www.ohiovalleyrailcars.com](http://www.ohiovalleyrailcars.com).

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

If you're like me, you're glad winter is almost behind us and it's time to get back out on the rails and soak up some sun! With the economy the way it is, we have to wisely pick the 2009 excursions we plan to attend. There may be a few more new runs in our area for 2009. This may put some excursions closer to home for some of you.

It's NARCOA Area Rep. election time and again I ask for your support. I always try to do my best to represent all of you. Don't forget, I work for you; my job is to convey your thoughts and ideas to the NARCOA Board. When an issue arises, I like to combine all of our ideas so that we can send a sensible but strong message to

the Board about any item that we feel is important. Let's all cast a vote in this election and make Area Four the area with highest "votes per member ratio" in this 2009 election. Thanks for letting me be your rep., I'm proud to represent such a great bunch!

That's it for my spring report; we'll talk again in early summer,  
Tom Falicon

## **AREA FIVE MS, AL, GA, FL BOBBY MOREMAN**

### **"NARCOA IS PEOPLE"**

As a NARCOA group we enjoy untold adventures on railroads throughout Canada, Mexico, and the United States. I think back to 20 years of spectacular scenery, memorable meals, war stories, some very long days, early departures, break downs, and many, many other adventures.

When I get the chance to talk about excursions to our new operators and to our veteran operators, one subject keeps coming back again and again. 'People' are what NARCOA is all about. All the stories and adventures, and even a few mishaps involve NARCOA people. I have been an Excursion Coordinator since The Motorcar Club of America, before NARCOA, and I would like to share one aspect of "NARCOA is People".

Brenda and I often take a little gift to the Excursion Coordinator. Nothing expensive, but a little reminder of Georgia. It's usually Videlia Onions, that Georgia is famous for. On the pleasant other hand, we often receive small gifts from some of the people that attend our excursions. I am reminded of Bread from Arkansas, Cookies from North Carolina, Potatoes from Maine, Tomatoes from Florida, Peaches from South Carolina, Cherries from Michigan, even a frozen snow ball from Indiana, and a lot of other gifts. Even Sophie sometimes gets a little gift now and again.

This year Brenda and I received the most memorable gift of all. Here is the short version of the story. A few years ago, on my Heart of Georgia Railroad excursion, we had stopped for lunch in Plains, Ga. (boyhood and current home of former President Jimmy Carter). One of the operators from up north asked where he could find some peanut seeds? Having no

clue what kind of tree or whatever, peanuts come from I did not have an informative answer.

This year just before Christmas, Brenda and I received a package in the mail. It contained some photographs, a letter, and a small metal round box. The note with the photos showed peanuts growing in the ground, another photo showed the peanuts in a driveway drying in the sun, and the metal round box contained homemade peanut brittle. Now I don't know much about growing things, but I do know that peanuts need warm soil like south Georgia. Peanuts do not have the word, snow in their vocabulary. The note further explained that he and his wife, did find some seeds in Plains, GA, and they took them home to Indiana and grew them in his garden. She made homemade peanut brittle from the Indiana peanuts and we benefitted from the best peanut brittle I have ever tasted. Many of you have by now guessed that the peanut brittle from Indiana came from Gloria and Jim Dragstrem. It just goes to re-state that "NARCOA is People". Wonderful people. Gloria and Jim, thanks for being our friends.

Bobby Moreman, Vice-President

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

### **PREVENTION**

We are in that transition time of year in this part of the country where winter and spring alternately tug and pull on the thermostat and our emotions. It's also that time of year when we need to run through our checklist of motorcar preventative maintenance and take care of the issues we noticed last fall but never got around to before winter. Prepare your list. Check it twice. Order the parts. Heed the advice. Pay particular attention to the articles (pages 10-12) on remedying potential problems with the Les King turntable drive coupler nut.

### **SAD NEWS**

Long time NARCOA member, Roger Sandhoff of Lakeville, Minnesota died on December 28, 2008 from a cancerous brain tumor. His widow, Debbie, expressed her thanks for the kind words and sympathies shared by Roger's many devoted friends at the time of his passing. May he rest in peace.

### **ANNUAL MEETING**

Dave Otte, President of the North

Central Railcars affiliate shared news that the annual meeting of NCR will be held on Saturday morning, March 14 at 11:00 a.m. at the Pizza Hut (7440 Mineral Point Road) Madison, Wisconsin.

#### LOOKING AHEAD

The NARCOA website as well as many local affiliates (First Iowa Division, Great Lakes Railcars, North Center Railcars, etc) are now beginning to advertise 2009 excursions that will take place in Area 6. We salute the behind-the-scenes efforts of Excursion Coordinators and other club members who work hard to plan and safely operate these events.

#### SAFETY FIRST

As your representative, I cannot emphasize enough the importance that every 2009 NARCOA sanctioned event in Area 6 begin with a thorough daily safety meeting (job briefing) for all operators and guests. In addition, I wish all of you safe travels to and from the excursions you attend, with a goal of zero incidents and accidents in 2009. As members, the collective success of our safety efforts (in the eyes of our host railroads and insurance carrier) rests in our individual cooperation. Be alert...be prepared...be safe!

### AREA SEVEN ND, SD, NE, IA CARL SCHNEIDER

The winter months are very slow for Area 7 as the snow continues to fall and the temperatures drop below zero. Still, there are motor car projects to work on in preparation for the 2009 ride season. Our Excursion Coordinators are busy setting up rides on the railroads that allow us on their tracks every year, while also trying to secure new tracks for us to enjoy. The job of Excursion Coordinator is tough and one we appreciate very much. Without them, we would be sitting at home watching the grass grow instead of enjoying this wonderful hobby.

Even though Area 7 has only one affiliate, the First Iowa Division, there are two Excursion Coordinators working together to plan a successful schedule that will benefit everyone. There may be more than one First Iowa Division excursion going on at the same time, but the rides are hundreds of miles apart which will allow members to choose which ride would be the most beneficial to them without having to drive so far. With gas prices lower now,

but unpredictable for this summer, this approach will hopefully work well for all and give everyone a chance to run their motor cars several times throughout the year.

Watch the First Iowa Division excursion listings and come join us for the fun!

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

There has been some concern about a potential failure with Les King turntables. Jim Morefield has done extensive research on this problem. All operators with King turntables need to read his article in this Setoff. We are trying to head off a potential serious incident with King turntables. If we can eliminate any incident before it happens we can avoid legislation of mandatory safety locks. Jim has also designed a lock up system. You can read about it at the NARCOA web under info for members, technical articles, scroll down until you find it. I would suggest anyone installing a new Les King turntable, or having one out for service, give serious thought to installing a positive lock.

With spring on the horizon it is time to check on the motorcar you have not looked at since you put it away for winter. Now is the time to give your car a complete spring check up. Check your battery; if it has become completely discharged (dead), it probably will not hold a full charge and is about due for replacement. Don't become disabled on your first trip. Make sure you have fresh fuel. If you left fuel in your tank without extender it is probably bad. I have seen a motor with bad fuel start and run for a few minutes then seize up, not just quit, seize. Old fuel becomes like varnish in your tank. It's time to tune the engine and get rid of the old skunky gas.

Now is also a good time to check your trailer. Check the whole trailer, not just tire pressure. Check lights and connections to tow vehicle. If you have not serviced your wheel bearings and brakes it is a lot easier to do that now than it is along side the freeway.

We have a lot of exciting events in the NW this year, check the calendar early and often. In the NW we welcome NARCOA members from all over the world. Hope to see all of you on the rails this summer.

Jim

## DEAD RIGHT DIRECTOR AT LARGE MARGARET HOPE



When my husband's middle son graduated as a pilot in the Canadian Military, Carl had the opportunity to speak with David's Commanding Officer. We'd often wondered why the military had ever accepted this young man who questioned every request or suggestion ever made of him. His CO answered the question by telling us that a pilot in the military must know all of the rules and be willing to break them to save lives. Someone who constantly is alert to the issues at hand and not willing to blindly follow orders is essential in this line of work.

It is also vital for those of us who operate motorcars.

*Here lies the body of William Jay,*

*Who died maintaining his right of way.  
He was right, dead right, as he sped along,  
But he's just as dead as if he were wrong.*

This anonymous poem is called, "The Section Foreman's Epitaph." It serves to remind me that although we have many rules in our Motorcar hobby, no rule can serve every situation we face. Each of us must take responsibility for the situation at hand. We must be willing to follow the rules as they are laid out by NARCOA, our individual clubs and our host railroads. But more than that, we must be alert to those times when being right (within the rules) won't be the safest way to act.

When we come to a level crossing where we've stopped traffic with flaggers, each operator must still assess the situation and determine that traffic is truly stopped. We've all seen situations where a vehicle suddenly lurched around stopped traffic, ignored the flagger and made a run for it across the tracks. Better to inconvenience those behind you than to be "dead right."

# 2009 NARCOA INSURANCE PROGRAMS

## EXPLANATION OF REQUIRED AND OPTIONAL

BY TOM NORMAN, NARCOA INSURANCE ADMINISTRATOR

There are two separate insurance programs available for NARCOA members. The first program is our Railroad Liability Insurance Program, and is required by NARCOA for a member to operate at a NARCOA insured excursion. The liability policy year is 2/1/09 to 2/1/10. Insurance applications for 2009 liability coverage were inserted in the September/October issue of The SETOFF, which was mailed around October 1st. Application forms can be downloaded from NARCOA's website at [www.narcoa.org](http://www.narcoa.org) or may be obtained from the NARCOA Area Insurance Reps. Remember 2008 liability coverage expired 1/31/09, so renew now. Applications are being accepted through 3/31/09.

Many NARCOA members participate in our second program and buy insurance to provide physical damage coverage for

## 2 TRACKS

their motorcars. This program is entirely optional, and is up to the member to determine if it is appropriate for them. The insurance covers loss or damage to our railroad rolling stock (motorcars) and also covers hyrail vehicles with one exception. Hyrail coverage is in effect only while the vehicle is being operated on railroad tracks. Motorcars are not usually covered under the member's homeowners or automobile insurance. It requires a special type of insurance coverage referred to as Commercial Inland Marine Insurance. This insurance has been provided by United

Shortline Insurance Services. They will continue to offer this insurance directly to NARCOA members.

The policy year is 3/31/09 through 3/31/10. There are three levels of motorcar valuation – essentially \$5000, \$10000, and \$20000 for a premium of \$50, \$100, and \$150 respectively. Please see the application inserted in this issue of The SETOFF for details. A \$500 deductible applies per car. Renewal applications received by 4/7/09 will be effective 3/31/09. After 4/7/09 effective date of coverage is date of receipt of application. A minimum of 100 motorcars must be insured before the physical damage coverage will be written. NARCOA has met this requirement the last five years. United Shortline will email applications shortly to members that currently participate in this insurance program.

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## OVERVIEW OF NARCOA COMMUNICATIONS

BERNIE LEADON - DIRECTOR AT LARGE

Last year when the NARCOA Board created a Communications Committee, and I was asked to chair the committee, the first thing I had to ask was, "what are we supposed to do?". In some organizations, the Communications people would be mainly focused outwardly, toward outside of the organization. NARCOA as an Association doesn't do much direct outreach to the rail industry or the rail fan community. Rather, it is our Affiliates and Excursion Coordinators who do most of the outreach for the hobby to railroads. We do need to think about what else we can do to reach prospective new members, and your President Mark Springer, Webmaster Keith Mackey and others are working on ways to do this better. We are all open to any ideas you may have.

However, it turns out that the main place we need to focus on communicating better is internally, among the leadership at all levels, and among the membership.

One concept always in style in communicating is the "Golden Rule". One aspect of that is that it will work better if we believe that person with whom we're try-

ing to communicate with has the best motives at heart. In other words, believe that they mean well. Then it helps to remember to listen more than we talk, and to try to see the other persons' point of view. It also helps to remember that we all come from different parts of the continent, and that the way the other person says something may not be exactly the way we're used to hearing it said. So, we want to be as tolerant as possible, and to give the other person the benefit of the doubt.

Let's remember that it's easier to tear down than to build up, and remember that it is all of our responsibility to uphold the reputation and integrity of our association. So, try to never speak ill of another member or leader. Nothing good is created or enhanced by doing so. If there is an issue that needs to be discussed or clarified, go to that person directly and privately. If an email seems unclear, pick up the phone and call that person- it will be easier and quicker to get it resolved when talking on the phone. Emails are often too cryptic, and do not contain body language or tone of voice, elements of communication often

more important that what is actually said. Have you ever composed an email, and hit "Send" too quick? Ever wish you had not sent exactly that message? We all have. The solution is to wait a bit before sending a reply. Think it through again, trying to see how the other person might take it. A little editing is done by all good writers! We would all do well to also remember this concept when posting to internet forums and message boards.

It may help to remember who we are. We may be members, Excursion Coordinators, affiliate leaders, committee members, officers or Directors, and members of the Board. Each of us is connected to all the rest, and we are all the customers of each other. The better job we each do, the healthier the association as a whole will be.

Therefore, we all need to remember to listen carefully, speak directly, and give the other guy the benefit of the doubt. Don't gossip about others, or repeat rumors, but take the issue directly to those with whom you have an issue. Please ask members in your affiliates and areas to do the same. We will all be the beneficiaries.

# IOWA PACIFIC HOLDINGS INVITATION

BY TOM SHARRATT

How often have you heard (or made) the comment: "Wish there were more railroads to ride - it's HARD to find a line of any significant distance that will give us permission to ride?" And, when was the last time that a railroad wrote a story for The SETOFF making its tracks available to NARCOA operators? Well, read on . . .

In the last issue of The SETOFF, Susie Pardee wrote about the 2008 Southwest Rail Tour and included a picture of the Clifton AZ depot on the Arizona Eastern Railway. This was the first NARCOA trip on that railroad, which is one of several short lines owned by Iowa Pacific Holdings (IPH.) IPH also owns the San Luis and Rio Grande (SLRG) in Colorado, which has hosted a number of NARCOA trips since 2006 (see the story by Deby Springer in the Sep/Oct 2007 issue) and the Mt. Hood Railroad in OR, which has hosted several trips, although none for several years.

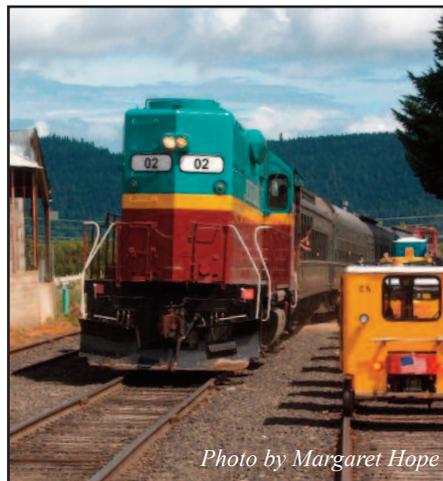
The owners of Iowa Pacific Holdings will entertain trip requests from NARCOA authorized trip coordinators on most of their lines as long as they do not significantly impact day-to-day railroad operations and at least cover out of pocket expenses to the railroad.

IPH railroads that are available for excursions are:

The Arizona Eastern Railway, which has two lines that run north from the Union Pacific's (ex-SP) Sunset Route. The longest line runs 135 miles from Bowie through Safford and an Apache Indian Reservation to Globe and Miami to serve copper mines and smelters there. A shorter line, the Clifton Subdivision that was described by Sue in her article, runs 69 miles from Lordsburg NM to a huge copper mine at Clifton AZ.

The Texas and New Mexico Railroad, which connects with the Union Pacific at Monahans TX and runs north 104 miles through Hobbs NM to Lovington. It has a short branch, approximately five miles long, that runs to a hazardous waste storage site.

The West Texas and Lubbock Railway, which has three lines. Two of them are connected and interchange with the BNSF at Lubbock. These two lines are 107 miles in length and run from Lubbock to Seagraves, TX, and Lubbock to White-



*Photo by Margaret Hope*

**A Mt. Hood Railroad excursion train, powered by No. 2 in in Mt. Hood colors of turquoise, yellow, and red, runs southbound toward Parkdale, OR on July 6, 2005.**

face, TX. A detached line is located approximately 50 miles north of Lubbock, and runs from a BNSF connection in Plainview, TX, 43 miles to Dimmitt, TX.

The San Luis and Rio Grande (SLRG) Railroad, which runs from a Union Pacific connection at Walsenberg, CO, west over 9,242 foot high La Veta Pass to Alamosa. From Alamosa, branch lines run south to Antonito and west to Derrick, both in Colorado. On the latter line, it connects with the 13 mile San Luis Valley Railroad at Monte Vista. At Derrick, it connects with a line owned by the Denver and Rio Grande Historical Foundation that runs to Creede, CO. This latter line is used only for motor car excursions at the present time. The line to Antonito provides an over the platform connection to the narrow gauge Cumbres and Toltec Scenic Railroad in Antonito. The SLRG totals just under 150 miles. It also has an extensive tourist train operation including steam powered trains, concerts on La Veta Pass, and true mixed (freight and passenger) trains. Equipment for these trains include full length luxury dome cars, open window cars and a caboose.

The Mount Hood Railroad, which runs from Hood River to Parkdale in Oregon. Hood River is approximately 65 miles east of Portland in the Columbia River Gorge and in clear view of Mt. Hood, a high snow covered mountain. The railroad runs 22 miles while it climbs out

of the Gorge, and includes a very rare switchback. The Mt. Hood Railroad also features passenger excursion service including dinner trains.

You can go on line and visit [www.iowapacific.net](http://www.iowapacific.net) to learn more about these Iowa Pacific rail lines.

While Iowa Pacific is willing to conduct excursions given the above limitations, they are concerned about excessive trips on any individual railroad in a given year. NARCOA Excursion Coordinators may be asked to work together to consolidate trips and maximize the number of participants to ensure that excursions are profitable for both the railroad and the sponsoring organization. Iowa Pacific encourages multiple Excursion Coordinators to consider establishing joint tours riding on a number of its lines, with different trip coordinators assuming responsibility for various portions of the tour. This would maximize ridership by drawing from different "networks" of riders and reduce the planning load on any single trip coordinator. Some common logistical problems (such as port-a-potty trailers) could be worked out jointly, but only one trip coordinator would be in charge of an excursion on a particular railroad.

All requests for trips will be processed by the Iowa Pacific board member responsible for motor car excursions. He will check with the appropriate railroad General Manager to determine the feasibility of a motor car excursion. Assuming feasibility, Iowa Pacific personnel will develop a proposed schedule with the Excursion Coordinator and determine cost estimates. The Iowa Pacific contact will then quote the trip cost to the trip coordinator. The Iowa Pacific contact and the railroad will then designate personnel to work with the trip coordinator to facilitate advanced planning and to ensure a safe and smooth motor car trip. We hope to see you on our rails!

*Tom Sharratt and his wife Sharon have been NARCOA members since 1991 and own two cars. They also are investors in IPH. They wrote this story on behalf of IPH, and will be "on the ground" for most excursions on IPH railroads to help with coordination. At this time there are no runs scheduled on any IPH lines, but watch the NARCOA web site. - Editor*

# GEORGIA SOUTHWESTERN RR

PHOTO BY TONY THIGPEN

**October 19, 2008** - Georgetown, GA. This S2, owned by the Gulf Wind Chapter, NRHS, and operated by Dave Ferro, is crossing the Chattahooche River. The two day event set-on Oct. 18th at Shellman, GA and operated a total of 207 miles traveling to Bainbridge, Dawson, and Eufaula, AL. Sunday, at the old river town of Eufaula, the group had an all you can eat lunch at the old Central of Georgia depot. Six hy-rails and 39 motorcars took part in the event coordinated by Bobby Moreman.



# BLACKLANDS RR

BY LELAND STEWART, EC



*Photos by Myron Malone*

**Above:** Rest stop at the Sulphur Springs Depot, headquarters of the Blacklands Railroad. **Right:** Between Sulphur Springs and Mt. Vernon, TX, the trees form a canopy over the tracks.

**October 18, 2008** – Greenville, TX Railroad Partners, Inc. (RPI) a group in Texas with the goal of preserving railroad corridors, conducted their first NARCOA excursion on the Blacklands RR. Following the 8:30am safety meeting, 16 motorcars and 2 hi-rails, started east on a 110 mile round trip run to Mt. Vernon. Volunteer flaggers Richard Balzen and Pam Scott secured the busier highway crossing allowing us to operate safely without stopping.

Our first stop was at Commerce for a safety check. Continuing on we encountered a Blacklands RR bridge crew, with whom we had joint track permits. They cleared for us at the next crossing, and we continued on to Sulphur Springs where the Blacklands RR is headquartered. Our host Wayne Defebaugh, President, met us there



and opened the depot office so we could use the restrooms.

Continuing on to our lunch stop at Mt. Vernon we were met by a number of local citizens who turned out to meet us, including the Mayor and the newspaper editor. After taking advantage of the nice eateries close to the tracks, we started west for setoff. We rolled back into Greenville shortly before sunset concluding a fantastic trip. Setoff went smoothly everyone was off the property with-in our track permitted time. My sincere thanks go to Myron Malone for doing the local legwork to organize the excursion, Wayne Defebaugh for offering his railroad to us, and to all of the operators who performed so well on Railroad Partners inaugural event.

# BEL DEL

PHOTO BY  
MARK GRATTON



**August 9, 2008** - Phillipsburg, PA Who says speeder rides are only a father and son activity? Mark Gratton from Bethlehem, PA, snapped this photo of his daughter Emma as they started out for a ride along the Delaware River on the Bel Del Railroad coordinated by Warren Riccitelli.

# TOYS FOR TOTS

BY JAMIE HAISLIP



*Photo by Jamie Haislip*

**December 13, 2008** - Northumberland, PA. Central Pennsylvania Excursions coordinator Larry Maynard organized the annual Toys for Tots ride on the North Shore Railroad. The group collected 350 new toys and cash for the tots. As always there are a few people along the line that look like they should be the recipients, but they were giving what they could.

Mark North's A4-E won the best decorated car award, and the candy cane decorated MT-14 from Jack Buernack came in second.



Photo by Mike Heaton

## BIG E TRAIN SHOW BY WARREN RICCITELLI

Every affiliate starts the year with hopes of finding new members. The New England Rail Car Association (NERCA) is no exception. For the past six years they have participated in the annual "Big E Train Show" in Springfield, MA, that attracts over 20,000 participants each year. Warren Riccitelli, President of NERCA, states that it has been a key marketing tool for his NARCOA affiliate. With a motorcar on the floor and a booth filled with copies of The SETOFF, NARCOA handouts, and schedules of motorcar excursions, it has become an eye catcher that has attracted many new members to the hobby. An added benefit is that most of the New England short lines and tourist railroads also participate, and many excursions are finalized at the show. The Amherst Railway Society, sponsor of the show, enjoys having us and the "Big Yellow Thing" so much, that the booth space, including tables and electricity, are provided at no cost to the club. "It's the cheapest and best advertising that anyone can do."

### MISSING YOUR COPY OF THE SETOFF?

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**Joel Williams, Membership  
Box 802  
Lock Haven, PA 17745  
joel.williams@earthlink.net**

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If you're getting a printed SETOFF and want the electronic edition, please contact Joel. Sorry, you can't have both.

## RIDING WITH JOE

BY JIM MCKEEL

Joe Speeder is heading out today in the middle of the pack on an excursion on a railroad that has curve after curve, which really makes this a fun line to run. The group moves along for some time and then Joe notices that the car behind him is nowhere in sight. He slows down and keeps watching for the following car. When it does not come into view, Joe stops at the end of a straight section of track and gets out of his car with his flag in hand.

Joe waits for a few minutes and starts to get worried when there is still no sight of the car behind. He thinks the car might have derailed or, more likely, needs a tow. Joe gets back into his car and starts to back up slowly to find out what has happened.

Joe backs around a couple of curves and, all of a sudden, there is the car he's looking for coming around the curve toward him! Both operators react quickly and are able to avoid a collision. Joe is glad that the car behind was not in trouble after all, and starts moving forward to head for their prescribed lunch stop just a few miles ahead. He feels pretty good that he has gone back to check on his friend. He sighed contentedly and settled down in the seat to enjoy the remainder of the trip thinking that this is really working out to be one of the best runs in the last couple of months.

Joe is enjoying his lunch just as the Excursion Coordinator comes to visit with him. The EC tells Joe that he should not have made a reverse movement without his approval. Rule 21 states: "Reverse movements are not permitted except as authorized by the Excursion Coordinator or his designee." If the two cars involved didn't have radios, someone else with a radio (e.g. a car coming up behind the break down) should contact the EC telling them about the car having trouble. Then the EC would coordinate the reverse movement to ensure everyone's safety.

Lacking approval for a reverse movement, and having no radio, Joe should continue to wait on the straight track until the disabled car is pushed forward to him so he can then take it into tow.

# LES KING TURNTABLE FAILURE

BY JOHN GONDER



Photo by Jamie Haislip

**John Gonder's turntable has just fallen apart while turning his Woodings motorcar Oct. 11, 2008, at Old Spruce on the West Virginia Central Railroad.**

On the West Virginia Central trip in October 2008, my Les King Turntable malfunctioned and fell down on the ties. Thank goodness this happened as I was turning the car, not while I was moving. However, it could have!

The Les King Turntable is a good design and very strong. Until this trip it has been trouble free. I was traveling along in the car when the "ALARM" sounded for the table. I stopped immediately, and my passenger and I looked over the table and found nothing wrong. We ran it up and down a few times to see why the alarm went off. All seemed well. It wasn't raining, so the switch hadn't gotten wet. I disconnected the alarm thinking the switch had gone bad.

Things were fine until I turned the car at our turnaround spot. The car didn't seem to lift correctly. The motor on the table labored and moved very slowly. It did lift the car and we did turn it around. When I retracted the table it went up about half way, and then with a loud clank, the entire inside shaft of the jack and the plate, along with all the bearings and spacers, fell to the ties. This could have been deadly had it happened while moving.

There wasn't enough time or room under the car to remove the table. John Cook helped me push it back up inside the jack, and chain it in place to continue the trip. The lesson learned here: "PAY ATTENTION TO YOUR ALARM." The slight movement downward in the table had been just enough to trigger the alarm.

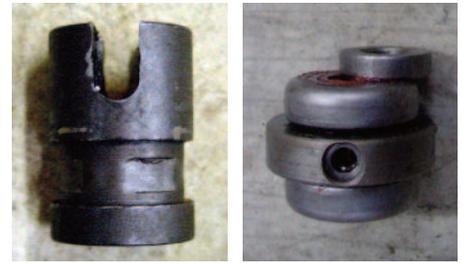
When I got home I disassembled the entire turntable to see what had failed. The motor ran fine. However, the clutch that

"clicks" and slips at the end of the stroke travel of the jack hadn't been working for a while. I would just lift the jack until it stopped, and that seemed to work fine. The clutch was the culprit that caused damage to the rest of the jack.

Inside the jack at the top of the tube, between the motor and the jack shaft, is a drive coupler nut with a slot in it. The drive shaft on the motor has a pin through it that matches up with the slot and drives the shaft up or down. When the jack lifts the car, the motor and shaft rotate clockwise. This tightens the nut on the threads. However, when you retract the table, all this turns counter-clockwise, and when the end of travel is reached, the nut can spin off the threads, just as it did here.

The drive coupler nut is squeezed onto the shaft at the factory to keep it from coming off the threads, but the motor has enough torque to spin it off easily if the clutch doesn't work. When the drive coupler nut comes off there is nothing at all to stop the entire bottom half of the jack from falling completely out of the car. After talking with the manufacturer of the jack, it was determined that the failure was a direct result of running the table up until I heard the clutch "click," because that is what I thought we were supposed to do. The manufacturer says no. The clutch is not to be used except in emergencies.

I replaced the clutch and the gear that contains it along with a new drive coupler nut. If your table goes up and stops, but does not slip, it is urgent that you replace the clutch. Dean Mark at Fredericksburg Shops has the replacement parts in stock. The part numbers for the clutch are:



Photos (3) by John Gonder

**The bearing assembly (top right) sits on the threaded actuator shaft (above) and is held in place by the drive coupler nut (top left). If the drive coupler nut should back totally off, the entire turntable will fall and cause a moving motorcar to crash forward onto its nose.**

Torque Limiter and base casting (must be purchased together as an upgrade) 30476 and the drive coupler nut is 11537. All are easily replaced. The new gear is metal instead of plastic. While you have the motor head off the jack, inspect the drive coupler nut to make sure it is threaded all the way down against the spacer and bearing assembly.

I suggest that when reinstalling the drive coupler nut, you drill and pin it to eliminate any chance of this happening (see photo 3 on page 12). Also check the motor housing at the set screws where it fits over the jack. Tightening the set screws too tight will split the casting along the bolsters for the set screws.

Finally, adjust your alarm to stop just a split second before you hit the clutch to allow the motor to stop turning before the clutch starts to "click." In other words, make the alarm the end of travel indicator, not the clicking sound from the clutch.

# LES KING TURNTABLE SOLUTIONS

BY JIM MOREFIELD



Photos (9) by Jim Morefield

The latest concerns about the Les King Turntables involve the slotted drive coupler nut on the top of the actuator shaft (above), and the security of the actuator shaft provided by three Allen head setscrews (below) countersunk into the outer tube .



I happened to catch a thread regarding Les King Turntable failures on the speeders list and decided to check mine out. Up until these threads hit the list, the only problems I heard about were the base working itself off because only a single bolt holds it in place.

I took my turntable apart far enough to see how it was assembled and to get an understanding on how it works. When the motor and gearbox are connected to the top of the unit, the output shaft of the gearbox fits into the slotted drive coupler nut at the top of the screw, or actuator shaft (photo 1).

The slotted drive coupler nut is threaded onto the top of the actuator shaft, and holds the top bearings and guide assembly in place. There are three Allen head setscrews countersunk into the outer tube (photo 2) and threaded into the top guide (photo 4). The combination of the threaded nut and the set screws hold the entire inner tube in the up position while traveling via the threaded actuator and actuator nut.

The actuator nut in the inner tube is crimped in place. The inner tube has a slot the entire length (photo 5) that matches up



The first part of the solution is to drill the drive coupler nut and shaft, and place a compression pin in the hole (above). The second part of the solution is to inspect the Allen head setscrew holes (below) for wear and to inspect the screws for a good seat in the actuator shaft (left) on a regular basis.

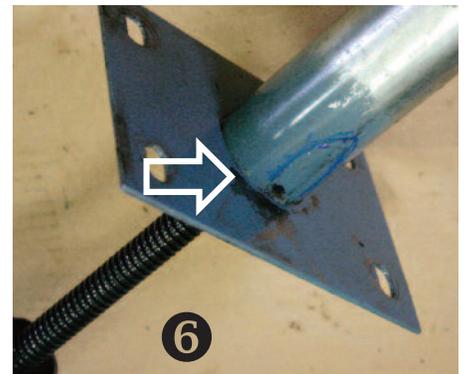


with a “dimple” at the bottom of the outer tube (photo 6) to prevent the inner assembly from rotating. The dimple is filled with weld on the outside of the tube (photo 6 arrow).

In my opinion, it’s not likely that the set screws holding the assembly via the top guide will all back out without a competent operator noticing it. A quick inspection of the assembly (photo 2) can be made any time the tunnel cover is off. Depending on the material used for the actuator nut inside the tube and wear enough to allow it to pass the crimp in the tube or it might tend to spin inside the tube. Turning inside the tube is unlikely as the slot in the tube fits in a depression of the actuator nut. If by some chance it did begin to turn, the turntable motor would run, but the turntable base would not move. It doesn’t



The actuator nut in the inner tube is crimped in place. The inner tube has a slot the entire length (above) that matches up with a “dimple” at the bottom of the outer tube (below) to prevent the inner assembly from rotating. The dimple is filled with weld on the outside of the tube (arrow).



appear the crimp will wear out and due to the length of the actuator nut, again in my opinion, it is unlikely this will fail without giving an indication something is amiss.

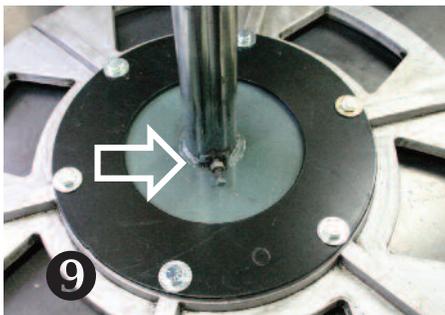
Is there potential for failure? Sure, it’s mechanical and anything mechanical can wear out or not be maintained properly or have a flaw in the material.

I feel the most likely part to fail is the slotted drive coupler nut at the top of the actuator shaft (photos 1 & 3) and one reported failure indicated this nut worked off the shaft and allowed the assembly to drop while it was being tested off track. It appears after the nut is tightened on the top of the shaft, the threads are deformed to prevent the nut from backing off. The modification discussed in this case was to either weld the slotted drive coupler nut to the top of the actuator shaft or drill the nut and shaft and insert a pin (photo 3).

The operator noticed that the turntable when retracted fully wouldn’t ratchet or click in the gearbox and would stall the

motor which indicated the clutch wasn't working properly. He felt that the motor placed enough torque on the drive coupler nut that it unscrewed it when the clutch failed to disengage. This stands to reason as the slotted nut is right hand thread and the actuator shaft rotates counter clockwise when retracting the turntable. My turntable when retracting fully also stalls the motor without the clutch disengaging, but as soon as I hear the motor start to stall, I shut it off and don't give the clutch time to begin working.

In testing my turntable after it is fully retracted and I engage the motor, the clutch will start to click and disengage. I believe the clutch was placed as a safety measure to prevent excess torque from working on internal components in the unit and not as an indicator telling the operator that the turntable has reached its limit. Running the turntable to its limit every time it is op-



**Top:** Hole pattern for plate with a 6 1/4" center hole in a 11 1/4" diameter 1/8" plate. **Center:** Corresponding hole pattern in the base. **Bottom:** completed assembly is much stronger than the original single bolt (arrow).

erated and having the clutch disengage and start clicking would work somewhat like an impact wrench on the slotted nut.

Since the unit was already apart, I decided to drill the nut and shaft and place a compression pin in the hole (photo 3) to prevent the nut from spinning off. This option (vs. welding) will allow me to remove the pin and nut to replace the two bearings at the top of the screw shaft if the necessity ever arises. I also attached a version of the Rod Whitney modification to the base before I reinstalled the turntable.

Until recently, the bases on electric turntables were attached to the bottom of the jack mechanism by a single bolt held in place with a set screw (photo 9 arrow). This was necessary to allow the motorcar to rotate on the base while turning the car. Several operators noted the bolt would back out and in one instance, the base fell off while the operator was hauling his car on a trailer.

Rod Whitney came up with good solution for this situation. He cut a quarter inch aluminum plate 11.5" in diameter with a 7" hole in the center that would slide over the mounting plate of the jack, but was smaller than the base of the jack. He drilled holes in the turntable base (photo 8) and attached the plate to the base. He left the center bolt in place to keep the base centered, but if the bolt should back out, the safety plate will hold the base in place.

The new turntables now available have safety plates (photo 7) constructed of 1/8" steel plate 11-1/4" in diameter with a 6-1/4" hole in the center and attach the same way. Instead of a bolt in the center of the base, a stud is used solely for centering purposes and the plate holds the base in place.

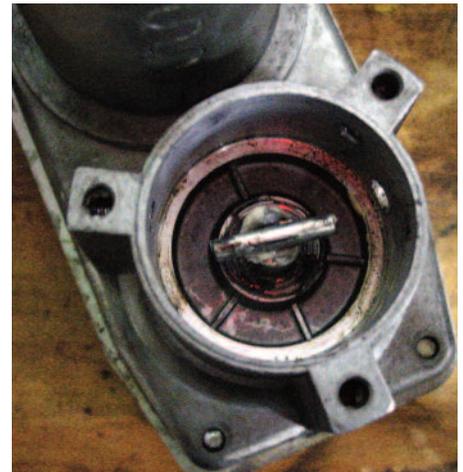
The side of the bowl in the base on older models is low enough that the plate must be shimmed to allow the base to rotate freely. Newer models have higher sides on the bowl and don't need to be shimmed. I would recommend a minimum 1/8" gap between the plate and jack mechanism (photo 9).

The three photos at left show the hole patterns for the safety plate and turntable base, and what it looks like after inserting the bolts in from the top to check clearances. Once satisfied I had the clearance I wanted, I used 3/8 x 2-1/4" bolts with washers on both ends inserted from the bottom of the base and secured with nylock nuts.

I seldom raise my car to the limit

when setting on or turning, and I notice many others do the same. Once the wheels are high enough to allow the car to rotate, we stop. When we retract the turntable, we always reach the limit. The things to look and listen for are the motor stalling at full retraction with the clutch not working properly (if you use the sound of the clutch to indicate fully retracted), which indicates the motor is applying more torque than usual to the slotted nut. If the motor continues to run at full retraction, and the clutch isn't disengaging, and no movement in the turntable is observed, something is turning within the assembly which could be a stripped gear in the gearbox or a malfunction within the inner workings of the turntable tubes.

Bottom line is if a turntable should extend suddenly while underway, it could result in a catastrophic accident. Should this happen, NARCOA could require all electric turntables whether they be Les King models or one built by the motorcar owner to have a positive locking mechanism. If through thorough education and good maintenance we can avoid an incident, we can avoid legislation.



*Photo by John Gonder*

**The drive shaft on the motor has a pin through it that matches up with the slot and drives the shaft up or down.**

## TURNTABLE ALARM



The alarm on Les King Turntables is NAPA #730-1014. Got some other useful NAPA numbers? Please e-mail them to The SETOFF.



## BY TOM FALICON

Due to space constraints the amount of text I can contribute is limited. Sometimes I must abbreviate my thoughts. The point about cell phone and other electronic communication use (i.e. texting, ipod, internet use) I was trying to make last month was that using these items while trying to operate a motorcar tend to take your concentration away from your main job description at the time. That job description is being totally aware of your surroundings and operating your motorcar accordingly. Yes, RR radios are a valuable safety tool on any excursion and that fact is proved numerous times throughout a run. It is also common sense that a GPS unit is not really an electronic distraction unless your eyes are always affixed to the unit or you're constantly fiddling with it as you roll down the track. If common sense prevails and we all focus on operating our motorcars and leave the electronic device use for when we are stopped, there will be no need for electronic communication rules to be created.

### THAT'S THE BRAKES!

Excessive speed, operator inattention and quickly changing track conditions all hamper our ability to stop our motorcars safely in order to prevent a "rear ender". This month we'll talk about quickly changing track conditions. Motorcar excursions can traverse many different terrain or climate changes within just a few miles. A simple rain storm can turn the rails into an ice coated mess within a mile or two due to an extreme climb in altitude or crossing a bridge. Dry leaves that cover a track are not as much of a concern as when those same leaves get a light coating of rain or dew. An operator can't take for granted that the excursion EC or the RR pilot has covered every possible slippery track condition one may encounter. An instance that comes to mind would be one where the day before the excursion a section of track was heavily greased by a mobile unit and the RR pilot was not aware of this situation be-

# POP CAR BELTS

BY GLYNN HARTLEY

Finding a replacement for the worn out endless cord belts used on pop cars is easy if you contact a supplier that is familiar with them. The first place to look is:

Harsco Track Technologies

415 North Main Street

Fairmont, MN 56031-0415

(507) 235-7376 - ask for Wayne

Yep, Harsco can still supply belts. They have no open stock, but will special order what you need from one of their sources. Allow 9 to 12 weeks for delivery. Other suppliers that can help you include:

Brown Railroad Equipment, Dan Brown

4 Amersham Court

Glen Carbon, IL 62034

(618) 797-5484

Brown bought the entire NOS parts inventory when Fairmont ceased motorcar production. He has belts for the S2's, but none for M9's or M19's.

Fredericksburg Shops, Dean Mark

209 Creamery Rd.

Fredericksburg, OH 44627

(330) 465-0713 (2-6 PM Eastern)

New production of genuine Fairmont Belts made by Goodyear. M9 - #F4598 - \$100. M19 - #5513 - \$155. M14 & CR 7 - #5254 - \$255.00 For other two-cycle parts, see website [www.leskingmotorcars.com](http://www.leskingmotorcars.com).

cause he was off yesterday. A while later the excursion encounters the extremely slippery rail and unless each operator observed the heavy grease coating they would be unaware of their lack of braking ability for the next few miles. (A radio communication of this hazard would be very valuable to radio equipped cars). So, being aware of ever changing track conditions is everyone's responsibility in order to help prevent motorcars from sliding into each other due to poor braking conditions.

I'd like to remind all NARCOA EC's that as part of our newly adopted NARCOA EC continuous learning program, we ask that you read and review each issue of our NARCOA EC email newsletter and recommend you use its topics as part of your future safety meetings/ job briefings in order to keep your certified EC status. If you are an EC and are not receiving our newsletter, please send your proper email address to Tom Falicon at: [Raildawg@gte.net](mailto:Raildawg@gte.net)

Phil Gandy

326 Creighton Street

Hartsville, SC 29550

843-383-0333

Gandy can custom make your belt. Typical prices, subject to material increases, are:

3" X 64 1/8" for M9 motorcar - \$128

3" X 80 1/2" for M19 - \$135

4" X 91 1/2", 96", and 101" for S2 motorcars - \$235 plus shipping.

3 1/2" X 107" for CR7, and some M14 motorcars - \$235.

Special order sizes are available and priced depending upon the amount of material needed to make your belt.

Also available from Gandy is a 12V solid state ignition control module which fits nicely in a toolbox - \$220. S & H extra on all orders.

If you have time to do a little leg work, you can look up a belt supplier in your local yellow pages. The suppliers will have a book containing modern material samples, superior to the original "cord" design, for you to examine and choose from. To help with your order, take in the old belt as a pattern and your smallest pulley diameter measurement. Check the minimum pulley diameter rating for any material you select.

One of the biggest problems with all belts is stretching. BRECOflex represents a company in Germany that makes endless belts using Kevlar as the strengthening material. These belts (NE 18 Black - both sides coated and ground) do not stretch, and can be ordered in all sizes. The belt for the M19 is around \$120 with a five belt minimum and a seven week delivery time. Discuss the pulley diameter with the sales technician. Also double check the size when ordering. The M19 belt in inches is 80-1/2 X 3 and in millimeters is 2044 X 76.2. If you have the patience to wait for the order, and some friends to share the minimum order with, this is a great option. Contact:

BRECOflex CO., LLC

222 Industrial Way West

Eatontown, NJ 07724-2255

(888) 463-1400 (toll free)

or Kenji at 732-460-9500 x 244

For personal visits to any of the vendors and shops listed, be sure to call ahead.

# GROWING TREND: HY-RAILS

## SEE THE USA (RAILS) IN YOUR CHEVROLET

BY LEON SAPP



**Rudie & Millie Niemi from Alamo, CA, setoff about 15 miles out of town and ride ahead to pre-register the rest of the group at the local motels. Thanks to them, check-in is a breeze!**

A fast growing part of our hobby has been the Hy-Rail vehicle and the numbers participating in meets are increasing. Many appreciate the ability to enjoy rail trips in the comparative comfort of the very vehicle they used to get to the set-on point. And who can argue the safety in a potential crossing accident where at least the operator and his passengers have an equal chance with the competition. In many instances the hobbyist can get into a hy-rail cheaper than he can a motorcar since it is most often an adaptation of the same vehicle he uses in his work-a-day life at home.

Hy-Rail vehicles are nothing new. They have been around since 1932 when Karrier Motors of Great Britain developed a workable system they called a "Ro-Railer" and generated at least two sales in England, a passenger carrying rail-bus and a lorry (pick-up truck.) The first attempt in this country came in 1937 when Evans Products of Detroit, Michigan marketed the machine that would pave the way for the demise of the small motorcar. It was Evans that designed and produced the American hybrid vehicle we would universally come to call the "Hy-Rail," although that would be the trademark name of the later 1949 Fairmont products. Evans called their machines "Auto-Railer" and offered several very innovative designs including a fifth wheel tractor-trailer. Perhaps too far ahead of their time, they disappeared from the market place at the

beginning of World War II, but their legacy lived on.

Immediately following the War, railroad labor began actively lobbying for a 40 hour work week and management began to consider how they would get track workers quickly and safely to distant work sites with a minimum of lost time. The highway seemed a very attractive option.

As the labor negotiations were winding down, Fairmont had been quick to recognize the changing need and began work on designs for adapting rubber-tired vehicles for both rail and road use. In 1948 Fairmont designed a simple 'drop-and-lock' device for rail wheels and began modifying Willys' station wagons and trucks offering railroads a complete package deal. They made their first sale in 1949 to the L&N Railroad and their product name of "Hy-Rail" has now become synonymous for all such adaptations regardless of the manufacturer. Later over a dozen firms would market such devices,

often under Fairmont or Karrier license. Today's improved designs offer hydraulic systems, rubber treads and other innovations that add to both safety and creature comfort.

The plus side of the equation is long: no trailer required, less noise, more power, room to carry baggage, and if there is a break-down all you need to do is make it to the next road crossing and you're "out-a-ther!" You have a heater and usually an air conditioner and with less noise to interfere you can enjoy that super stereo system you got for your last birthday. And perhaps most important, it will be far easier to convince the spouse to ride along. But there is also a downside and it is just as long. The extra 500 plus pounds hanging under the bumpers will definitely affect your gas mileage and can make driving over rough ground interesting. Still the difference will be less than if you pulled a trailer with a motorcar. You will need some heavy duty springs and shocks and ride quality will suffer a little. Your selection of tires will change and you will need to shop for the widest and flattest tread you can find. Check out your local railroad and see what brands they are buying.

I have spent many hours in Hy-rails and remember with pain the many small derailments that cost me time, skinned knuckles and blisters. The little wheels



**Earl Leeson from Dallas, TX operates his McKinney Avenue Transit Authority hy-rail on the Canadian National in July 2006. Earl is one of the volunteers that operate non-profit trolleys in uptown Dallas (note the trolley bell on the front bumper). Earl had this truck made in the Union Pacific equipment style. Don't you think he'd go unnoticed in any railroad yard west of the Mississippi?**



*Photo by Ghislain Gerard*

**Bobby Moreman, EC, operates his 1996 Dodge hy-rail equipped with three chime Leslie Air Horns at Milan, GA in April 2008 on the Heart of Georgia RR. The 1994 Chevy Suburban (right) is owned by Danny Norman of Hinesville, GA.**

will pick a switch point or a frog quicker than anything. Rerailing can be tricky since one must get the vehicle up and the tires centered on the ball of the rail. Tough to do by yourself but thankfully we travel in groups. A high-lift jack and a few oak blocks become a standard part of the tool kit. Years ago our Railroad shop made us some small transverse jacks consisting of a tall bottle jack on a sliding base. Weighed about 50 pounds but it was sure handy when we were out by ourselves.

While some Hy-rail wheels have solid metal treads they are noisy and you will probably want to opt for the quiet ride of rubber. Rubber treads wear a long time but do eventually crack or wear thin. They can sometimes be tricky to replace and usually require a little stretching. We did that for years by immersing the new tread in boiling water for about 5 minutes and 'sweating' them on. Momma's kitchen and turkey roaster will smell like a Goodyear plant for a while but heating sure makes them easier to slip onto the wheel. Two types of operating mechanisms are available. The original drop-and-lock models using a short lever are cheaper and work quite well. If you opt for hydraulics they are much more expensive and plan on having a bigger tool kit and a few more spare parts. They are nice but you pay for the convenience.

The Hy-Rail vehicle is currently the only machine in our hobby that requires an inspection régime under rules promulgated by the Federal Railroad Administration. Unless you plan on becoming your own mechanic you can expect to pay a specialist several hundred dollars each year to tweak the system and sign off on it. Tram and alignment are tricky for the novice and will be tough to do properly without some

special tools and gauges. A warning light or Beacon is required on new vehicles (2004 or later) and just having one can cause you problems in some states so a removable magnetic mount is a good idea. New vehicles also require a back-up alarm.

Your license plate might cost a little more since in some states all that mechanical apparatus as a permanent part of the truck could bump you into the commercial vehicle category. If so your insurance rate might also change accordingly. Several states will require a commercial driver's license as well. Check with a local railroad or track Construction Company to see what they are being required to do. Still, these costs and inconveniences are small and most folks will not consider them a serious deterrent. But it would be a good idea to check on those things and take care of them before the patrolman pulls you over.

Few will probably ever see an FRA Inspector but if you do all the paperwork had better be there and up-to-date. The fines are hefty and having worked for the FRA for 23 years I can tell you that few have ever won an argument with a Federal Judge. You will be considered your own 'employer' so don't look for much sympathy. They are good rules, put there for a reason and they are strictly enforced. If you want to see the actual law it is available free on-line. Simply type in Code of Federal Regulations, Part 214.523 and it will pop right up. Unlike the usual legal mumbo-jumbo this one is actually understandable.

While there are used units available remember that railroads and contractors don't usually get rid of stuff until it is absolutely worn out. Plan on completely rebuilding anything they auction off the

dock. Used prices seem as erratic as those for motorcars but no doubt there are some bargains to be had. Shop around within the hobby since there are quite a few folks with good sources and even good sets they will be willing to part with. You should probably expect to pay anything from \$2K and up for a descent set but you will most certainly be needing parts and there will almost certainly be no warranty. Shop carefully and find out all you can about the history and condition before you bid. A set coming off the Superintendent's Suburban will probably have suffered less and been better cared for than the one off the Section Foreman's pick-up. Considering the high price of parts rebuilding a used set could wind up costing as much as a new rig and you still won't have a warranty.

Depending on what you plan to bolt to a new set will run from around \$9K for a lever-set to \$10K for hydraulics. New units can be bought from many sources and Harsco is probably a good place to start. They are more than happy to deal with a single unit buyer on a custom order, and it will come with a very nice warranty. When you take it out of the crate you will know it is going to fit perfectly and give you trouble free service for a long time. Models are available for just about any vehicle including those special wheel rims to get those tires pulled in to standard gage. Sometimes all that is required is reversing the standard factory rim but it depends on your vehicle make and model. Just about any full size pick-up, SUV or station wagon can be made into a Hy-Rail with just a little extra attention paid to the suspension. I have seen some attempts to hang the things on mini-trucks and jeeps but all that extra added weight will be tough to accommodate and forget ride quality out on the highway. But, what other part of our hobby has been cheap and easy?

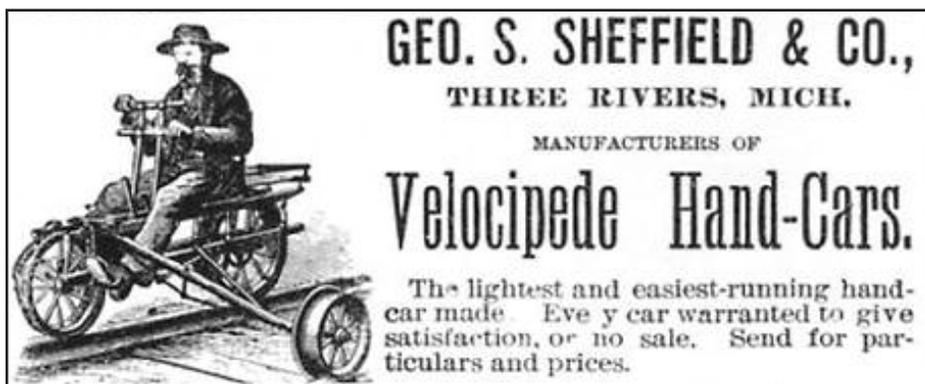
So, if you're ready to put up with the snide remarks from the purist who will consider you sleeping with the enemy then pull off your bumpers and 'go for it!' Next time they are bundled up like Nanook of the North or sweating out a July thunderstorm, you can wave to them from the air conditioned comfort of your Hy-Rail.



# BRIEF HISTORY OF THE MOTORCAR

## SURVEY OF THE NORTH AMERICAN MANUFACTURERS

BY LEON SAPP



When George Sheffield put his little hand powered velocipede on the rails for the first time in 1879 internal combustion engines were still costly and unreliable but that would quickly change. The first U.S. patent for a distillate engine had been issued to a Mr. G. B. Brayton of Philadelphia in 1872. He had called his invention the 'Brayton's Ready-Motor' and they were first marketed as an expensive novelty in 1873. However, the science grew rapidly and by 1880, there had been 18 additional patents issued for internal combustion engines. By the end of that decade there would be an astounding 900 more. Soon even Montgomery Ward was selling small power plants in their mail order catalog, and distillate engines were finding their way into everything from machine shops to washing machines. There were many builders including Baldwin, Buda, Stover and Westinghouse. At first the

small engines were only used for stationery applications or at best as small portable power plants for rural America, but it would only be a matter of time before somebody would try putting one on a railroad handcar.

The debate has been long and often heated about who was the first to actually do that. There is some evidence that a few railroads had experimented with the concept in a haphazard way. A Mr. W. G. Besler claimed to have assembled one in 1892 for the CB&Q using an early Buda engine and a chain drive. At about the same time D. C. Stover claimed to have made one for a Superintendent on the Illinois Central. And Motter Manufacturing is alleged to have had several out testing on Southern railroads by 1893. Regardless, they all seem to have been one-of-a-kind or experimental and not true commercial endeavors. In 1893, Buda was the first to mass produce motorcars commercially and they did so by adapting their small velocipede. Later that same year Kalamazoo would be a close second with a commercial model. The Sheffield-Fairbanks consortium had done some early experimentation and would market their first powered cars in 1896.

Following that commercial adaptation of the small velocipede, the larger crew size cars would soon follow as they too received internal combustion

power. The first factory built cars started appearing about 1895, and again Buda was one of the first to offer them. Thus was officially 'born' that small vehicle that would become known variously as the speeder, putt-putt, popper, doodle-bug, go-buggy, pop-car, quad, thumper, rattler, jigger, section car, trolley or simply the motorcar.

The idea of hand powered cars and velocipedes did not die an immediate death. Both would continue to be manufactured for many more years, but most would eventually be modified and begin new lives as motorcars. They were rebuilt by their owners using 'power kits' offered by several of the manufacturers and would soldier on for many decades. In a very short time, the motorized versions began bumping the old hand cars right off the roster.

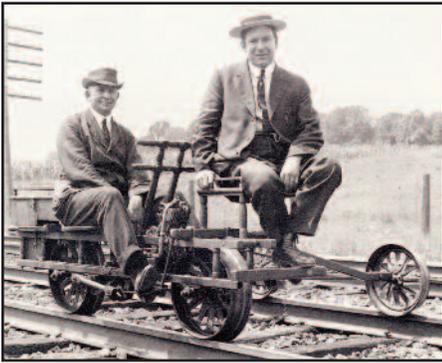
One industry that quickly saw the speeder as something other than a convenience was the large lumber companies working in the deep woods. Poor or non-existent road systems made insular railroads a necessity, and the small conveyances were quickly and enthusiastically embraced. Large numbers of men and their tools needed frequent transport from camps to the deep woods and economy was a primary concern. While a typical steam engine of the day cost \$6 to \$9



Photo: NOAA - John Hayford Album  
1902 - Indian Territory, Oklahoma. A Buda hand velocipede in use by NOAA's historic Coast & Geodetic Survey crew. The rider is holding the tripod and sight instrument.



Photo: NOAA - J. D. Crichton  
1920 -Central US - NOAA Survey crew. The sight instrument is mounted on the right Mudge motorcar eliminating the need to set it up for each traverse. The hood on the left car covers an adding machine used for calculations. To avoid the construction of costly towers, surveys were made along cleared railroad right-of-ways, which had good line-of-sight, .



*Photo: Smithsonian*

**Circa 1920 the B&O used a Sheffield conversion kit to make a velocipede into this four wheel gasoline inspection car.**

dollars an hour in fuel or about \$1 a mile and required a full crew to operate, a speeder cost a paltry \$1 to \$1.50 an hour or about 10 cents a mile and could be handled by one man, usually one of the very crew it transported. Maintenance on a steam engine was expensive and the old adage of “a day on the road, a day in the shop” was quite true. Maintenance on a motorcar was comparatively light and could usually be done “in the field” by untrained personnel.

The lumber industry used the little gas powered cars for everything from crew haulers, superintendent specials, surveyor’s vans, fire control, ambulances, supply delivery, mail and pay cars, and of course the usual track inspection and repair. Many of the same firms that manufactured speeders also built small locomotives, and often the line between the two became blurred as dual service machines were designed. Hastily built and poorly maintained track created a market

for light weight locomotives using farm tractor frames and engines, especially those of the popular 22 hp Fordson tractor. Both Adamson Motor Company of Birmingham, AL and Brookville Locomotive Co. of Brookville, PA built hundreds of Fordson knock-off’s for the industry. Mack would also supply numerous truck frames, engines and transmissions to power large home-built speeders and even light locomotives.

Among the great manufacturers that built or marketed on the North American Continent were Adams, Adamson, Beavercar, Brookville, Buda, Fairbanks-Morse, Fairmont, Gibson, Kalamazoo, Mack, Motter, Mudge, Northwestern, Plasser, Portec, Rockford, Skagit, Sheffield, Stover, Sylvester, Tamper, Wickham, and Woodings. Some lasted nearly a century, others for only a few years. Some like Fairmont and Wickham were giants in the industry with production in the tens of thousands while others such as Portec and Plasser built only a few before moving on to other things. Still others, like Gibson and Skagit, would cater almost exclusively to the timber and mining concerns. Most were completely self-sufficient manufacturing their own engines, wheels and all the other pieces and parts. As time went by most of the

smaller firms were swallowed up by their larger rivals until at the end only a handful would remain. Larger companies began buying up smaller firms for the patents they owned. Usually the entire production of the acquired firm would cease immediately and availability of parts would continue only as long as the existing inventory would last. When Fairmont purchased Mudge they gladly used the sturdy Mudge engines in their own cars as long as the supply lasted.

The high point of domestic manufac-



*Photo: Smithsonian*

**A Mudge section car and crew from the World War I period. The 6-h.p. car weighed 950 lbs.**

turing seems to have been just prior to World War II. Railroads had stayed active, if not robust, during the depression and had continued to buy new equipment. Some design improvements had been made and the largest catalogs for most of the major builders were those of 1938 through 1940.

After 1940 the motorcar was still king, but some of the older more dated designs and more than a few of the builders had begun to disappear. In 1942 The Railway Engineering and Maintenance Cyclopedia, long considered the Bible of the Industry, reported that 61,500 motorcars of all makes were in service on American railroads.

Nearly all motorcars that graced the North America rails were built here. A few demonstrators had been sent by European manufactures through the years but there is no evidence that any saw service beyond show-and-tell tours. Only Wickham of Great Britain and Modern Track Machines (Geismar of France) were able to sell a few.



*Photo: MSCUA-Digital Collections*

**1938 Gibson Motorcar model 12-30 at Weyerhaeuser Timber Co. Vail, WA. The model number indicates the “crush” number of riders at 30! Note the roof line.**

*Please turn to page 18*



*Photo: W&ODRR*

**Evans "Auto Railer" serving as a maintenance of way car on the Washington & Old Dominion RR circa 1941. The roof platform was for cantenary system maintenance.**

The war years saw limited but steady sales as railroad traffic boomed. Several companies answered the Army's call for multi-gauge features, and many machines, motorcars and trailers were purchased by our Government for use both in Europe and Asia. Wartime austerity required that more iron and steel be used instead of aluminum, which probably accounts for the scarcity of surviving examples from that period. When the war ended sales took a noticeable dive as traffic dropped back to its pre-war levels and railroads began to cut back on maintenance budgets. Mechanized work equipment and division or even system-wide production crews began to replace the small, time-honored section gang. Still in 1946 the Interstate Commerce Commission would report nearly 100 men killed and thousands injured in motorcar accidents as they tried to compete with revenue trains for track time. Clearly, the timing was right for a major change.

The beginning of the end seems to have come in 1949 when the 40 hour work week was adopted for railroad workers. The need to get track workers quickly and safely to distant work sites with a minimum of lost time became even more important to railroad management, and the highway seemed a very attractive option.

Of course, the most desirable solution would be a multi-purpose vehicle that could transport gangs and their tools on both the Highway and the rails. In 1932 Karrier Motors of Great Britain had marketed just such a vehicle with some suc-

cess. They made some sales in England and Holland; however, the innovative but complicated mechanism was prone to breakdowns and costly to maintain. The first successful U.S. hybrid had been the Evans 'Auto-Railer.' The Evans Company developed an improved and much simpler pneumatic operated design about 1937. Perhaps ahead of their time, neither company made more than a few sales, but they had clearly shown that such a system could work.

In 1948 as the labor negotiations were heating up, Fairmont designed a rugged manual 'drop-and-lock' device and began modifying Willys' station wagons and trucks, offering railroads a complete package deal. They made their first sale in 1949 to the L&N Railroad, and their product name of "Hy-Rail" has now become synonymous for all such adaptations, regardless of the manufacturer.

Like the old handcar, the motorcar would not go quietly. The remaining motorcar manufacturers including Fairmont, tried to update and modernize their lines. Although many small changes had taken place through the decades, until the mid 1950's it would have taken a keen eye to find much difference between the machines of the day and those first machines of the turn of the century. As Murphy said, "if it ain't broke, don't fix it!" and it would seem both the manufacturers and their railroad customers had taken that maxim to heart.

The majority of the market was still dominated by one cylinder, two cycle, hand cranked engines and belt drives. But beginning in the 1960's the remaining manufactures begin to offer multiple speed transmissions, electric starters with generators and other amenities on even their smallest cars. Many railroads replaced some of their older machines with new models but at the same time Hy-Rail trucks and cars had began to move down in the pecking order from the domain of Senior Officials and Roadmasters and into the hands of regular section gangs. Clearly the trend was towards the hybrid and the downhill spiral of the motorcar picked up speed.

The Railway Track and Structures Cyclopedia had for years led off each edition with a chapter on motorcars. When the 8th edition came out in 1955 only three companies; Fairmont, Fairbanks-Morse and Kalamazoo were still advertising and showing off their new and improved models. However by the time the 9th edition came out in 1978, only Fairmont was still making mention of speeders with just a single page advertisement illustrating one model, the MT19. However, they invested in page after page of ads for different Hy-Rail Equipment. By the early 1980's railroads began disposing of their entire fleets. The Norfolk & Western sold many at a flat rate of \$26 regardless of condition. Other railroads auctioned them off in lots to the highest bidder. Some considered their value too low to justify hauling them to the sale barn and sold them on the spot as scrap, as-is, where-is.

However, while orders for new cars in the U.S. had virtually ended, it was a different story north of the border. Oddly,



*Photo: Fairmont Rly. Motors, Inc.*

**Setting off at a farm crossing is a Fairmont Hy-Rail A31-B. With a 115-h.p., six cylinder gas engine, this car carried six men and tools by highway or railway.**

even with the handwriting on the wall, there were several new Canadian firms that entered the market late in the game. In 1980 the Canadian National had advertised for a modern replacement for its aging fleet.

The next year Barrie Welding produced the Beaver car, which had to be a Cadillac in anybody's fleet, offering airbag suspension, hydrostatic drive and disc brakes, along with other amenities such as windshield defrosters, manifold heaters and a fully enclosed cab. In 1983, and at the other end of the spectrum, Woodings began offering a very attractive fiberglass car that could be cheaply maintained with parts found in your local hardware store. However, even these innovations were not enough to stem the rush to the rubber tire hybrid. That same year Plasser had offered CN an exceptional and very innovative two man machine but failed to secure an order. They would build just eleven more cars before shutting down the production line. Portec would receive the same poor response for their new and innovative designs and would suffer an even shorter production history.

By 1987 the largest U.S. owner, the Union Pacific, had begun the final auctioning of its remaining roster, including all those of its many merger partners. Already, the vanishing little car had captured the attention of collectors who now began buying them up in earnest. Some railroads, fearful of illegal use, rendered their cars useless by cutting the axles or the frames before selling the remaining hulk as scrap. There would be more and more auctions all over the country as the remaining cars were gathered up and sold. Clearly, the end of an era was at hand. Although a few sporadic new car sales were made during those final years, Fairmont's last factory made motorcar rolled off their production line in 1991 and the world became a poorer place.

The end had seemed to come universally in 1991 as the last of the manufacturers began departing the market. On

almost the same day, the two giants, Fairmont of North America and its' international rival Wickham of Great Britain stopped production. Railcar of Canada would hang on for three more years before calling it quits. But it seemed that all the North American railroads had decided to dispose of their little cars. By the turn of the 21st century only a handful could still be found earning their keep. Mexico still maintained a large and well used fleet, particularly in the inaccessible Sierras and a few could still be found in Canadian sheds. In the U.S. a pitiful few would survive in large production gangs but for the average section gang the rubber tire was now king.

new cars for the D&S, based on a Fairmont M15 design. Constructed in 2004 and delivered in 2005, they were M15's in appearance but incorporated MT series transmissions and modern Briggs & Stratton V-twin Engines. Fredericksburg Shops still advertises kits to build similar new cars in both standard and narrow gage.

Today the only known commercial manufacturers of a true motorcar in the Western World are 'Geismar' of France and the 'R. Bance & Company, Ltd'. of the United Kingdom. Oddly enough, both entered the motorcar market about the time the other giants were making their exit. Geismar no longer advertises motorcars

through their Canadian Subsidiary 'Modern Track Machinery' but they do advertise in Europe. Only Bance advertises on the North American Continent but does not have a domestic representative and no known sales have been made. Both products are quite similar in appearance and very much fit the traditional notion of what motorcar should be.



Photos: Penna. R.R. and Fairmont Rly. Motors, Inc.

**Left: A gasoline powered hand car on the Pennsylvania RR dating from about 1915. The motorcar is a converted Sheffield pump car as evidenced by the wood spoked rear wheel. Speeders changed over the years. Yet, certainly the riders from 1915 would instantly recognize the purpose of the machine at right - a 1975 Fairmont ST2-K with a 2 speed gear box. Given ten minutes, they'd probably get it running!**

Except for the growing motorcar hobby, the average railfan might never have the opportunity to see one of the small cars in operation.

Just when it seemed the little cars had gone the way of the Dinosaur and the Dodo, a few small insular railroads were still finding them useful and wanted more. In 1991 Modern Track Machinery of Canada, a Geismar subsidiary, would build one to 58-inch gauge for the Toronto Streetcar System. And in this country, the Durango and Silverton Narrow Gauge RR and The Tall Timbers Mountain Resort in Colorado would ask for more. Lacking a domestic manufacturer to turn to it seems the last chapter for new motorcar production in the U.S. would be written by enthusiasts and entrepreneurs.

In 2003 Tom Falicon of North Carolina rebuilt and converted two standard gauge Fairmont cars to narrow gauge, an A4 for the D&S and an A6 for the tourist resort which connects with the D&S. Les King of Ohio would build two essentially

Regardless of who can claim the title of 'Last Man Standing,' it is doubtful this part of the world will ever see a resurgence of the little machines out doing what they were intended to do. Still, as the new century began there was a small, but surprising, reversal of trends to be found in the close quarters of the train yard. The popular 'Mule' which is little more than a small all terrain vehicle started appearing with drop down rail wheels. While it would be difficult to accept machines such as the Aquarius 'Rail-mule', the Polaris 'Quad' or the larger Daimler 'Unimog' as true motorcars, neither do they fit the accepted notion of a Hy-Rail. Rather the small hybrids seem to be forming a new and unique niche of their own. Already a few of these odd contraptions are showing up at motorcar meets, and it will be interesting to see how far that trend will go. Who knows, perhaps in the next century some railfan will be trying to research and preserve their history as well.

# WHEN GOOD TRACK GOES BAD

BY TOM FALICON

As a track inspector I am constantly searching for rail defects and during my inspections I get the opportunity to see rail in all sorts of configurations. On occasion I've been asked why a motorcar could have derailed on a track that had just been inspected by a qualified inspector the day before an excursion. The answer is complex but to sum it up in just a few words: a sufficient rail profile for a heavy train isn't always good for a lightweight motorcar. Read on as we cover the basics of track inspection and rail profile.

A multitude of defects can be discovered when a track is given its federally required inspection(s) for the week. Gauge, cross level, run-off, warp, twist, elevation, loose or kicked joints, tread and/or gauge mismatch, cracked rails and broken rails, are just some of the things an inspector looks for as he rolls down the track. When a track measurement is out of spec with the federal code it is called a defect. Each of these defects is given code numbers which are used by the FRA (Federal Railroad Administration) and the railroad to describe each track flaw. Track speed, train type (passenger or freight), and freight tonnage are the main determining factors as to how often and to what tolerances a track is inspected.

While the profile of the rail is an important thing to keep an eye on, there are not specific defect codes for a rail that has a marginally improper profile. A marginally improper rail profile that affects motorcar adherence to the rails could be described as rail having profile on the gauge side of a rail head that looks more like a ramp than a edge that is square to the base and tread of the rail. Another poor, but not illegal rail profile, is one where the tread (running surface of the rail) of the rail has been so worn away over the years that the joint bars are exposed to wheel flanges rolling over the joint. Some of the causes of poor rail profile are railcars with bad trucks that are slewing (binding up instead of pivoting in curves), improper wheel gauge, lack of flange and rail lubrication, poor track geometry, very tight curves, tight gauge in curves.

Now-a-days shortlines across America have their hands full due to the rising cost of everything they require to keep their operation profitable and successful.



*Photos (3) provided by Tom Falicon*  
**Above: The gauge side of the rail head is worn in a "ramp" that tends to ramp a motorcar wheel right off the track. Below: Motorcar wheel flanges can hit the edge of a joint bar that has been exposed due to excessive gauge side and tread (surface) wear of the rail. This condition can easily bump a wheel off the high side of a curved rail.**



They need to get the absolute maximum use of their rails before a lot of time and money is spent to turn, grind or replace them. So as long as the their rail profile is deemed sufficient, their trains are running over it without incidents (derails, etc.) and



**Unseen danger: The hy-rail truck that sprayed grease on the inside of the rail to help prevent rail and wheel wear is long gone, but the grease is still there!**

the profile is not causing premature wheel wear, the rail could be left as is until it creates a problem or a feasible time for scheduled track upgrading arises. In most cases, as long as their trains are running smoothly and efficiently, motorcar adherence to track need not be a necessary priority to a NARCOA host railroad.

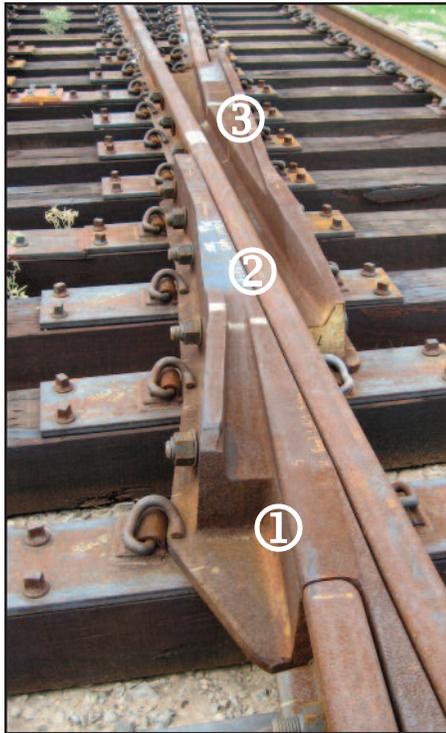
Some of the main reasons a motorcar tends to leave the track are as follows:

- 1) A rail profile where the gauge side of the rail on the high side (outside) of a curve looks like a ramp. (Top photo at left)
- 2) Rail where the tread of the rail is worn so narrow and/or so low that it's joint bars are exposed to the motorcar's wheel flanges contact. (Center photo at left)
- 3) A motorcar with relatively new wheels that still have a very rounded profile in the flange to tread transition area when run on a curve with a rail that has a "ramped up" and a very rounded off gauge to tread transition area.
- 4) A gauge mismatch at a joint on the gauge side of the high side (outer) rail in a curve
- 5) A kicked or loose joint that tends make a rough transition on the gauge side from one rail to another on the gauge side of the high side (outer) rail in a curve.
- 6) Motorcars without a frame that flexes and allows for changes in track geometry.
- 7) Motorcars with poor weight distribution making the right or left front wheel light.
- 8) Proceeding at a speed too high for track conditions.
- 9) A fearless operator that is oblivious to track conditions and thinks that his motorcar will stick to the rails no matter what track conditions are encountered.

I hope this article has helped raise your awareness of track conditions. It was not written with the intention to entice you guys to go out and walk the track that you will be running on, because without proper On-track Safety training or an approaching train protection program in place, it may be impossible to protect yourself from approaching trains and you could be seriously injured or killed. Remember, it is every operator's responsibility to be aware of track quality and alter their speed and operation accordingly if they observe poor rail profile or have been warned about it at their safety meetings.

# FLANGE-BEARING FROG

BY JEFF FORD



Photos by Jeff Ford

The NARCOA speed rule (Sec II, #8) specifically addresses spring frogs and self-guarding frogs as a safety concern. Operators must carefully negotiate these obstacles because they're designed for full-size rail equipment and not for our motorcars. The flange-bearing frog is making its debut and should be included with the others as a safety concern.

Flange-bearing or "lift" frogs are gaining popularity in low-speed auxiliary track applications and pose a specific hazard to motorcar operations. This frog design surpasses the maintenance benefits of a spring frog by completely eliminating the diverging route flange way. The design also incorporates components of a self-guarding frog to hold the wheel in alignment as it negotiates the frog.

As a wheel moves through the diverging route of a flange-bearing frog, the flange engages a ramp ① built into the frog, which lifts the wheel and directs the flange over the rail ② of the through route. After the wheel passes over the through rail, the tread engages a ramp ③ which lowers the wheel back to normal contact with the rail, hence the nickname "lift" frog.

These frogs are designed to significantly reduce the welding maintenance required on a conventional frog or spring frog. In welded rail applications, the rail isn't cut for frog installation, enhancing rail integrity on the through route as the two halves of the frog simply bolt onto either side of the through rail - eliminating rail joints or field welds.

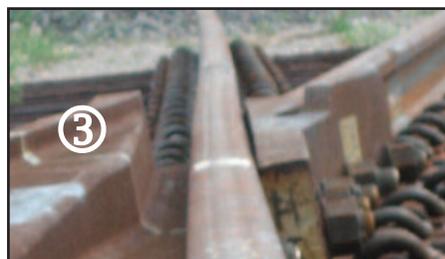
A number of railroads are also using this technology at diamond crossings-at-grade. Like their turnout cousins, these diamonds carry the secondary route up and over the primary route.

While these frogs should be safe for normal-route movements, they pose quite a hazard should a motorcar use the diverging-route at a turnout or the secondary route at a diamond crossing.

The primary concern is that a motorcar wheel is too narrow to engage the self-guarding portion of this type of frog. It would be quite a ride in a motorcar, as the car is abruptly lifted a full inch to run over the through rail. It is recommended that cars be walked through the diverging routes of these frogs and secondary routes at diamond crossings.

Though it's doubtful that many of the secondary lines encountered on NARCOA operations will make common use of flange-bearing frogs on their turnouts, there is a distinct likelihood that a motorcar excursion might encounter a lift-frog diamond, where our low-traffic routes cross those of the larger railroads.

As with spring frogs and self-guarding frogs, the new flange-bearing frogs are of particular concern. EC's and operators alike should include them in their pre-trip safety briefings. If the morning safety briefing doesn't include any information on peculiar frogs, please ask the railroad escort as they may not be aware of the hazard these "critters" pose. Stay safe!



# YOU'RE INVITED TO THE 100TH

BY NORMA SEIBERT  
HARSCO TRACK TECH.

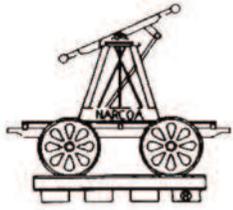
Please make plans to join Fairmont Railway Motors this summer by visiting its 100TH YEAR CELEBRATION on, Saturday, June 13, 2009 in Fairmont, MN. The event will take place at Harsco Track Technologies, 306 West 4th Street, Fairmont, MN 56031 - site of the old Fairmont company plant.

This will coincide with the hometown celebration Fairmont Fun Festival, with many involved in making this a successful, fun-filled event. The company is busy making plans to treat the visitors to a great weekend of history and entertainment.

Friday is the official start of the event with a social hour, dinner, and program. NARCOA members are invited to join Fairmont "old timers" at the social hour and dinner (cost \$18). Saturday, Fairmont motorcars will be displayed with opening ceremonies and guest speakers at the plant site. We will have a dedication of a recently built Hobo Trail and Pioneer Side Walk to remember the role of the hobo camp in the early years of development of Fairmont. There will be Ghost Tours, one of which will be Mr. W. F. Kasper, an early board of directors member of the Fairmont Motor Company, which has grown into the current Harsco Track Technologies. There will be many plant activities available to all enthusiasts. The day ends with a parade and other festival entertainment.

We are gathering historical items & memorabilia from several sources. Our local museum gave approval to display their collection of Fairmont memorabilia. Many former employees have loaned their collections for us to display as well. You are invited to bring your machines: a piece of history that has quietly stepped aside to the modern industry. Your machine has its own life story. We would love for you to come display your speeder on Saturday and share with us its history since leaving "home."

More details on displaying your motorcar, including how to sign up for the dinner, will be published in the next SETOFF. For now, no calls please. Reserve the date!

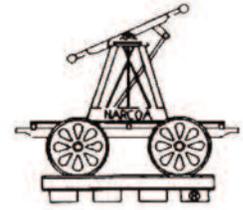


# NARCOA EXCURSIONS

## AS OF FEBRUARY 11, 2009

Please submit all excursions and ads directly to  
[narcoa@comcast.net](mailto:narcoa@comcast.net)

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



### March 13 - 15, 2009 - FL

**Florida Midland RR - Florida Central RR - Florida Northern RR**  
**Friday, March 13 - Florida Midland Railroad - Lake Wales, FL** Set-on will start at 09:00 A.M. Ample parking is available adjacent to the Set On location at E. Stuart Ave. East of N. Scenic Highway. (approx 34 miles) **Saturday, March 14 - Florida Central Railroad - Winter Garden, FL** Our set-on location is on South Main Street just East of the railroad museum in the old depot in the city center. Set-on begins at 07:00, Leave at 08:30 and run to Wooten Park in Tavares.(approx 57 miles) **Sunday, March 15 - Florida Northern Railroad - Ocala, FL** We will set-on in downtown Ocala, Florida, North of Highway 40 grade crossing in an area where the track runs down the middle of the street for several blocks, starting at 08:00. Departure at 09:00. (approx 50 miles). We will run South to Candler in the morning, then cross the diamond on the CSX main and run North to the end of track in the afternoon. NARCOA Insurance and Rules. Cost is \$135.00 per Motorcar for any or all three days. Make checks payable to: Kathy Pults, PO Box 867, High Springs, Florida 32655. Be sure and include an email address as all confirmations will be by email. EC's: Charles Pults 386-454-4659 [rrequip@alltel.net](mailto:rrequip@alltel.net) Keith Mackey 352-347-0770 [keith@gate.net](mailto:keith@gate.net) For more information [visit the excursion web page](#).

### March 14, 2009 - WI

**North Central Railcars, Ltd - annual meeting on 11:00AM**  
**Pizza Hut, 7440 Mineral Point Road, Madison, Wisconsin**  
Besides the usual reading of the minutes, financials and elections, there will be reports of upcoming excursions from Mike Ford & Dave Hawley, a safety and mentoring overview from Bob Knight, and a NARCOA update from Area Director Hal Johnson. After the meeting it's time for Pizza! The meeting is open to anyone who has an interest in motorcars. Questions or comments may be addressed to me at [dro56@hotmail.com](mailto:dro56@hotmail.com). Hope to see you there, Dave Otte - President NCR

### March 21, 2009 - WA

#### Northwest Railway Museum

PRO announces a 'Spring Tune-Up' ride at Northwest Railway Museum in Snoqualamie, WA. We will make multiple trips between North Bend and Snoqualamie. Bring all parts that are excess, there will be an informal swap meet. While people are riding, there will be someone to watch over the parts while displayed. Cost is \$35.00 per car. All NARCOA and PRO rules apply. For further information contact Steve Healy at: [healy.v.s@gmail.com](mailto:healy.v.s@gmail.com) please include Snoqualamie in the subject line.

### March 27 - 29; April 03 - 05; April 18- 19, 2009 - GA

#### Heart of Georgia RR

Between Richland, Ga and Chattahoochee River (Alabama State Line) 28 Miles one way. Set on Lumpkin, Ga. Details are not final. Work Days clearing brush and undergrowth. Bring Safety Hat, Safety Glasses, gloves, tools, ankle high safety boots, Lunch and drinks. NARCOA RULES APPLY. Excursion Coordinators: Jay Boggs E-mail [Bggsr@bellsouth.net](mailto:Bggsr@bellsouth.net) (904-215-2956), Jim Garner [JGrrman@att.net](mailto:JGrrman@att.net) (904-264-5564) Dave Ferro (850-636-0592), Charlie Pults 386-454-4659.

### April 24 - 26, 2009 - WI

#### Depot Days in Brooklyn, WI.

Friday evening set-on and night ride for volunteers. Sat. & Sun. rides for the public. See website [www.depotdays.info](http://www.depotdays.info) or call Al Lesko (608) 897-4855 or Susan (608) 455-1503.

### May 17, 2009 - IA

#### Boone & Scenic Valley Railroad

Notice that this is a Sunday ride and not Saturday as in the past. There will

hopefully be four trips during the day and a night ride. Round trip is 22 miles. Set on at the depot will start at 7:00am with a 9:00am departure. Cost of the ride is \$20. Current membership in the Iowa Railroad Historical Society (\$25) is a railroad requirement. Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. Contact Carl Schneider at 515-967-5181 or e-mail [motorcarl@mchsi.com](mailto:motorcarl@mchsi.com) or go to [www.firstiowadivision.com](http://www.firstiowadivision.com) for more information.

### May 23 - 25, 2009 - MT, ND

#### DMV&W Railroad

Portion of the Westby, MT to Flaxton, ND line and portion of the Bismarck, ND to Max, ND line - 3-day excursion with some different options depending on train traffic. There will be an afternoon run with set-on in Raymond, MT beginning at 2:30pm and a 4:00pm departure on Saturday into the Montana Badlands to Deerview, MT and return for a total of 60 miles for the day. On Sunday, for those cars that aren't already on the tracks, we will set on at 6:30am and depart at 8:00am to Westby, MT. Depending on train traffic for Monday, there are two options available of either 105 miles or 159 miles on Sunday and 40 or 60 miles on Monday. Complete information will be forwarded upon request. Pre-registration is requested but same day registration is welcomed. The excursion fee for the entire weekend is \$90. For further details and to reserve your place, contact David Voeltz, Excursion Coordinator for this ride, at (605-224-2964) after 6 pm weekdays or email: [Dvoeltz@pie.midco.net](mailto:Dvoeltz@pie.midco.net) or go to [www.firstiowadivision.com](http://www.firstiowadivision.com). This is a Narcoa-insured excursion and all Narcoa rules will apply.

### June 5, 2009 - MT

**Big Sky Adventure III *Waiting List Only*** Pacific Railcar Operators is pleased to announce its Big Sky Adventure III in Montana. At this point it appears the tour will start June 5, 2009 and will cover the following railroads: Yellowstone Valley Railroad (240 miles round trip), Central Montana Rail (165 miles round trip), and Montana Rail Link (80 miles round trip). It also appears we have permission to run portions of two BNSF Montana branch lines depending on its car storage needs (100 miles round trip). Participants will travel approximately 585 total round trip miles, 340 of which will be new rail to our hobby. The tour will end near Butte, MT June 13th. Costs at this point are yet to be determined. For more information contact Excursion Coordinator Bill Taylor at [wttaylor@bresnan.net](mailto:wttaylor@bresnan.net). Hope to see you in Montana this summer.

### June 06, 2009 - IA

#### Iowa River Railroad

Ex-M&StL line from Marshalltown to Steamboat Rock, Iowa and north past the ethanol plant towards Ackley. Depending on track repairs mileage, could be up to 70 miles round trip, twice if time permits. Cost of this ride is \$45 per car. The set-on time will be at 7:00am with an 8:00am departure. The set-on location is about 2 blocks north of the Hwy 175 crossing. Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. Contact Carl Schneider at 515-967-5181 or e-mail [motorcarl@mchsi.com](mailto:motorcarl@mchsi.com) or go to [www.firstiowadivision.com](http://www.firstiowadivision.com) for more information. This is a Narcoa-insured ride and all Narcoa rules apply.

### June 12 / 13, 2009 - MN

**Harsco Track Technologies** is celebrating its 100th anniversary in 2009. NARCOA members are invited to a dinner on Friday night (cost \$18) and to display their motorcars on Saturday at the former Fairmont Plant in Fairmont, MN. Factory tour and events open to the public. Motorcar display and dinner reservation info will be in the next SETOFF. Please do not call HARSCO as they are still working on the plans.

**June 20 - 21, 2009 - WV****West Virginia Central RR**

Elkins, West Virginia. Saturday and Sunday, June 20-21, 2009, set-on in Elkins, WV at the former Western Maryland depot and travel to Old Spruce where we will meet Cass Scenic Railroad's Bald Knob train. Saturday's run will be 120 miles. On Sunday the group heads north from Elkins to Belington and onto Tygart Junction (former CSX Cowen sub). At Belington you will be able see WVC equipment including two steam engines. Sunday's run approximately 60 miles. Radios will be required. Experienced operators only, no-mentoring. No high rails. Cost of this run is \$150.00. 40 car limit. For information send a #10 self-addressed, stamped envelope to: WVC Motorcar Run c/o Paul S. Rujak, 786 Hudson Hill Road, Weirton, WV 26062-5584

**July 04 - 05, 2009 - NE****Nebraska Northeastern Railroad**

Osmund, Nebraska - The Osmund to Jackson segment will be ridden on Saturday, and the Osmund to O'Neill part will be ridden on Sunday. Mileage for this 2-day event is approximately 230 miles. Set-on will be at the NENE offices in Osmund, beginning at 6:30am, and departure for both days will be at 8:00am. Cost of this 2-day event is \$60. Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. Contact Carl Schneider at 515-967-5181 or e-mail [motorcarl@mchsi.com](mailto:motorcarl@mchsi.com) or go to [www.firstiowadivision.com](http://www.firstiowadivision.com) for more information. This is a Narcoa-insured ride and all Narcoa rules apply.

**July 04 - 05, 2009 - MB****Central Manitoba Railway/Canadian Pacific Railway/Prairie Dog Central Railroad**

On July 4, participants will travel CEMR's Pine Falls Sub, a 130 mile journey through the Manitoba inter lakes region. On Sunday, July 5, we will interline from the CEMR onto the CPR main line through Winnipeg then onto the Prairie Dog Central Railway, approximately 60 miles. The excursion fee for the entire weekend is \$125 (US) or \$150 (CDN) and includes all railroad fees, gratuities, and other related excursion costs. Canadian participants are welcome to pay cash for the excursion in local currency at the beginning of the trip, but do need to register in advance. There is a 25 car limit. Complete information will be forwarded upon receipt of the excursion fee (U.S.) or by request (for Canadian participants). For further details, contact Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035. Tel: (317) 839-9320 or email: [mford@indy.rr.com](mailto:mford@indy.rr.com). This is a Narcoa-insured ride and all Narcoa rules apply.

**July 08 - 10, 2009 - SK****Torch River Rail/CN/Thunder Rail/Wheatland Railway**

Four different railroads in north central Saskatchewan between July 8th & 10th, 2009. Wednesday, July 8, we will run Torch River Rail (twice) between Nipawin, SK and Choiceland SK for a total of 104 miles. On Thursday, July 9, we will run a portion of CN's Tisdale sub between Crane and Melfort (starting in Tisdale, SK), and will also run Thunder Rail between Crane and Arborfield for a total of 112 miles. On Friday, July 10, we will run the Wheatland Railway between St. Louis, SK and East Totzke, SK for a total of 92 miles. Total miles for all 3 days are approximately 312. Total cost for the 3-day excursion is \$175 (USD) or \$200 (CDN) and includes all rail fees, gratuities, and other related excursion expenses. Canadian participants may pay in local currency at the beginning of the excursion, but do need to register for the trips in advance. Complete details and registration materials will be sent upon receipt of the excursion fee (US participants) or by request (Canadian participants). Please make checks payable to North Central Railcars and send to Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035 or contact Mike via ph

**July 13 - 16, 2009 - SK/MB****Canadian Pacific Rwy**

CP Estevan, Arcola, and Napinka Subdivisions on July 13, 14, 15, & 16, 2009. Participants will travel approximately 526 round-trip miles. Bring a hard hat, safety eyewear/glasses, high-visibility vest, and steel toed

boots. This is a CPR Rule, no exceptions. Excursion fee of \$425.00 (US) or \$500 (CDN) includes all railroad fees, gratuities, 2 nights lodging (Boissevain & Estevan) and other related excursion costs. Canadian participants are welcome to pay cash for the excursion in local currency at the beginning of the trip, but need to register in advance. Complete details will be sent upon receipt of the excursion fee (US) or by request (for Canadian participants). There is a 25 car limit. For trip details, contact Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035. Tel: (317) 839-9320 or email: [mford@indy.rr.com](mailto:mford@indy.rr.com) or at (317) 839-9320 or e-mail: [mford@indy.rr.com](mailto:mford@indy.rr.com) This is a Narcoa-insured ride and all Narcoa rules apply.

**July 24 - 26, 2009 - MN****Minnesota Northern Railroad**

Thief River Falls, Minnesota - Friday, July 24th, beginning 8 miles north of Thief River Falls along Hwy 32 at the Independent Locomotive Services shops at 5:00pm and departing for St. Hilaire at 6:00pm. We will make a round trip and return, where we will leave the cars on the tracks, and then north on Saturday morning. Set-on at 6:00am for those not already on the tracks. We will tour the locomotive shops prior to our departure. Stop at Roseau for lunch. We will then continue east to Warroad, returning to Roseau where we will spend the night. Departure on Sunday morning will be at 8:00am back to our set on at Thief River Falls. Mileage for North the entire excursion is 188 miles round trip. Cost of this ride is \$60 per car. Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. Contact Carl Schneider at 515-967-5181 or e-mail [motorcarl@mchsi.com](mailto:motorcarl@mchsi.com) or go to [www.firstiowadivision.com](http://www.firstiowadivision.com) for more information. This is a Narcoa-insured ride and all Narcoa rules apply.

**August 15, 2009 - IA****Iowa River Railroad**

Eldora, Iowa - The First Iowa Division will ride this ex-M&StL line which runs from Marshalltown to Steamboat Rock, Iowa and north past the ethanol plant to Ackley. Mileage is about 70 miles round trip, riding the line twice if time permits. Cost of this ride is \$45 per car. The set-on time will be at 7:00am with an 8:00am departure. The set-on location is about 2 blocks north of the Hwy 175 crossing. Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. Contact Carl Schneider at 515-967-5181 or e-mail [motorcarl@mchsi.com](mailto:motorcarl@mchsi.com) or go to [www.firstiowadivision.com](http://www.firstiowadivision.com) for more information. This is a Narcoa-insured ride and all Narcoa rules apply.

**August 22 - 23, 2009 - IN/MI****Indiana Northeastern RR**

The trip will start in Ashley, IN and run east/west, then north to Coldwater, MI for an overnight stay, with return to Ashley early afternoon on Sunday. The entire trip will cover approximately 150 miles. The excursion fee of \$240.00 includes the railroad fee, overnight accommodations in Coldwater, MI (Sat., August 22, 2009), gratuities, and other miscellaneous excursion costs. Registration materials, complete details, itinerary, and maps will be sent upon receipt of the excursion fee. This is a NARCOA insured excursion and NARCOA rules apply. There is a 30 car limit. To register, send a check for \$240.00 (Payable to Great Lakes Railcars) to Michael P. Ford, 7712 Carpenter Court, Plainfield, IN 46168-8035. For questions or further information, contact Mike at (317) 839-9320 or via e-mail ([mford@indy.rr.com](mailto:mford@indy.rr.com)).

**August 29, 2009 - MO****Ft. Leonard Wood Army Base RR**

Ft. Leonard Wood, Missouri The First Iowa Division has set up a ride on the Army base at Ft. Leonard Wood, Missouri. Set-on will be at 10:30am with a 12:00 noon departure. We will make two trips on this 20-mile scenic line through the Ozarks to the connection with the BNSF at Bundy Junction. Due to security issues, everyone will need a picture ID, vehicle registration, proof of insurance, and be prepared for a vehicle inspection. Cost of this ride is \$35. Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. Contact Carl Schneider at 515-967-5181 or e-mail [motorcarl@mchsi.com](mailto:motorcarl@mchsi.com) or go to [www.firstiowadivision.com](http://www.firstiowadivision.com) for more information. This is a Narcoa-insured ride and all Narcoa rules apply.

**August 30, 2009 - MO**

**Colt Railway**

Columbia, Missouri to Centralia on an ex-Wabash track. We will set on beginning at 6:30am and 8:00am departure for the first run. Our set-on location is at Boone County Mill Works which is located in downtown Columbia. We will run this line two times during the day for a total of about 88 miles. Cost of this ride is \$45 per car. Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. Contact Carl Schneider at 515-967-5181 or e-mail. [motorcarl@mchsi.com](mailto:motorcarl@mchsi.com) or go to [www.firstiowadivision.com](http://www.firstiowadivision.com) for more information.

This is a Narcoa-insured ride and all Narcoa rules apply.

**September 05 - 07, 2009 - SD**

**Dakota, Missouri Valley & Western Railroad**

Two day ride on the DMV&W Railroad at Britton, SD. and continuing to the Sisseton & Milbank Railroad to round out a 3-day weekend. *Day One* – There will be an evening Run from Britton SD to Geneseo Jct and back. Total Mileage is approximately 80 miles. Set-on begins north of the elevator on 7th St in Britton at 4:30 pm with a 6:00 pm departure. Good lights required. Cars may be left on the track that evening. *Day Two* –depart from Britton, SD and head southwesterly to Yard Limit east of Aberdeen, SD returning to Britton for lunch. We will repeat some or all if time allows. Total mileage is 80 to 160 miles. Set-on begins at 6:30 am for those arriving that day with an 8:00 am departure. *Day Three* – set-on at Milbank, SD at the wye on West Milbank Ave beginning at 6:30am depart at 8:00am for Sisseton and return. Total Mileage is approximately 75 miles. We would like to be back to Milbank shortly after 1 pm. Total cost for this 3-day event is \$90. For further details and to reserve your place, contact David Voeltz, Excursion Coordinator for this ride, at (605-224-2964) after 6 pm weekdays or email: [Dvoeltz@pie.midco.net](mailto:Dvoeltz@pie.midco.net) or go to [www.firstiowadivision.com](http://www.firstiowadivision.com). Pre registration is requested, but same day registrants are welcomed. NARCOA-insured, NARCOA rules apply. e first run. Our set-on location is at Boone County Mill Works which is located in downtown Columbia. We will run this line two times during the day for a total of about 88 miles. Cost of this ride is \$45 per car. Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. Contact Carl Schneider at 515-967-5181 or e-mail [motorcarl@mchsi.com](mailto:motorcarl@mchsi.com) or go to [www.firstiowadivision.com](http://www.firstiowadivision.com) for more information. This is a Narcoa-insured ride and all Narcoa rules apply.

**September 12, 2009 - IA**

**Appanoose County Railroad**

Centerville to Albia, Iowa. Set-on will be at 6:30am at the APNC shop building just south of the water tower in the southeast part of town with an 8:00am departure. Mileage for the day is about 64 miles. Cost of the ride is \$35. Dave Pratt (515-674-3803) is the Excursion Coordinator for

**NOMINATIONS END  
MARCH 15TH!**

**EVEN NUMBER SEATS ON  
BOARD OF DIRECTORS**

- Area 2 – NJ, PA, DE, MD
- Area 4 – WV, VA, KY, NC, SC, TN
- Area 6 – MN, WI, IL, Upper MI
- Area 8 – Canada & Worldwide outside USA
- Area 10 – WA, OR, ID, MT, AK, WY

Contact the Nomination Committee:

**Carl Anderson (ca636@aol.com)**

**1330 Rosedale Lane, Hoffman Estates, IL 60195**

Any member of NARCOA in good standing is eligible to run for the Board seat in their area. Sets of mailing labels, that include all members in the area, are available to candidates for mailing campaign material. Nominations close March 15, 2009. Ballots will be mailed May 1, 2009 with the May / June SETOFF issue. Voting ends July 15, 2009.

this ride. Contact Carl Schneider at 515-967-5181 or e-mail [motorcarl@mchsi.com](mailto:motorcarl@mchsi.com) or go to [www.firstiowadivision.com](http://www.firstiowadivision.com) for more information. This is a Narcoa-insured ride and all Narcoa rules apply.

**September 25 - 26, 2009 - IL 2009**

**2009 NARCOA Annual Meeting**

Sheraton Gateway Suites, 6501 North Mannheim Road, Rosemont, IL 60018 This meeting is open to all paid NARCOA members. NARCOA Annual Meeting

**September 26, 2009 - PA**

**Allegheny Valley RR**

Confirmed date, still planning approx. 26 miles round trip. New Kensington to Pittsburgh PA and return along the banks of the Allegheny River. More info soon. Appalachian Rail Excursions LLC John Gonder [up3706@msn.com](mailto:up3706@msn.com)

This is a Narcoa-insured ride and all Narcoa rules apply.

**September 27, 2009 - PA**

**Southwest Pennsylvania RR**

New Stanton PA. Still Planning. One day trip from Safe Handling Intermodal Yard in Mt Pleasant, PA throughout Westmoreland and Fayette Counties approx 52 miles round trip. Appalachian Rail Excursions LLC John Gonder [up3706@msn.com](mailto:up3706@msn.com)

**October 03, 2009 - MN**

**St. Croix Valley Railroad**

From North Branch to Hinkley, Minnesota. Set-on will be by the elevator one block north of the Hwy 95 crossing beginning at 6:30am with a departure at 8:00am. We will make two round trips during the day for a total of approximately 132 miles. Cost of this ride is \$45. Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. Contact Carl Schneider at 515-967-5181 or e-mail [motorcarl@mchsi.com](mailto:motorcarl@mchsi.com) or go to [www.firstiowadivision.com](http://www.firstiowadivision.com) for more information. This is a Narcoa insured ride and all Narcoa rules apply.

**Excursions Held On A Monthly or Bi-Monthly Basis**

**Northern Central Railroad – New Freedom, PA**

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, 2009 through January 31, 2010. Call Dean Grote - EC at 717-637-7647 for details.

**Stewartstown Railroad – New Freedom, PA**

The Northern Central Railcar Association is offering to NARCOA members, excursions on the Stewartstown Railroad from New Freedom, PA to Stewartstown, PA. on various dates between February 1, 2009 and January 31, 2010. Call Dean L. Grote Excursion Coordinator at 717-637-7647 or e-mail [dizzydean55@embarqmail.com](mailto:dizzydean55@embarqmail.com) for details.

**Red Springs & Northern Railroad – Fayetteville, NC**

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, first and third weekends of each month, 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](mailto:careyboney@embarqmail.com)

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# WANTED

**WANTED - M9 fender.** Left front/right rear fender for a Fairmont M9. The part number for what I'm looking for is M37170. Thanks, Jim Fiefer, 714-897-1775. Email [jim@rivertoys.com](mailto:jim@rivertoys.com).

**WANTED - Axles needed** - Looking for a 1 7/16" rear axle assembly (axle plus casting for the bearings and gear) for a standard gauge belt car with a 2-speed gearbox. Part #64284 stamped on axle, part #64285 cast into the iron casting. Also looking for short half of an offset 1 7/16" front

differential axle, Fairmont part #M24189. Robert Bertekap, Wallingford, CT [baronrail33-speeders@yahoo.com](mailto:baronrail33-speeders@yahoo.com)

**WANTED - Woodings transmission.** Ed Hoefler [hoefler@century-tel.net](mailto:hoefler@century-tel.net) 417-858-0338

**WANTED - Any information on an original condition Lehigh & New England M-19C sold in Wisconsin in late 2000.** I am interested in finding the current owner, condition, and availability of this car. Any information can be forwarded to Chris Vitz via email at [cvitz@hotmail.com](mailto:cvitz@hotmail.com), by phone at 973-283-9064 or by mail at 51 Central Avenue, Butler, NJ 07405

**WANTED - Hand held two way radio** capable of all AAR and NARCOA freqs. Used, or low cost new. Addison Austin [onrustab@yahoo.com](mailto:onrustab@yahoo.com)

**WANTED - 2 Man Beaver Car Cab** any condition Terry Devine Cell 530-228-6925 [tjdevine@digitalpath.net](mailto:tjdevine@digitalpath.net)

**WANTED - (2) Fairmont 1 15/16 " diameter differential axles**, part number M22199N, (4) Cast Steel 16" X 7/8" demountable wheels, part number M21298, (1) Cast Steel 20" X 7/8" demountable wheel, part number M21383. New preferred but will consider good used. David M. Williamson, 9745 Buck Road, Freeland, MI 48623 (989) 695-6881, [fairmontdave@speednetllc.com](mailto:fairmontdave@speednetllc.com)

**WANTED - Waukesha FC-330.** gasoline engine (4 cylinder). Parts or complete engine (running or not) Engine specs 31/4 x 4. I am rebuilding a Fairmont A-5-C and need oversized pistons, rod and main bearings (.020). I'm located in Santa Fe, Texas. Phone: 409-925-8401, cell-409-750-2701. E-mail: [altaloma@comcast.net](mailto:altaloma@comcast.net) Ralph W. Stenzel, P.O. Box 125, Santa Fe, Texas 77510

**WANTED - Fairmont OEM turntable hydraulic cylinder** - any condition. Wayne Parsons, 818-368-5942 or e-mail [wparsons@ix.netcom.com](mailto:wparsons@ix.netcom.com)

**WANTED - Fairmont OEM Drawbar** part number 78432 for M14 - good take off condition. Wayne Parsons, 818-368-5942 or e-mail [wparsons@ix.netcom.com](mailto:wparsons@ix.netcom.com)

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## FOR SALE

**Canadian CR7** partially disassembled, ROC engine turns over easily. This is a project. Comes with an antique QHB engine that also turns over easily. The QHB would make a great static display. Located in Chehalis, Washington. \$950 for both. Contact Mike Brower at 360-748-4603 or [mbrower@localaccess.com](mailto:mbrower@localaccess.com).

**GTW M-19** very good condition, located in Connecticut. Narcoa compliant has been on numerous Narcoa runs, car is ready to ride. 6 gallon fuel tank, radio equipped. Blue Carmate 7x12 fully enclosed trailer set up for motorcar hauling, barn and side door 96" door height. Too many parts to list for MT-19 and M-19. Asking \$9000.00 or B.O. for entire package. contact Bruce Nollman at [grizzet@comcast.net](mailto:grizzet@comcast.net)

**Rock Island Fairmont S2** - Completely refurbished fairmont S2 motorcar! Seats added and new drive belt. Needs only minor lights, fire extinguisher, etc. to be NARCOA ready. Engine runs strong (although didn't use it last season). \$2500 or best reasonable offer. Contact: Bryan Shupe, St. Ansgar, IA (641)425-9191 [bkshupe@iowatelecom.net](mailto:bkshupe@iowatelecom.net)

**Fairmont Aluminum roof & front** - Mostly complete aluminum front and roof. Also has the rear support. This is the type you would use side and rear curtains with. Both wiper motors work. \$500 or best reasonable offer. Contact: Bryan Shupe, St. Ansgar, IA (641)425-9191 [bkshupe@iowatelecom.net](mailto:bkshupe@iowatelecom.net)

**Canadian National MT19**, with custom trailer, excellent shape, NARCOA ready, Les King turntable. \$5,000. The speeder has a foot clutch. The speeder and trailer are located in Southern California. Price is firm,

cash only, as-is and where-is. For further details contact Chuck Lee at [cwlee@post.harvard.edu](mailto:cwlee@post.harvard.edu) Additional photos available. -9191 [bkshupe@iowatelecom.net](mailto:bkshupe@iowatelecom.net)

**Transmission from an MT19.** Good shape. Has not been run in many years. \$ 300.00. It would be hard to ship, would be better to pick up in Calif. Roy Gammill [bevroyl@sbcglobal.net](mailto:bevroyl@sbcglobal.net) 805-528-5304

**Fairmont 20" Wheels** - MII40IK 20x5/16x4 1/2. The stamp #8B9 is on three of the wheels and #9AI on one. Fairmont sells them for \$825.92 ea. I will sell all four for \$2000. Will not sell one at a time. John Meier 931-363-0218 [flyboy02@charter.net](mailto:flyboy02@charter.net)

**Nikki Carb** and intake manifold off of a LX79/11253H motor. This motor never ran. It was dead in the box from the factory. Numbers stamped on the bowl casting are 27-241, 1460698 and a cast in 6100 \$75.00 Lyle Breese at [LZSBRNCH@C-ZONE.NET](mailto:LZSBRNCH@C-ZONE.NET) or 530-275-0639

**Near New Starter** for a LX790/11253H motor. Came from a dead in the box Factory LX790 Linamar motor. \$145 Cummins West sells this starter for \$290 Lyle Breese at [LZSBRNCH@C-ZONE.net](mailto:LZSBRNCH@C-ZONE.net) or 530-275-0639

**Fairmont MT14L** Onan CCKB, L.K. turntable, side curtains, stainless steel fuel tank, radio and Intercom with 3 headsets, seats with arm rests, spark arrester. 2 axle enclosed trailer with electric brakes, ramp door, electric winch, inside lighting, spare tire, 40 gal. fuel tank with electric pump, and solar panel. NARCOA ready, Strong Runner. \$8500 Jim Ude 209-874-4724

**MT14L-** B48G Onan, Turntable. Tom Phair Radio, 10 Gal. Tank. Car needs nothing. 2005 Trailer with ramps, winch, tie downs and new spare wheel and tire. **MT19 open car** in process of restoration. Good CCKB, Wheels, New LK turntable, Ex Manifold, Brakes, Hangers, Coil, Fuel Pump, etc. \$7,500 Firm Takes It All. No Wheel Kickers Please. I Bought a farm and no time to play. Tom Anderson 315-986-2805 [tae@rochester.rr.com](mailto:tae@rochester.rr.com)

**Hi-Rail Rafna HD 250** hydraulic, no hydraulic pump. Good condition \$1200 US funds. Tony Andrusevich, Hamilton, Ontario 905-692-5949. Also, **Cast Steel Wheels - 20"**. Just received a set of 4 in good condition. Came from motorcar used in a subway system. Also, **Fairmont Hi-Rail 0307** manual with steel arms. Rubber covered wheels. Good condition. \$1,000 US funds. 0305 for Dodge Dakota. Needs 3 new aluminum arms \$400 US funds. Also, **Hi-Rail Raftna** from '97 Dodge Dakota. Hydraulic with Hyd. pump. Good condition. \$2,000 US funds. Raftna 150 Hydraulic, front set only, \$400 US funds. Tony Andrusevich, Hamilton, Ontario, 905-692-5949

**Fairmont M-19** with RO-C engine. 95% complete, this open (no cab) M-19 is completely dis-assembled with many parts bead/sand blasted and ready for paint and assembly. Car includes extra fenders, extra floor pans, extra engine tunnel sides, extra partial frame, and Fairmont yellow and gloss black epoxy paint. Dis-assembled engine comes with new rings, stud bolts, and gasket set. Priced at \$1750, car located in Pueblo, CO. Contact Doug Summer by email at [drwg478@msn.com](mailto:drwg478@msn.com) or at (719) 545-9752.

**Kalamazoo Model 27AWF** open gang car. Former US Army, MILW RR (Kyle Railroad) car mfg. 1952. 4 wheel drive, 4 cyl. Hercules engine 40 hp, 4 speed trans with full reversing diff. Will pull just about anything that you tie onto it. Comes with a Fairmont portable turntable for easy handling and lots of extra parts and service manuals. \$3500 B.J. King 206-910-4773 Kent, WA [zoocars@yahoo.com](mailto:zoocars@yahoo.com)

**MT14** Motor Car with 4 comfortable seats/seat belts/radio/intercom with 4 headsets. car body extended one foot for leg room. Les King electric turntable. New wheels, carburetor, windshield wiper motors, battery, chain in 07. Narcoa ready. Ex UP. MOW 3 week trip in 08 with no problems. Custom trailer included with quick tie downs. Price \$8,500. Bill McNab 510-524-8257 S.F. Bay area.

**A-4 Five passenger gang car.** CN speeder rebuilt from the ground up and has been on mega runs in British Columbia and Mexico. Include;

overhead cam Ford industrial engine, hot water heat, 5 spring shock seats, aluminum diamond plate floor panels, large aluminum diamond plate trunk luggage box, and 18 gallon aluminum gas tank. Excellent running condition, needs a new starter ring gear and side curtains. \$7,000 OBO, delivery possible. Serious inquiries please. Also, **A-4D Narrow Gauge Five passenger gang car.** It was professionally rebuilt from the wheels up and is ready to use. Features of the car include; overhead cam Ford industrial engine, hot water heat, jack operated turn table (rarely needed), 5 spring shock seats, easy access grease fittings, locking tool boxes, and 18 gallon aluminum no rust gas tank. Serious inquiries please, more pics available. \$19,500, delivery possible. Dave Myers 928-380-7056

**MT 14** With Onan Engine. Has new curtains. Narcoa ready and has made several runs this year. This car is in great shape. Also included a 2008, 6 X 12 utility trailer with new trailer tires and 2500 pound mile marker electric wench. Complete package for \$7000.00. Contact William Thompson, Blakely GA 229-723-8231 E-mail: [cwthompson@alltel.net](mailto:cwthompson@alltel.net)

**Fairmont M9-G-1-2** 1948 CRI&P. ROC engine set up to run using buzz coil. Car is not running. 12 volt system. Car has top and front with broken glass, never been in NARCOA. Have history card. Location of the car is 30 miles North of Seattle, sitting next to the Sumas Div. of the N.P. ROW., in Snohomish. \$2000. (360)568-5424 Bruce Ferguson

**2007 Forest River 7' x 10' box trailer for MT-14 and MT-19 sized cars.** Includes narrow and standard gauge rail system, 3700 lb. Winch with on board deep cycle battery, and shelf in front. This trailer features interior and exterior loading lights, single axle with brakes, drop down rear door, side door, and 2 5/16" Bulldog ball hitch. Trailer is located in Pueblo, Colorado and is available for \$5,000.00. Contact Doug Summer at (719) 545-9752 or [drwg478@msn.com](mailto:drwg478@msn.com).

**Fairmont A-8** (Latest one built) Full Time 4-Wheel Drive, Disc Brakes, Factory Turn Table. Includes new Trailer, Will deliver in lower 48 states. \$35,000. Paul Zaro Cell 408-234-2172 [Zarocmrails@aol.com](mailto:Zarocmrails@aol.com)

**Northwestern**, ex US Army Oakland, runs great, \$4000. Located halfway between LA and SF in CA. Also **Restored handcar**, ex Hudson Bay Railroad, excellent condition, \$8,500. Located halfway between LA and SF in CA. Contact Ron Zammit, [rammit@gmail.com](mailto:rammit@gmail.com), 805-489-5724

**Fairmont MT-19A and trailer** fresh paint, cab-off restoration, Onan CCKB engine. EX: Soo Line car from Thief River Falls, MN, new in Aug. 1970. New tires on trailer. NARCOA compliant. Photos available on request. \$5,500 for car and trailer. Ed Wagner Madison, WI Phone: 608-244-3349 or 608-770-2388. E-mail: [ab9fn@hotmail.com](mailto:ab9fn@hotmail.com)

**Fairmont 1952 M9-G and Trailer** - Speeder has a spring suspension, 1-cyl. 2-cycle engine, wiper motors, side/rear curtains, wheels, brakes, seats, large muffler, trailer with electric winch & battery, spare tire, travel/storage cover, two custom storage boxes, electric control panel and wood box: AM/FM radio/cassette player; 50W VHF transceiver for group communications; volt meter; engine hour meter (at 101 hours); fuel gauge; two stereo headsets with mic's for intercom, radio, and transceiver; stereo speakers; variable air horn control; fuse panel; front storage door open warning light; and two 12V accessory sockets. DETAILED and PICTURE LADEN document (44 photos including electrical diagram); email me to down load the 3MB pdf document. Price is \$6000 for car and trailer located in Wichita, Kansas. William Kinney, [wkinney@cox.net](mailto:wkinney@cox.net), 316-744-3565

**Ex Pumpkin MT 19** with an all new Tomah MT 14 cab. All new glass, insulation etc. New Multiple channel Kenwood commercial radio with all of the published R.R. channels. Les King axle and sprocket, idlers with O ring chain (no oiling), complete rebuild of Onan CCKB (std. bore & std. crank) with less than two thousand miles. Large brake shoes, S2,

new Les King seats. Transmission seals - input and shift rails. Hydraulic turntable. All in excellent shape. Can be seen on the Santa Maria run 11/1 and 11/2. \$10,000 with trailer including spare parts. Located central coast Calif., San Luis Obispo area. 805-528-5304 [bevroy@sbcglobal.net](mailto:bevroy@sbcglobal.net).

**Fairmont CR-7** (M14) Under wraps since 2002. It runs very strong, rebuilt timer, new alternator. New floor pans included, cut and holes punched. NARCOA ready. Ex CP believed to be in service at Castlegar, B.C. Canada. (The lift handles were shipped there as evidence by the shipping instructions). Additional photos upon request. Asking \$2000 obo. Contact Malcolm Frost by email [mfrost@aegispacific.com](mailto:mfrost@aegispacific.com) or call (530) 305-2145

**Fairmont MT19A** Aluminum cab w/doors and B48G motor, runs very well, includes Fairmont 4ft. trailer with tow bar. Working lights, stop-lights, running lights, strobe light and remote operated spot light. New brakes, wheels (on car) and idler pulley and clutch pedal lowering kit. Safety belts, seats in like new condition. Set up for Speed-O, heat Gauge, has fuel gauge, wipers and heater (needs repair), factory turntable with alarm, spark arrester and paints o.k.. NARCOA ready. The car is in Dallas, Oregon, asking \$5,000 U-haul. Contact Walt Baldrige (503) 623-2475

**Kalamazoo 56ON** - I have a partial Zoo 56ON (similar in size to a MT-14), has 14 wheels, a partial Onan engine (stuck I'm sure), good transmission, clutch, chain, pretty good body with curtain rods. No rust out on the cab. Good project or parts car. \$1500 or best reasonable offer. Bryan Shupe (641) 425-9191

**CPR A5** Must sell - NARCOA ready A5. 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, ON, Canada Phone: 705-475-9787 E-Mail: [cantrak@hotmail.com](mailto:cantrak@hotmail.com)

**Fairmont 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. Stored outdoors, floor pans 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](mailto:tracyandgiles@gmail.com) or call (425) 829-7823.

**Fairmont 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](mailto:dbjm@dejazzd.com).

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## SUPPLIERS

*If you are a supplier of motorcar parts, and wish to be included here, please contact [setoff@ix.netcom.com](mailto: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](mailto:warren.riccitelli@verizon.net) 39 Jacksonia 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](mailto:careyboney@embarqmail.com) or 1605 Powers Road, Wallace, N C 28466 phone (910) 285-7489. Engine & Carburetor gaskets - RKB Twin engine set.

**NARCOA does not guarantee, certify or warrant that any mechanical equipment, modification, solution or device described in articles or advertisements in The SETOFF are safe or suitable for any members' needs or purposes. Technical articles are provided for members' consideration only. Readers are advised to do their own due diligence to determine the safety and suitability of any such equipment, modification, solution, or device for their purposes, and are advised to seek outside expert advice.**

**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@hawai-ihost.us 1146 W. 27th St. Independence, MO 64052-3222. Library of rail motorcar manuals, performance sheets, parts lists, maintenance instructions.

**Tom Falicon** Raildawg@gte.net 1227 Sawmill Creek Rd, Bryson City, NC 28713 ph: 828-488-8063 after six. Fairmont Billet Shift Knobs.

**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 Heinmuller**, 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 rebuild-

ing. For a detailed list of parts available, see website.

**L&Speeder Repair and Restoration** heatmor@itctel.com 17504 438th Ave., Henry, SD 57243 phone (605)532-3470. Custom motorcar trailers - will build to your specifications.

**Dave Myers** at: dave@redspeeder.com or 928-380-7056 MT-19 Temporary Axle splint. Fairmont transmission sprockets, and special sprockets of interest when re-powering a car with non-Onan engines.

**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@phairs.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 new calipers have a bold mark at the 1/8" minimum. **Because the new stainless steel calipers are just starting production, the photo at left is of the no longer available old caliper. We'll get an updated photo in the next edition.** Make your check payable to NARCOA, and mail to Warren Riccitelli, 39 Jacksonia 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



# MOTORCAR OPERATORS WEST

BY BILL SCHERTLE

Motorcar Operators West (MOW) was founded in 1992 by a group of motorcar enthusiasts from California including Ron Zammit, Denny Anspach, Gil Dominguez, Vic Neves, Don Breitbarth, and Doug and Rich Stivers. Their purpose was to run safe, legal excursions mainly in California, but later expanding to all of the West Coast. The first run was on the Niles Canyon RR, followed by runs on the McCloud RR, Yreka Western, California Western, Sierra, North Coast RR (NWP), and CORP.

MOW has taken leadership in the development of a detailed operator's handbook, a comprehensive rulebook, legal release and agreement forms, a strong mentoring program, a rigorous motorcar safety inspection procedure, and mandatory and railroad-specific safety meetings

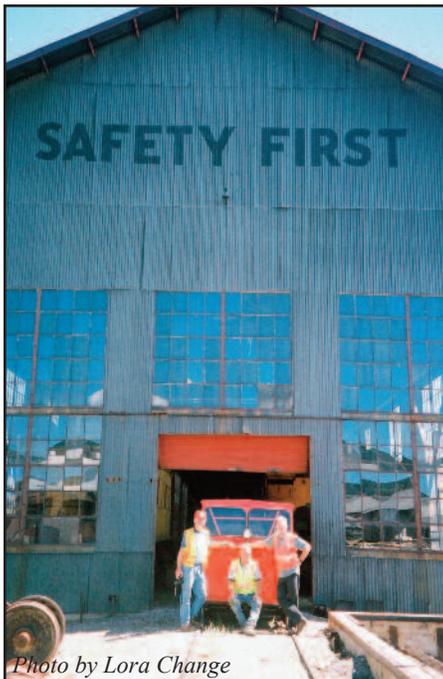
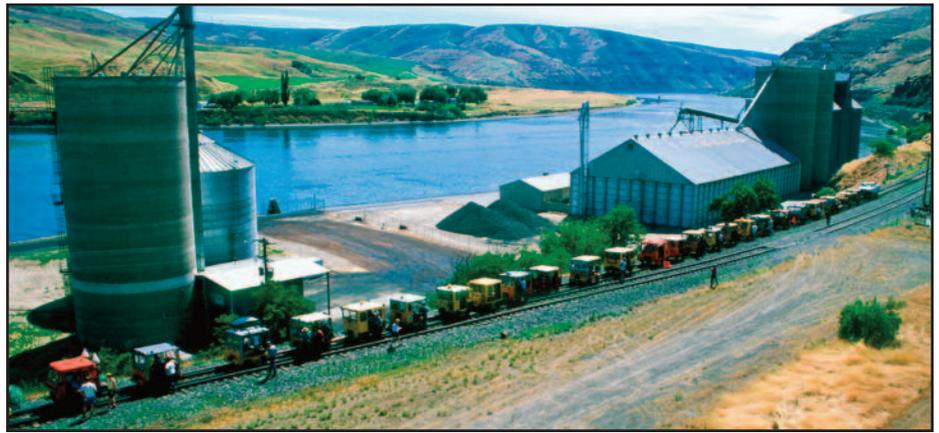


Photo by Lora Change



Photos (2) by Doug Jensen

**Above: July 2000 - The MOW excursion on the Camas Prairie RailNet stops at Almota, WA (MP 35) site of a grain barge loading operation on the Snake river. Below: May 1995 - Street running on Waterfront Drive in Eureka, CA on the NWP.**

every day, before every run. Many of MOW's ideas have been incorporated into today's NARCOA operations. MOW membership is open to anyone interested in the railcar hobby and is governed by a democratically elected eleven member Board of Directors. A major goal of the Board is to provide more safe and legal excursions for our members to enjoy.

To that end, the signature excursion for the past 12 years has been the Pacific Northwest Tour, the brainchild of Chris Baldo of Willits, CA. His idea was to link together several railroads in the same geographic area to create an excursion that can last two weeks or more, including travel days to new set-on sites. This excursion has allowed us to run on some of the most



beautiful track that the US and Canada have to offer.

MOW membership is encouraged but not required for any of our excursions, and we make a special effort to welcome all NARCOA licensed operators and their motorcars. We invite you to ride with us knowing that you will enjoy the magnificent scenery, our generous hospitality, and the amazing variety of the Western United States and Canada.

**Left: Grant Vogel, Del McCall, and Glen Ford strike a pose with the "A" car restored by MOW for the Nevada Northern RR at Ely, NV. Below: July 30, 2000 - White Pass & Yukon at Skagway, AK - turning the speeders on the cruise ship dock.**



Photo by Wayne Parsons