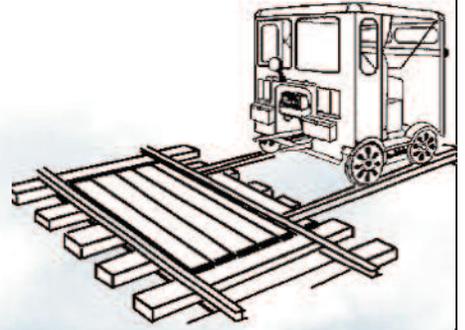


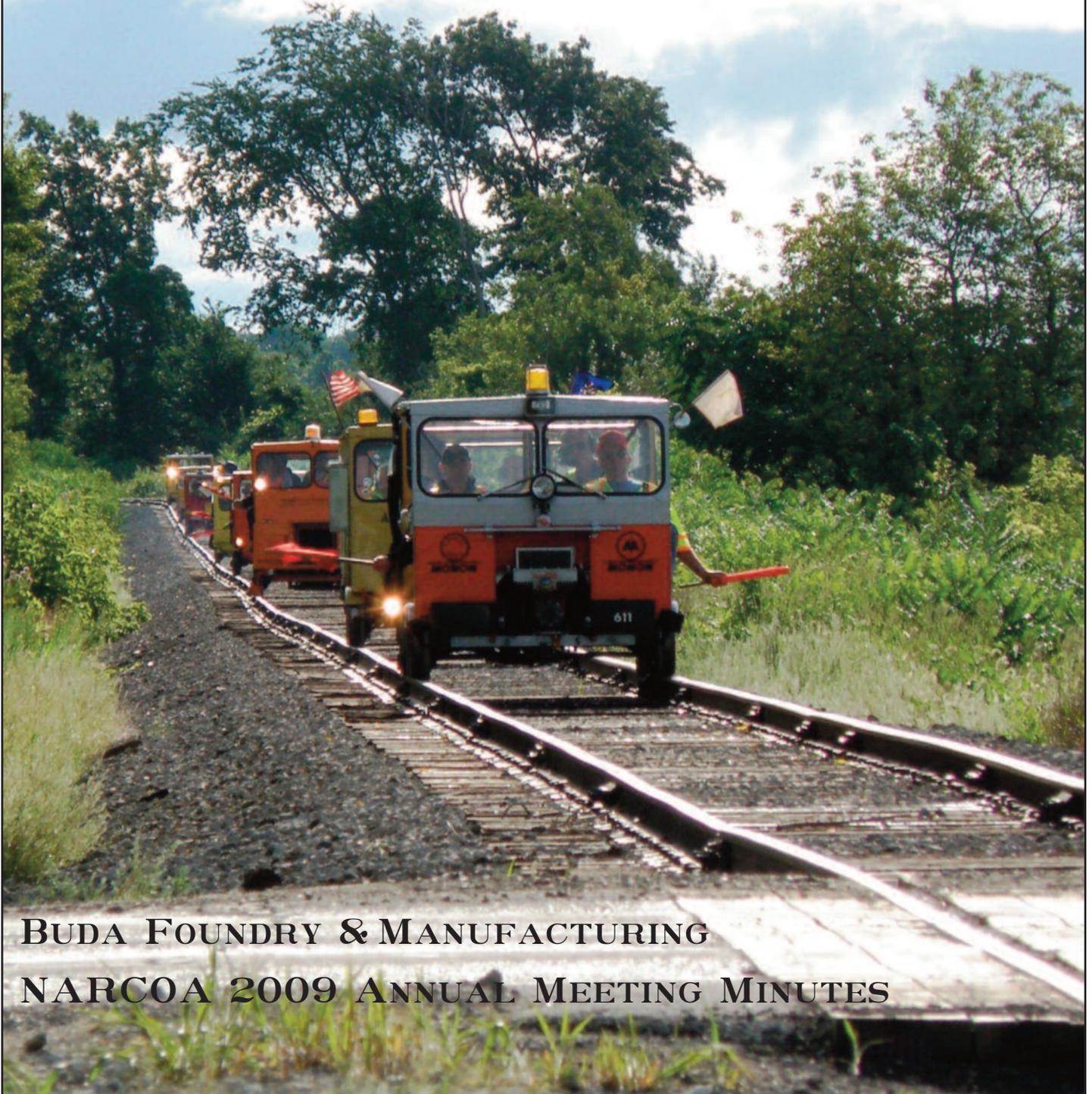
# THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA  
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION



JANUARY / FEBRUARY 2010

VOLUME 24 - No. 1



BUDA FOUNDRY & MANUFACTURING  
NARCOA 2009 ANNUAL MEETING MINUTES

# THE SETOFF

VOLUME 24 - No 1

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 check made out to NARCOA to:

Joel Williams, Secretary &  
Membership Chair  
P.O.Box 802  
Lock Haven, PA 17745

Brian Davis, SETOFF Editor  
5626 Chadwell Circle  
Ravenna, Ohio 44266  
setoff@neo.rr.com

Leon Sapp, Assistant Editor  
Jan Taylor, Assistant Editor  
Jamie Haislip, Contributor

The SETOFF is printed by  
Greg Kightlinger, GEK Printing

All subscriptions and address changes must go to the Secretary. All materials for publication must go to the Editor.

Materials received by the 15th of even numbered months will appear on the 1st of the next odd numbered month subject to editing and available space. Please include your e-mail address and phone number. Electronic submissions are preferred. Text files must have either .doc or .txt extensions. Photo files must be high resolution with .jpg extensions. All materials are archived and not returned. We cannot reprint copyrighted material without written authorization or proper attribution.

Letters to the Editor must be signed and include an e-mail address or phone number for authentication. All such letters will be printed as discussed in the NARCOA policy book.

For more information about NARCOA, the safe legal operation of motorcars, or to find NARCOA affiliates located in Canada, the United States, and Mexico, please see:

[www.narcoa.org](http://www.narcoa.org)

© Copyright 2010 - NARCOA. All rights reserved. Reproduction, by any means, in whole or part, by any party, is strictly prohibited.

*On The Cover: Motorcars on the Indiana Northeastern RR, crossing St. Rt 4/237 August 2009, photo by ?*

# NARCOA OFFICIALS

President: Warren Froese  
Vice-President: Mark Springer  
Secretary: Joel Williams  
Treasurer: Tom Norman

Area 1 Director  
(ME, NH, VT, NY, MA, CT, RI)  
Warren Riccitelli (401) 232-0992  
warren.riccitelli@verizon.net

Area 2 Director  
(NJ, PA, DE, MD)  
John Gonder (724) 244-7538  
up3706@msn.com

Area 3 Director  
(IN, Lower MI, OH)  
Dave Verzi (216) 941-5273  
WM340@aol.com

Area 4 Director  
(WV, VA, KY, NC, SC, TN)  
Tom Falicon (828) 488-8063  
raildawg@gte.net

Area 5 Director  
(MS, AL, GA, FL)  
Bobby Moreman (770) 457-6212  
moreman@mindspring.com

Area 6 Director  
(MN, WI, IL, Upper MI)  
Bob Knight (815) 786-3096  
railbuff@indianvalley.com

Area 7 Director  
(ND, SD, NE, IA)  
Carl Schneider (515) 967-5181  
motorcar@mchsi.com

Area 8 Director  
(Canada, World outside U.S.)  
Warren Froese (204) 668-8311  
wsfroese@shaw.ca

Area 9 Director  
(AR, CO, KS, LA, MO, OK, TX)  
Mark Springer (316) 721-4804  
lospinos@cox.net

Area 10 Director  
(WA, OR, ID, MT, AK, WY)  
Jim Spicer (541) 344-3079  
jimarea10@aol.com

Area 11 Director  
(CA, NV, UT, AZ, NM, HI)  
Pat Coleman (925) 979-1030  
patcoleman@astound.net

Director-at-Large (non-voting)  
Margaret Hope (604) 320-7613  
mhope@lionsgate.ca

Director-at-Large (non-voting)  
Bernie Leadon (615) 478-3660  
leadon@realllysmall.com

Nominations, Elections  
Carl Anderson  
1330 Rosedale Lane  
Hoffman Estates, IL 60195  
ca636@aol.com

NARCOA Insurance Administrator  
Tom Norman (406) 722-3012  
1047 Terrace View Drive  
Alberton, MT 59820  
alb4961@blackfoot.net

Rule Book Certification Test  
Al McCracken  
2916 Taper Avenue  
Santa Clara, CA 95051  
alnethie@alnethie.com

The SETOFF Editor  
Brian Davis (330) 554-4480  
5626 Chawell Circle  
Ravenna, Ohio 44266  
setoff@neo.rr.com

NARCOA Webmaster  
Keith Mackey (352) 347-0770  
narcoa@comcast.net

NARCOA Forum Moderator  
Rich Stivers (408) 264-1048  
rich@stivers-bros.com

Committee Chairs  
Judiciary Chair  
Jim Spicer (541) 344-3079  
91375 Coburg Rd  
Eugene OR 97408  
jimarea10@aol.com

Safety Chair  
Bob Knight (815) 786-3096  
railbuff@indianvalley.com

Rules Chair  
Jim McKeel (316) 721-4378  
cp2123@cox.net

Operations Chair  
Bill Taylor (406) 721-2351  
wtaylor@bresnan.net

Affiliates ..... Dave Verzi  
Custom-Built Motorcars ..... Tom Falicon  
Communications ..... Bernie Leadon  
Data and Computer ..... Mark Springer  
FRA ..... Ron Zammit  
Legal Forms ..... Mark Springer

**RADIO EQUIPPED**

NARCOA Licensed Radio Call Sign

WPHT745

Channel 1 – 151.625 MHz

Channel 2 – 151.505 MHz

Channel 3 – 158.400 MHz

# PRESIDENT'S MESSAGE

WARREN FROESE

This message is dedicated to each of you who contribute your efforts, time and money so we can enjoy motorcar excursions throughout the year.

Who exactly is responsible for making each excursion an enjoyable experience? In our hobby there are countless people who choose to put in the time and effort which allows us to be NARCOA. They are folks like you and me. They have families, day and night jobs, community involvements and church responsibilities – and yet they make time to ensure our hobby is viable. When I stop to consider how many people are involved, and the quality of those people, I am filled with gratitude.

The front lines of NARCOA are our 127 Excursion Coordinators. These people are the heart and soul of each run you attend. They are responsible for the initial contacts with many railroads and the ongoing maintenance of relationship with railway personnel. They pre-plan our excursions, announce them on our NARCOA website and oversee the registration process. They manage every detail of each excursion from greeting us as we arrive to the final thank-you(s) and then the tidying up of countless loose ends. This job is huge and the responsibility large. I've often watched as the EC of note works meticulously until the last car (his or hers) is safely on the trailer and away from the right of way. We are grateful for this professional and responsible group of ECs. In addition to leading us they also mentor our new ECs; a task crucial to our future. Tom Falicon, a very knowledgeable and thorough leader coordinates EC communication and education.

As you ponder the massive task each EC undertakes on your behalf, take some time to consider how you can make their jobs easier on each run in you make in 2010. How can you express your appreciation to the Coordinators? Is your concern in the moment really worth bringing up? Is there a way you can pitch in and help with one of the tasks?

No excursion occurs without the approval of our railroad officials. They give us the opportunity to prove our ability to function safely and professionally in their heavy industrial work world. They often teach us

new skills, provide intriguing details about their railway and support us in a myriad of ways when they see the opportunity.

Before we approach a railway or even consider an excursion we must have insurance. It is the tireless work of Tom Norman, who handles insurance and serves as NARCOA Treasurer, that ensures we are in a safe position to approach railroads. Tom is an outstanding detail man; thorough, thoughtful and organized. His service to our group is legendary.

Joel Williams has faithfully served as NARCOA Secretary for many years. He created our original database and has helped maintain the information backbone of our organization. Joel, as part of a committee, is exploring the creation of a modern database to expand our service capabilities while decreasing repetitive data entry tasks.

Rules and Safety are the two most important words in the railroad world. Jim McKeel chairs the Rules Committee and Bob Knight the Safety Committee. Al McCracken is consistently on top of the administration of the rules test, coordinating rules recertification as required.

Carl Anderson is persistent in seeking candidates and administering NARCOA elections. Bill Taylor has ably taken over the Operations Chair and Jim Spicer the Judicial Committee. Keith Mackey our IT genius gives us a credible and up-to-date website. Brian Davis together with Leon Sapp and Jan Taylor work diligently to provide you with six exceptional issues of the SETOFF each year. James Hughes has pioneered the PDF version of the SETOFF and now the passwords for the member-only portion of the website. Bernie Leadon is working to bring together all aspects of our communication, and Rich Stivers looks after our master email list as well as the NARCOA Forum. Greg Kightlinger is our SETOFF printer, and although we pay him we are getting amazing value for his professional service.

Your Area Directors and Board Members-at-Large contribute their time, skills and knowledge year round to provide overall guidance to our organization. They attend each Board meeting and engage in countless phone and internet conversations to

keep “the I’s dotted, and the T’s crossed” in our hobby.

I offer my apologies to those I have failed to mention. (It’s a risk with any list.) The point is to remind us that there are many who work together to help make NARCOA what it is, and give you and me a real experience, in a real motorcar, on real rails!

You are a significant part of this group. Many of you have spent time in the roles mentioned above, and many will in the future. We each have a role to play that involves being thoughtful and helpful on each excursion we attend, being courteous and considerate in every interaction with co-hobbyists and Railroad officials.

Thankyou to each of you for making NARCOA what it is in 2010 and for the role you will play to make our experiences richer and more enjoyable.

Warren Froese

---

## FROM THE EDITOR

BRIAN DAVIS

Season’s Greetings and a Happy New Year from the Davis Family!  
See you on the rails!

Brian & Jane Davis

---

## IN THIS ISSUE

Masthead.....	2
NARCOA Officials .....	2
Presidents message.....	3
Notice of Rules Changes.....	4
Directors Messages.....	4
Letters to The Editor.....	6
Open Nomination Announcement.....	7
2010 Insurance Announcement.....	7
2009 Board Meeting Minutes.....	8
Wellsboro and Corning.RR.....	14
Santa Maria Valley RR.....	15
Insurance Coverage Answers.....	16
EC Tech.....	17
Riding With Joe.....	17
Buda Foundry and Machining.....	18
Excursion Announcements.....	20
Wanted Ads.....	22
Company Store.....	23
For Sale Ads.....	24
Suppliers .....	27
Fallen Flag Excursions.....	Rear Cover

# PROPOSED NARCOA RULE CHANGES AND ADDITIONS

The proposed rule changes and additions that received tentative approval by the board of directors at the 2009 Board meeting in Chicago are hereby being presented to the membership in this issue of *The Setoff* for comment to your area representative. These changes and additions can be found on pages 8-13 in this issue of *The Setoff* in the minutes of the board meeting. Members have one month from the date of publication of this issue of *The Setoff* to express their comments and suggestions on these proposed rule book changes and additions to their area representative, after which, the board of directors will take a final vote to approve or not approve the proposed changes and additions.

Jim McKeel - Chair NARCOA Rules Committee

## AREA ONE

CT, MA, ME, NH, NY, RI, VT  
WARREN RICCITELLI

WOW, it is the beginning of new year. And I am writing this as the "First Snow" is coming down. In reviewing 2009, I know that 2010 will be exciting, but also bring new issues that will have to be faced. My goals over the past few months have changed. I look at the grade crossing accident on the Finger Lakes that we stopped and rendered first aid, fire protection and traffic control and sit back and gleam at the way all members performed. Even though we were not involved in the accident, all that participated in that run will never forget the control we had over the situation. The other event was the passing of one of our members on the annual Snowflake excursion. That was an experience no one will ever forget, with my wish it never happens again. NERCA has been involved in its new newsletter. As usual, we have added my articles for safe operation. And it also includes host railroad news, area excursions, and continuous highlights of rules and railroad conditions. If you don't get it yet, give me an email or phone call. In the end of January, I will start listing our excursions for next year. Remember, if I announce a "Mystery Ride", it means I am talking to a railroad, but things are not settled enough to announce the railroad. I will give you a date and state. Stay a breasted.

Warren Riccitelli



## AREA FOUR

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

Happy New Year everyone!!!!

Here we go starting off another year with NARCOA. Soon it will be time to travel to amazing excursions from coast to coast. Let's take this time to reflect on the great job we did in 2009 by staying focused and running safe. We can make 2010 an even safer season by listening and reacting to the topics that are reviewed at the excursion job briefings we attend. This year Excursion Coordinators will be making an even greater effort to inform you of any safety issues that may arise on your run and help you address these issues in order to keep you and your passengers safe.

I know its cold out now, but now is the time to crank up the heat, put the ol' motorcar up on blocks and make all those annoying repairs that you promised yourself you would do over the winter months. If you don't get it done now, before you know it the warm sun will be back and you'll be signing up for excursions with an ill-prepared car.

Don't forget to convey mutual respect and honor towards one another to help us all get through these crazy times.

I'll talk with you again in the spring,

Tom Falicon

## AREA THREE

IN, LOWER MI, OH  
DAVE VERZI

This month's Region 3 news note hopes to find you warm and well after this past Holiday season. A review of area news as of this writing in early December saw several excursions in Ohio. Jaime Samuell organized October trips on US Rail in Jackson, Ohio and the Hocking Valley in Nelsonville. The HV trip was also combined with a unique lunch time excursion chartered for excursion attendees with a locomotive and four cabooses complete with two photo runbys. We also enjoyed a November trip in remarkable weather on the City of Greenfield Railroad in Southwestern Ohio. For a first time excursion it went well with brunch at a local restaurant, well maintained welded rail and several vintage depots. There were also a few surprising large bridges. Notable is the welcome provided by the City, several motorcar operators provided seats so local officials and guests could enjoy the trip with us. Our visit was important to the local area where unemployment well exceeds that of most areas of the country and our tourist dollars are welcomed. We hope to return to their rails in the spring.

Great Lakes Railcars held their annual meeting in North Judson Indiana December 6<sup>th</sup>. Their existing board and officer positions are retained for the next year. Their excursion schedule was reviewed and it looks like Mike Ford will again lead the way with planning his busy schedule of excursions for the 2010 season. Also this month, Mike has discussed how he maintains contact with several Indiana Railroads even though they are not receptive to motorcar excursions at this time. He keeps in communication should their corporate

policy change.

In general, between the Affiliates in our area, there are few railroads where one of our member coordinators does not keep in contact in some form with about every rail entity in our Region. This is reassuring so that should the opportunity arise for additional excursions we'll be positioned to enjoy the opportunity.

Dave Verzi

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

THANX FOR A GREAT YEAR

By the time you read this, Christmas, Thanksgiving, and New Years should have been passed. I hope that Santa brought everyone just exactly what they needed. I asked for a safe 2009 motorcar season and he outdid himself.

What a great year we had in Area 5. Motorcar Excursions were safe, plentiful, well run, and very adventuresome and covered most of Alabama, Georgia, Mississippi, and Florida. I want to thank the Excursion Operators for running excursions on the Florida Central, Florida Northern, Florida Midland, Georgia Midland, Heart of Georgia (west), Heart of Georgia, Heart of Georgia (Ogeechee), St Mary's Railroad, Georgia Northeastern Railroad, Georgia Marble Railroad, and the Mississippi Delta Railroad.

I would like to encourage more of you to become excursion operators. Larry Crowe is finishing up his year of training and Will Thompson is fixing to start his year of training. Please contact me if you would like to start your training to become a safe Excursion Operator.

In no particular order, the following Area 5 excursion operators have made Area 5 a great place to have safe excursions: Carl Hyman, Charlie Pults, Kathy Pults, Jay Boggs, Keith Mackey, Bill Stringfellow, Jim Garner and Dave Ferro. Many others assisted them in having successful excursions. These are the hard working EC's and their assistants that made Area 5 a great place for wonderful motorcar excursions.

The best New Years wish I could offer is for everyone to have a safe 210 motorcar

season. See you on the rails and focus on safety.

Bobby Moreman

## AREA SIX MN, WI, IL, UPPER MI BOB KNIGHT

Greetings and Happy 2010 New Year to all the great members of Area 6. As the saying goes...."Timing is everything!" Well, Richard Hinds' successful Eastern Illinois Railroad Excursion did just that! It started out at 17 degrees but warmed to 38 degrees and was sunny. A few days later we had a Midwest blizzard with some areas getting 17 inches of snow with temperatures at Zero and wind chills reaching a minus 15 degrees! Well, Area 6 has now said, "Welcome to Winter!"

With that type of winter moving in, it is time to work on our motorcars and check over, add or change all those items we put on our "to do list" this last season.

Area 6 did end the 2009 motorcar season on a very positive note with excursion coordinator, Dave Hawley running two excursion several weeks before Richard's EIRR. The first one was at Brooklyn, Wisconsin on what was C&NW trackage and the second on the Illinois Railway Museum at Union, Illinois. Besides the excursions, we now have added two new members to our rolls: Robert Weed from Milwaukee and Steve Hier from Chicago. They were mentored by experienced operators, John Becker and Bob Wonderling. Speaking of Bob Wonderling, he mentored a NARCOA member from Indiana on Richard's EIRR run. Speaking for the membership we thank them for their helpful effort to mentor a member. At the national NARCOA BOD meeting in Chicago it was reported by Secretary, Joel Williams, that Area 6 had lost 12 members, so now we have gained 2 more back!

As your Area 6 director, I would encourage each member to use every opportunity to promote our great hobby to the general public this winter. Take time to speak at your local Rotary, Lions Club, schools or civic groups. Many of these groups are always looking for "interesting subjects" and you know we have one! If you need support materials, just let me know at [railbuff@indianvalley.com](mailto:railbuff@indianvalley.com) or call me at 1-815-786-3096.

Now on a future note, Dave Otte, President of North Central Railcars (WI, MN & Upper MI) is planning to have NCR annual meeting in March at a motel in Black River Falls, WI. Watch the NCR and NARCOA websites for updates. Mike Ford, our very active excursion coordinator has planned many runs for Area 6 and will update the NCR members at that meeting along with other EC who plan to attend. Mike gave some tentative scheduled runs at the Great Lakes Railcar annual meeting in December, 2009.

Keep warm, safe and I look forward to seeing you on the rails soon.

Bob Knight

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

Happy New Year from Area 7!

This is a very slow time in Area 7 as the cold weather has our motor cars put away until spring and staying warm is now the priority. There is still work going on in the background as a new schedule of rides is being put together for the 2010 season. Our ECs never rest! While the rest of us are taking it easy this winter, the ECs are busy contacting railroads and arranging a schedule full of riding opportunities.

Don't forget to renew your insurance and memberships before the March 31 deadline. We are fortunate this year to have a decrease in the cost of insurance while everything else seems to be going up in price. Make sure you purchase the liability coverage and not just the property damage insurance (if desired). I had to turn a member down for an excursion because he had property damage coverage but had neglected to buy the liability insurance. This was an unfortunate mistake but one with consequences where he couldn't operate. Nobody wants to turn an excursion participant away after they've driven a long distance to join the group on the rails.

I hope to see many of you on excursions in 2010. Until then, enjoy the winter months. Spring is just around the corner!

By Carl Schneider



# LETTERS

To the Editor:

Richard (Dick) L. Hillman is researching to write another book. This book will be on railroad structures, buildings, and other similar railroad fixtures. It will not emphasize major train stations that most books of this nature relate to.

Dick is the assistant archivist for the Southern Museum of Civil War and Locomotive History in Kennesaw, Georgia. He is the past Chairman of Georgia Operation Life-saver and retired Director of Marketing from the Georgia Northeastern Railroad. Thanks to Dick, I ran excursions for 20 years on the Georgia Northeastern Railroad and currently on the Georgia Marble Railroad.

Many of you have his first book on the history of the Glover Locomotives. He has co-authored three other books on railroads and railroad history. His new book will be on railroad structures and will emphasize the day to day life of a railroad worker and his environment. He wants to have a section of the book related to motorcar operations and motorcar structures.

I am asking for your help in assisting him find pictures, blue prints, models, and other motorcar related items for his book. Please take a few minutes to look through your collections and contact him of what you have. He has written some great railroad books and I look forward to getting a copy of this one.

You may reach Dick Hillman at the Southern Museum of Civil War and Locomotive History at 770-427-2117 or at his home at 3660 Outlook Court, Marietta, Georgia 30066. His home phone is 770-977-2787. You will be glad you did.

Dick has been a big supporter of our hobby and has introduced me to other railroad executives that opened the door to other railroads and motorcar excursions.

Please take time to help him out and be a part of a great railroad book.

Bobby Moreman - NARCOA  
Director - Area 5



To the Editor:

I've recently returned from the Tennessee Southern Railroad meet organized by the Fallen Flags affiliate and I have to say that it was the best organized and operated meet that I have been on in many years.

The organizers, Jim Hughes, Bernie Leadon, and Paul Goldzung, distributed a list of attendees and local hotels, sent maps and detailed directions to the set-on, and sent a detailed schedule that they maintained. The lead guy from the railroad gave us a running commentary on the local points of interest, the ROW improvements, the local industries, and all kinds of interesting stuff. All interspersed with a description of each grade crossing and whether it was a non-used, lightly used rating a stop and go, or one that required flagging.

Comfort stops were announced and the departure time was communicated to everyone. Prior to departure, two honks of a loud horn were sounded to call everyone to their cars.

Of course the scenery in the area is excellent, and the meet was timed for the season with few leaves so we could see more. The overnight stop in Florence, Alabama was at a high end hotel with a hot tub. The transport to the hotel was a series of mini-vans so that the passengers could go check in while the operator did refueling and maintenance. Most of us walked a short distance to a nearby Italian restaurant recommended by the hotel.

The best feature though, in my opinion, was that the organizers used the "flagging from the rear" procedure that got us through the busy crossings in short order. As we approached a crossing that the lead person decided needed flagging, he would call for two or four flaggers, based on his judgment. Those persons, all experienced and agile walked up from the rear cars and flagged the crossing. The rest of us crossed and continued on. The flaggers walked off the crossing with the rear hi-rail truck and boarded their vehicles before departing. Notice that the cars stop only once, pulled up closely so the flaggers do not have to walk far. Our group of 20 rail vehicles was at the high end of a workable group, but cooperation of all made it work well. The integrity of the group was ensured by the last vehicle calling clear of each crossing, flagged or not.

Of course many affiliates operate a good meet that includes many of the above features, but this one had them all. Why is it important that the Fallen Flags affiliate go to all the extra work?

It is because the TSRR is owned by Patriot Rail, the operator of five other short lines, some of which might be attractive for a meet. A positive recommendation from the management of the TSRR could make the initial negotiations go very smoothly. Anyone interested in the other short lines should contact the Fallen Flags affiliate.

Dick Ray



# NOMINATIONS, ELECTIONS

CARL ANDERSON

## NOW IS THE TIME!

BOARD OF DIRECTORS NOMINA-  
TIONS ARE OPEN FOR THE ODD  
NUMBER AREAS.

It is always good to have more than one person running for a seat on the NARCOA Board. Who would you like to see on the Board?

Nominations for Board of Directors for odd number areas are open until March 30, 2010. Incumbents are automatically nominated unless they decline to run for another term:

- Area 1 Warren Riccitelli
- Area 3 Dave Verzi
- Area 5 Bobby Moreman
- Area 7 Carl Schnider
- Area 9 Mark Springer
- Area 11 Open (Pat Colman has declined)

To be nominated, one must:

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

To nominate a member for the Board, you must first contact that person and verify that he/she will be willing to serve. If so, ask the nominee to provide a write-up of 100 to 150 words about him/herself to be put on the ballot and forward it to me. Then send a letter informing me of the nomination.

Voting will take place as in the past with all ballots received by July 15, 2010 being counted. Results will be announced in the September/October SETOFF.

Carl L. Anderson NARCOA  
1330 Rosedale Lane  
Hoffman Estates, IL 60195  
e-mail ca636@aol.com



# INSURANCE RENEWAL 2010

TOM NORMAN,

NARCOA INSURANCE ADMINISTRATOR

NARCOA's Railroad Liability Insurance Program is in place for 2010. The liability insurance is required in order for a member to operate at a NARCOA insured excursion. The liability policy year is 2/1/10 to 2/1/11. Insurance applications were inserted in the last issue of *The Setoff*, or mailed with the NARCOA calendar.

In my rush to get the material into the mail, I proceeded too quickly. Empire Insurance Service is using a new carrier. Our previous insurance was with Darwin Select Insurance Company. According to Empire, Darwin does not currently have the capability to do the \$10,000,000 coverage. Empire approached Great American Insurance Group (GAIG) and set up a program that will be the same as last year's coverage. GAIG is owned by American Financial Group. GAIG has had an A.M. Best Company rating of A or better since 1908. The A.M. Best rating for Great American E&S Insurance Company, which is the issuing company, is A (Excellent).

The "Description of Insurance Coverage" form which accompanies the NARCOA insurance application will list Darwin as the carrier. *That is incorrect.* You can find the correct "Description of Insurance Coverage" form on the NARCOA website.

I'm happy to report the premium has dropped to \$105. Please return applications early, so you will have your new insurance card by 2/1/10.

### **Remember 2009 liability coverage will expire 1/31/10.**

Members were required to take a new rule book test back in early 2009 and received new NARCOA Certificate of Examination Cards. These cards are numbered 6000 and above. If your card is numbered below 6000 it has expired. To get a new card send a stamped self-addressed business size envelope to: Al McCracken, 2916 Taper Avenue, Santa Clara, CA 95051 and request a rule book test. If you successfully answer 20 of the 25 questions, Al will mail you your NARCOA Certificate of Examination Card.

The NARCOA Certificate of Examination Cards list an expiration date of 1/31/11. At the recent NARCOA Board meeting, the Board extended the expiration date to 1/31/13, with the idea that rule book testing would occur every four years rather than two. Please change the expiration date on your NARCOA Certificate of Examination Card to 1/31/13.

Many NARCOA members participate in our second insurance program and buy insurance to provide physical damage coverage for their motorcars. This program is entirely optional, and it is up to the member to determine if it is appropriate for them. Since the current policy is good through 3/31/10, applications are not yet available. If interested, look for a future article in a later issue of *The Setoff*. Again, this coverage is optional and should not be confused with the liability insurance program that is required in order for a member to operate at a NARCOA insured excursion.

Tom Norman



# NARCOA BOARD OF DIRECTORS, ANNUAL MEETING CHICAGO, IL FRIDAY, SEPTEMBER 25, 2009

## AREA DIRECTORS:

*Present:* Warren Riccietelli (Area 1); John Gonder (Area 2 – Director Elect); Dave Verzi (Area 3) Tom Falicon (Area 4); Bobby Moreman (Area 5); Bob Knight (Area 6 – Director Elect); Warren Froese (Area 8); Mark Springer (Area 9); Jim Spicer (Area 10); Pat Coleman (Area 11)

*Absent:* Joel Williams (Area 2); Carl Schneider (Area 7)

*Quorum present?* Yes

## DIRECTORS AT LARGE:

*Present:* Bernie Leadon, Communications Chair; Margaret Hope

## NARCOA Committee Members:

*Present:* Brian Davis, SETOFF Editor; Keith Mackey, Webmaster; Jim McKeel, Rules Chair; Carl Anderson, Nominations; Dick Wilhelm, Judiciary Committee; Al Elliott, Judiciary Committee; Bill Taylor, Operations Chair; Tom Norman, Treasurer/Insurance; Mike Kelley, Judiciary Committee.

## Other members/guests:

*Present:* Debra Springer, Recording Secretary; Magdalena Falicon; Janyce Taylor; Pat Spicer; Peggy Anderson; Sarah Kelley; Ken Annett; Jeff Levengood; Chris Levengood; Laurie Knight; Connie Shaw; Larry Shaw; Tom Hatfield; Don Piercy

Legend: Unless otherwise noted, all voting was by show of hand voting recorded in ‘for/against/abstain’ format nominations and motions recorded in ‘nominate/second’ or ‘move/second’ format

## Proceedings of the GENERAL SESSION

**Meeting called to order** by Mark Springer, Presiding President at 0808 hrs on Friday, September 25, 2009. President Springer asked for introductions of those in attendance, and then made opening comments.

## ELECTIONS:

**Area Directors:** Carl Anderson certifies results as follows:

Area 2 – John Gonder

Area 4 – Tom Falicon

Area 6 – Bob Knight

Area 8 – Warren Froese

Area 10 – Jim Spicer

**Area Director Election results were accepted.**

**John Gonder is new director for Area 2 and Bob Knight is new director for Area 6.**

## **President:**

Nominations for President for the 2009-10 term were called for by President, Mark Springer

**Nominee #1:** *Warren Froese*

Mark Springer/Bobby Moreman

No other nominees

Vote: 10/0/0

**PASS: Warren Froese elected as President of NARCOA Board of Directors for the 2009-10 term, and presiding over meeting at 0818 hours.**

Nominations for officers of the board for the 2009-10 term called for by Warren Froese, President.

## **Vice President:**

**Nominee #1:** Mark Springer

Bobby Moreman/Motion seconded

No other nominees

Vote: 10/0/0

**PASS: Mark Springer elected as Vice President of NARCOA for the 2009-10 term.**

## **Treasurer:**

**Nominee #1:** Tom Norman

Mark Springer/Bobby Moreman

No other nominees

Vote: 10/0/0

**PASS: Tom Norman elected as Treasurer of NARCOA for the 2009-10 term.**

**Secretary: Nominations tabled at 0820 hrs. Joel Williams enters meeting at 0825 and nominations for Secretary opened.**

**Nominee #1:** Joel Williams

No other nominees

Mark Springer/Bobby Moreman

Vote: 9/1/0

**PASS: Joel Williams elected Secretary of NARCOA Board of Directors for the 2009-10 term.**

**APPOINTMENTS** – by Warren Froese, President: Margaret Hope appointed as Parliamentarian and Jim McKeel appointed as Sergeant at Arms for the meeting.

**APPROVAL OF E-MAIL VOTES** conducted by the Board since the last meeting:

Extend contract for 3 more years at Sheraton O’Hare. Room rate \$122.

Vote: 9-1-1. Finalized 2008-10-21

2010, October 1 & 2.

2011, September 30 and October 1

2012, September 28 and 29.

Rules Change. Vote: 9-0-2. Finalized: 2008-10-05

Change Definition of the new lift over frogs to “flange-bearing frogs”.

Add Definition of Interlocking to rulebook.

Approval of Minutes: Vote: 10-0-1. Finalized 2008-11-05

Ralston Letter to the editor response: Vote 9-0-2, Finalized 2008-11-19

Add Policy 37 to policy manual. Vote: 9-0-2. Finalized: 2009-03-09

**Motion #1:** Approve the E-mail votes noted above.

Tom Falicon/Bobby Moreman

Vote: 9/0/1

**PASS**

## **REPORTS:**

*Treasurer's & Insurance Administrator's reports:* submitted by Tom Norman

*Membership report:* submitted by Joel Williams

*Nominating/Elections Committee report:* submitted by Carl Anderson

*Affiliates report:* submitted by Dave Verzi

*Rulebook Committee Report:* submitted by Jim McKeel

*Rulebook Certification Committee report:* submitted by Mark Springer for Al McCracken

*Radio Committee report:* submitted by Warren Froese

*Judicial Committee report:* submitted by Jim Spicer

*Operations Committee report:* submitted by Bill Taylor

*Excursion Coordinators Committee report:* submitted by Mark Springer

*Safety Committee report:* submitted by Bob Knight

*Legal Committee report:* no report per Mark Springer

*Custom Built committee report:* submitted by Tom Falicon

*Communications Committee report:* submitted by Bernie Leadon, with introduction of Greg Kightlinger, printer

*SETOFF editor's comments:* by Brian Davis

*Webmaster's report:* submitted by Keith Mackey

*NARCOA Forum report:* submitted by Bernie Leadon for Rich Stivers

*Electronic Roster report:* submitted by Bernie Leadon for Don Pomplun

*Computer Data and Roster Committee report:* submitted by Warren Riccitelli.

*FRA Committee report:* no report

### **Motion # 2: Accept reports as presented.**

Tom Falicon/Bob Knight

Vote 10/0/0

**PASS**

Meeting adjourned for break at 0945 by Warren Froese, President. Meeting reconvened at 1001.

## **OLD BUSINESS:**

**APPROVAL OF NEW AFFILIATES:** Railroad Partners LLC presented by Dave Verzi for approval as a NARCOA affiliate.

**Motion # 3: Accept Railroad Partners LLC as NARCOA Affiliate.**

Mark Springer/John Gonder

Vote: 10/0/0

**PASS**

**EXCURSION COORDINATOR PROGRAM:** applicants presented by Bill Taylor for approval. Discussion followed.

### **Applicant #1 : Louis-Francois Garceau**

**Motion #4:** Accept Louis-Francois Garceau as Excursion Coordinator.

Bernie Leadon/Bobby Moreman

Vote: 7/2/0

**PASS**

### **Applicant #2: Terri Baumann**

Board directed Bill Taylor to use his own discretion for decision.

### **Applicant # 3: Len Jones**

Board directed Bill Taylor to use his own discretion for decision.

**OPERATIONS HANDBOOK ISSUES:** presented by Bill Taylor.

President Froese directs Bill Taylor to work with Mark Springer on proposed changes. Bill to send proposals to Mark Springer.

### **HY-RAIL RULES: brief discussion rules regarding Hy-Rails.**

Jim McKeel, Tom Falicon and Bill Taylor directed by President Froese to work on what needs to go in rulebook and bring back proposal.

**RULES TESTS: Brief discussion of their content.** No action taken.

### **COMMITTEE STRUCTURE: Brief discussion of same.**

Committee chairs directed by President Froese to assign assistants as needed.

**JUDICIARY COMMITTEE REVIEW:** presented by Jim Spicer.

Tracking of points assessments. Discussion followed.

Composition of Committee. Discussion followed.

Possible policy changes – length of time to process incidents.

Discussion followed. No change.

JC composition (number of members) – presented by Mark Springer. Discussion followed.

**Motion # 5:** Add the words 'a minimum of' and 'at least' to Policy #13 so it will read: "Judicial Committee to be composed of a minimum of 7 members, who will include the Chairs of the Rules, Safety and Operations Committees, along with at least 4 other members appointed by the Judicial Committee Chairman and confirmed by the NARCOA President."

Mark Springer/ Bob Knight

No further discussion

Vote 8/0/1

**PASS**

**COMPUTERIZED MEMBERSHIP DATABASE:** presentation was made by Joel Williams, including ideas on how to best facilitate a smooth transition to any future membership secretary. Discussion followed. Item was tabled per President Froese, pending a discussion of a potential on-line database during Saturday's meeting.

**INSURANCE PROGRAM ISSUES:** presented by Tom Norman.

Approval of Insurance Program: Same as last year. Credit balance with insurance company currently – so premiums may be lower. Tom was directed by board to secure same insurance.

Directors and Officers insurance – Tom recommends that each director/officer each get their own personal umbrella policy as secondary coverage.

Internet & Web insurance – none at present.

**RULEBOOK TESTING:** presentation by Mark Springer. Discussion followed regarding the timing of tests and the need to set

a specific testing schedule.

Pat Coleman exited room at 1117. He returned at 1124. (Present for vote)

**Motion # 6: Rulebook testing to be done every 4 years.**

Mark Springer/Bobby Moreman

No further discussion

Vote: 6/4/0

**PASS**

**RADIO COMMITTEE:** (Canada Issues- licensing) was presented by Warren Froese. Letter by John Reynolds was shared. Board directs that information in SETOFF about radio frequencies be amended to say that NARCOA radio frequencies are for use in the U.S. only. Brian Davis will make the change. Suggestion made for a policy stating that individuals are responsible radio use. Tabled until after lunch.

Meeting adjourned for lunch at 1150 by President Froese. Reconvened at 1315.

**Motion # 7: Add as Policy #38 in NARCOA Policy Book the following:** "All NARCOA members are responsible for the legal operation of their 2-way radios according to the appropriate regulatory agency."

Mark Springer/Tom Falicon

Vote: 10/0/0

**PASS**

**FAIRMONT 100<sup>TH</sup> ANNIVERSARY:** President Warren Froese recognized Tom Hatfield (a Harsco Rail employee and NARCOA member) to speak regarding this event held in June. Gratitude was expressed to Mike Ford for organizing a motorcar run the following day.

**NEW BUSINESS:**

**REVIEW OF OFFICER TERMS AND RESPONSIBILITIES:** presentation by Mark Springer. President Froese directs that more responsibilities are to be shared by officers of the board.

**REVIEW OF ONGOING ACTIVITIES:** (Are we doing too much?) presentation by Joel Williams. No action.

**TERM LIMITS:** presentation by John Gonder. Proposal tabled until Saturday's meeting.

**JUDICIAL COMMITTEE POLICY CHANGES:** Tabled until tomorrow.

**RULEBOOK REVISION RECOMMENDATIONS:** presented by Jim McKeel.

1. Delete this sentence in Section II, #1:

"The host railroad rules will supersede any NARCOA rule or regulation with which there is a conflict."

This sentence conflicts with a previous statement in our rulebook found in the Introduction under "Railroad Rules" which states:

"Where these rules and standards conflict with those in this

rule book, the more restrictive rules in terms of the safety of individuals and the protection of property will prevail in all instances, unless mutually agreed upon otherwise."

**Motion #8:** accept recommended change as above.

Bobby Moreman/Bob Knight (Move/Second)

Vote:10/0/0

**PASS: APPROVED**

2. Recommend that the board consider increasing the penalty for violation of Section III, #1, to a five point penalty instead of a maximum of one point (non-moving) penalty under the current system or indicate clearly in the rulebook that violation of this rule will be considered "Misconduct" rather than a simple rulebook violation.

**Motion #9:** that it be indicated clearly in the rulebook that violation of this rule will be considered "Misconduct" rather than a simple rulebook violation.

Tom Falicon/Warren Riccitelli

Vote: 10/0/0

**PASS: APPROVED AS "MISCONDUCT"**

3. The following sentence in Section IV "RULES FOR EXCURSION COORDINATORS", #11, should be in a rule by itself under Section III, "PERSONNEL RULES":

"It is mandatory that all excursion participants attend and be attentive."

It is recommended that a new #11 under Section III, "PERSONNEL RULES" be added and that it should read:

"It is mandatory that all excursion participants attend the safety meeting each day prior to departure and be attentive to instructions and other information provided."

**Motion #10:** accept recommendation as above.

Mark Springer/Pat Coleman

Vote: 10/0/0

**PASS: APPROVED**

4. Add two words to the "TOW HITCHES" rule (rule #9 under Section I), as follows:

9. TOW HITCHES. All motorcars must be equipped with securely attached horizontal tow hitches, with a 3/4 inch to 1 inch hole, mounted on the front and rear of the car 6 inches to 16 inches above the railhead. The hitch must be constructed of material at least as thick as the member that it is attached to. Eye bolts used as tow hitches must be of 1/2 inch stock or larger, and must be welded closed or cast. Hitches must be mounted on the center-line of the car.

**Motion #11:** add recommended wording as above.

Jim Spicer/Bernie Leadon

Vote: 10/0/0

**PASS: APPROVED**

4a. The following sentence was added to rule #10 under Section I:

"Hitch pins with swivel latches are prohibited."

10. TOW BARS & PINS. A metal tow bar strong enough for pushing or towing must be carried on the car. It must

be at least 20 inches long. The ends of the tow bar shall overlap the top and bottom of the hitch. Tow pins must be between 3/4 inch and one inch and must have a retainer clip to prevent them from falling out. Bolts and nuts are not acceptable unless drilled for and used with a retainer clip. **Hitch pins with swivel latches are prohibited.** It is the responsibility of each operator to make certain that the length of the tow bar is sufficient to clear any structural overhang or attachments on the end of the car that might otherwise prevent safe coupling to another car.

**Motion # 12:** add sentence as above.

Mark Springer/Warren Riccitelli

Vote: 10/0/0

**PASS: MOTION MADE AND APPROVED BY THE BOARD**

5. Add "Operator fatigue" to the list of common hazards in motorcar safety under "II. MOTORCAR OPERATING RULES, INTRODUCTION" as "b" and reorganize the list in order of frequency encountered as indicated below:

Motorcar safety hazards commonly include the following:

- a. Operator inattention.
- b. Operator fatigue
- c. Following too closely.
- d. Insufficient signaling.
- e. Excessive speed for conditions.
- f. Improper yielding to automobile traffic.
- g. Collisions with animals.
- h. Improper seating of passengers.

**Motion #13:** add wording as above.

Dave Verzi/John Gonder

Vote: 10/0/0

**PASS: APPROVED**

6. Fire Extinguishers/Seat Belts – Update and clarify the wording in the description of the type of fire extinguisher that is required and slightly reword the recommendation for seatbelts.

18. ADDITIONAL SAFETY EQUIPMENT. A first aid kit, a fully charged 1A:10B:C fire extinguisher (or larger, but must be rated for class A, B & C fires) with a current inspection/service tag, and an operable flashlight or lantern, are required to be carried on each motor car. Seat belts that are mounted securely to the frame or body of the motorcar are recommended.

Discussion held regarding wording.

**Motion #14:** accept as amended below.

Bobby Moreman/Pat Coleman

Vote: 7/3/0

**PASS: APPROVED AS AMENDED BELOW:**

18. ADDITIONAL SAFETY EQUIPMENT. A first aid kit, a fully charged 1A:10B:C fire extinguisher (or larger, but must be rated for class A, B & C fires), and an operable flashlight or lantern, are required to be carried on each motor car. Properly installed seat belts are recommended.

7. Half Fenders – New rule addressing "half fenders" be added

to Section I, as rule #23.

23. FENDERS/FOOTBOARDS. Motorcars shall have fenders or footboards (running boards) that completely cover the flange and tread exposures of the wheels in order to prevent injury to operators and passengers. The top of all wheels shall be covered and cannot be left open or exposed to the operator or passengers. Fenders commonly known as "half fenders" are not allowed except on historic equipment (built prior to 1950) when documentation is available to prove that the specific car was originally equipped with this type of fender. (Non-moving)

**Motion # 15:** accept above as new rule.

Warren Riccitelli/Pat Coleman

Vote: 1/9/0

**FAIL: NOT APPROVED**

8. The instructions for hand signals in Section V, #1, should be corrected to be consistent with standard railroad practice and enhanced with illustrations as follows:

"1. HAND AND LANTERN SIGNALS. Operators and designated flaggers must demonstrate a working knowledge of standard railroad hand and lantern signals for the following: Stop, Forward, and Back.

***WAIVE PUBLISHING HAND SIGNALS VISUALS IN THE SETOFF: approved by Board.***

**Motion # 16:** add drawings to illustrate lantern signals; current rule wording to remain the same.

Tom Falicon/Bobby Moreman

Vote: 10/0/0

**PASS: APPROVED AS AMENDED BELOW:**

Text of the rule will remain the same as currently in rulebook and only the visuals for "Lantern Signals" will be added to the rulebook with the reference to "Lantern Signals" removed.

9. Tow Safety Chains

Recommendation from a member:

Member would like to see all EC's required to carry a safety chain. He further recommended that if no chain is available and the terrain is not level the disabled car must always be on the up hill side of assisting car - push up hill, pull down hill. If moved without a safety chain the disabled car MUST be set off at first location where it can be recovered by road.

DEFERRED UNTIL SATURDAY SESSION

**PROPOSAL TO CLASSIFY RULES** as moving/non-moving/or misconduct violations was made by Jim McKeel. Proposal tabled until Saturday's meeting.

Meeting adjourned for break at 1443 hrs by President Froese. Meeting reconvened at 1505 hrs.

**Motion #17:** Defer classification of rules to Rules Committee until next year.

Margaret Hope/Mark Springer

Vote 10/0/0

**PASS**

**TOW HITCH RULE PROPOSAL:** made by Keith Mackey. Board directs Rules Committee to discuss further and report back with proposal next year. Jim McKeel, Keith Mackey and Bill Taylor will consult about a possible rule and its placement and report back to board.

**CODE OF CONDUCT:** Discussion regarding having code of conduct only on the NARCOA web site.

**Motion # 18:** Code of Conduct to be in rule book as an appendix.

Bernie Leadon/Dave Verzi

Vote: 10/0/0

**PASS**

**NARCOA FORUM ISSUES:** presented by Mark Springer. Discussion follows about the board sharing the responsibilities of monitoring forum and answering questions. President Warren Froese will work out schedule between himself, Mark Springer, Bernie Leadon and Margaret Hope for monitoring.

**HY-RAIL INSPECTION ISSUES:** presented by Tom Falicon. Discussion followed with consensus to stay with same system. Excursion Coordinators are to be encouraged to look at forms before rides.

**FID PROPOSAL FOR NARCOA CONVENTION IN COLORADO** – presented by Mark Springer for Carl Schneider. Consensus of Board was that permission is not needed.

**LISTING OF RULEBOOK CERTIFIED SPOUSES:** request for such a listing was presented by Mark Springer for Carl Schneider. General consensus was that this should be on hold until database is operational.

**RAILROAD ESCORTS/NARCOA MEMBERS:** Concerns regarding Railroad escorts being NARCOA members were presented by Warren Froese. Consensus of the board was that when a NARCOA member is serving in the capacity of Railroad escort on a NARCOA excursion, the escort's NARCOA status does not apply.

**REVIEW OF JC POLICY SECTION X PARAGRAPH 11:** was made by Mark Springer. Paragraph should be more concise.

**Motion #19** to accept rewording

Change NARCOA JC Policy Section X paragraph 11:

11. The Secretary shall notify the Operations Chair of disciplinary actions resulting in the removal of a member's privileges. The Operations Chair will then notify all Excursion Coordinators and the NARCOA Webmaster of the member's loss of privileges.

to:

11. When disciplinary action results in the removal of a member's privileges, the Operations Chair will notify all Excursion Coordinators and the NARCOA Webmaster of the member's loss of privileges.

Mark Springer /Margaret Hope

Vote 10/0/0

**PASS**

**OPERATIONS HANDBOOK:** suggested corrections presented by Tom Norman. Bill Taylor will work on rewording.

Saturday's agenda reviewed.

Saturday's Closed Session meeting will begin at 0800 in Chicago 2 room.

Saturday's General Session meeting will begin at 0900 in Chicago 2 room.

Meeting adjourned at 1545 by President Froese.

---

## **NARCOA Board of Directors, Annual Meeting Chicago, IL Saturday, September 26, 2009**

### **AREA DIRECTORS:**

*Present:* Warren Riccitelli (Area 1); John Gonder (Area 2); Dave Verzi (Area 3) Tom Falicon (Area 4); Bobby Moreman (Area 5); Bob Knight (Area 6); Warren Froese (Area 8); Mark Springer (Area 9); Jim Spicer (Area 10); Pat Coleman (Area 11)

*Absent:* Carl Schneider (Area 7)

*Quorum present?* Yes

### **DIRECTORS AT LARGE:**

*Present:* Bernie Leadon, Communications Chair; Margaret Hope

### **NARCOA Committee Members:**

*Present:* Brian Davis, SETOFF Editor; Keith Mackey, Webmaster; Jim McKeel, Rules Chair/Judiciary Committee; Carl Anderson, Nominations; Dick Wilhelm, Judiciary Committee; Al Elliott, Judiciary Committee; Mike Kelley, Judiciary Committee; Bill Taylor, Operations Chair; Tom Norman, Treasurer/Insurance; Joel Williams, Secretary

### **Other members/guests:**

*Present:* Debra Springer, Recording Secretary; Magdalena Falicon; Ken Annett; Jeff Levensgood; Chris Levensgood; Tom Hatfield; Don Piercy; Tom Ludlam; Karen Ludlam; Greg Kightlinger

Legend:

Unless otherwise noted, all voting was by show of hand voting recorded in 'for/against/abstain' format nominations and motions recorded in 'nominate/second' or 'move/second' format

## Proceedings of the GENERAL SESSION

Meeting was called to order at 0905hrs by President Warren Froese.

President Froese expressed thanks to all of the general members who were in attendance.

**WEBSITE ISSUES:** presented by Keith Mackey, Webmaster. **Regarding who can advertise on the Website.** Keith asked for the permission of the Board to use his own discretion in allowing advertisements from non-NARCOA sources.

### Approval given by the Board.

**Regarding placing videos on web site.** Band width is sufficient. Keith estimates that \$500 would be sufficient to procure and existing video for placement on the website.

**Motion #21:** Authorize up to \$500 be spent to get video on web site.

Bobby Moreman/John Gonder

Vote: 10/0/0

**PASS**

**Regarding software for website.** Keith believes software upgrades will be necessary in the next two years.

**Motion #22:** Authorize expenditure of up to \$500 be made in the next two years to upgrade software for the website.

Margaret Hope/Warren Froese

Vote: 10/0/0

**PASS**

**Board gave approval for the webmaster to secure certain documents on web site from the general public.**

**COMMUNICATION ISSUES:** presented by Bernie Leadon, Communication Committee Chair

**PDF version of THE SETOFF** - Board approval given for the PDF version of The SETOFF be password protected and made available to all members, plus 1 year of back issues. The password will be E-mailed to members.

**Placement of sale/want ads etc.** Discussion followed.

**Motion # 23:** That we, as of January 1, 2010, place all content currently on the final four pages of THE SETOFF (for sale, wanted items etc.) on the website only.

Bernie Leadon/Margaret Hope

**Amendment to above motion:** to remove the words "the last four pages" and change timing to "May 1, 2010" made by Bobby Moreman/Bernie Leadon

**Amended Motion #23 will read:** "That we, as of May 1, 2010, place all content in THE SETOFF pertaining to for sale, wanted items etc. on the web site only.

Vote 10/0/0

**PASS**

**ALL ELECTRONIC STATUS FOR NARCOA:** Board gave approval for President Warren Froese to communicate to the membership the Board's goal of moving NARCOA to an all

electronic status.

## INFORMATION NEEDS OF AN ALL ELECTRONIC

**NARCOA:** President Froese led the discussion. The following people, Rich Stivers, Warren Riccitelli, Pat Coleman, Mark Springer, Keith Mackey, Joel Williams & Tom Norman, were charged by President Froese to identify precise needs and investigate options for an on-line data base.

Meeting adjourned for break at 1020 hrs by President Warren Froese. Meeting reconvened at 1035 hrs.

**NEW INCIDENT REPORT FORM:** presented by Jim McKee. The Board charged him to generate a PDF version of the form.

**DEFER ADDITION OF HAND SIGNALS TO RULE-BOOK:** Board approved deferral of adding hand signals visuals (see Motion #16) to rule book until a new book is printed.

## TOW HITCH CHAINS:

**Motion #24:** Move the second paragraph of rule #22 from the rulebook and place it in the Operations Handbook.

Margaret Hope/ Warren Riccitelli

Vote: 9/1/0

**PASS**

**TERM LIMITS:** A proposal for Term Limits of NARCOA Board of Directors by Dick Ray was presented by John Gonder. Proposal was withdrawn by John Gonder to allow for further refinement.

**2009-2010 DIRECTORS AT LARGE:** President Warren Froese appointed Bernie Leadon & Margaret Hope.

**ECONOMIC IMPACT OF NARCOA EXCURSIONS:** Hal Johnson's report on this topic was presented by Mark Springer. Board asks that Hal write article for THE SETOFF regarding the economic impact of excursions and that Excursion Coordinators be encouraged to use the information in their contact with railroads.

**ACCESS TO NEW RAILROADS:** President Froese would like a list of members who are skilled in gaining access to railroads for new excursions. Please submit the names to President Warren Froese.

**OTHER BUSINESS:** none

**NEXT MEETING:** to be held

October 1 & 2, 2010

Sheraton Gateway Suites

Chicago, IL

Meeting adjourned at 1059 hrs by President Froese.



# WELLSBORO AND CORNING AUTUMN LEAF RIDE

DAN PAGE

The Wellsboro and Corning Railroad, a 35-mile short line that operates between Wellsboro, Pennsylvania and Corning, New York, was the place to ride on a beautiful fall Saturday. EC Larry Maynard arranged for a trouble free ride with spectacular fall scenery on October 10.

We seton at Tioga Station, just north of Wellsboro PA. The owner, Mr. A. T. Miles, generously provided coffee and donuts for the excursion participants. Mr. Miles also took an active part in the safety meeting, warning us that we had "57 chances to die!" at each of the 57 crossings on the railroad. The road is very safety conscious.

The railroad runs a passenger train from Tioga station on weekend, so Larry had to carefully plan the excursion around the train's operation that day. From the station, we ran ahead of the passenger train going north and passing through Tioga and Lawrenceville. The road parallels PA Route 287 and U.S. Route 15, following the valleys of Marsh Creek, Crooked Creek, and the Tioga River

and on to Corning, New York. The only connection to other lines is at Corning, where there is an interchange with the Norfolk Southern Railway's Southern Tier Line. The Wellsboro & Corning Railroad serves five customer sidings handling about 300 carloads annually. Most of this road was once part of a main line from the New York

Gangs Mills NY a little after noon.

Heading back south, we stopped at Lake Hammond to allow the passenger train's engine to reverse and to go back south to Tioga station. We ran further south and then on to a siding to allow the passenger train to pass on the way North on its return run. Larry made sure that all of us on the excursion



Above: The group pauses in a rock cut North of Tioga -Hammond Lake

Below: the group takes a siding to await the Northbound train.- Dan Paige



Central Railroad's Water Level Route at Lyons south to Williamsport.

The terrain along the rails in this area includes interesting wetlands and a spectacular view of Lake Hammond. There are several scenic overlooks along the lake and Larry stopped at several of them to allow the group to take pictures. We continued north and crossed into New York at about 11 AM. We turned at

moved to the side of the rails opposite the passing train for safety, an important rule we do not get a chance to practice very often.

We continued south to Tioga station and ran even further south to allow the afternoon dinner excursion train to depart northbound. This allowed us to run all the way into Wellsboro. We turned in Wellsboro and then came back north to Tioga station and were all setoff by 6:30 PM. The excursion, totaling 70 miles, was a great run through some really beautiful fall scenery. Larry Maynard did his usual great job arranging a safe and interesting run at the perfect time of year.



# SANTA MARIA VALLEY RAILROAD EXCURSION

DAN BERG

Nineteen motorcars, along with their operators and guests gathered at the abandoned Betteravia sugar mill site for a November 14 and 15, 2009 two day excursion on the Santa Maria Valley Railroad. This Motorcar Operators West sponsored event featured runs on the five mile Betteravia branch line to Guadalupe, California and the nine mile main line from Guadalupe to downtown Santa Maria. The group accumulated over 100 rail miles during the weekend.

The Saturday morning set on was held at the Betteravia Industrial Park and headquarters for the Santa Maria Valley Railroad. After the safety meeting held by excursion coordinator Bill Schertle the motorcar group first headed for Guadalupe then turned east to travel to downtown Santa Maria. The mo-

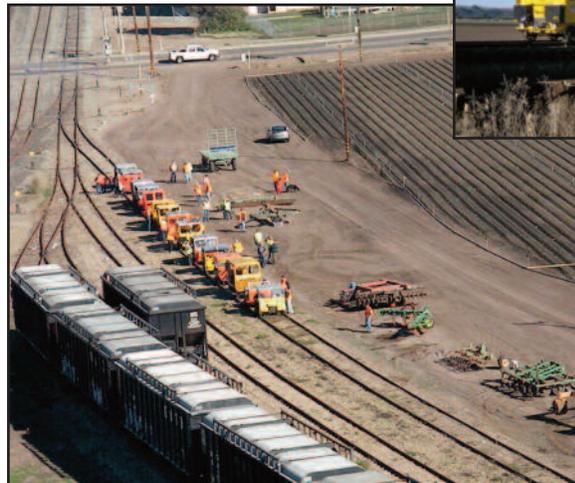


*Motorcars Street running in downtown Santa Maria, California.*

torcars were turned on the Santa Maria wye track and backed down the middle of Jones Street. Leaving town the excursion proceeded west to enjoy a barbeque lunch at Betteravia.

During the afternoon trip to Guadalupe the group had the opportunity to view the passing of the southbound Amtrak Surfliner passenger train. Traveling east from Betteravia Junction the group en-

joyed the cool fall weather, the panoramic view of the Coast Mountain range and the Santa Maria Valley's vast broccoli and celery fields.



*Ross Kallenberger takes videos of the excursion while pilot John Martin maneuvers over the motorcars. Jack Neville photo*

*Aerial view of excursion at Guadalupe. photo by Ross Kallenberger*

A night run was offered on Saturday evening. Operators found this to be a challenge as they made many highway crossings during the pitch black session. The Friends of the Santa Maria Valley Railroad group provided crossing protection using railroad fuses. The night run was "especially fun and entertaining."

Motorcar Operators West member John Martin made arrangements with Bill Schertle to photograph the traveling excursion from his helicopter. He and partner Ross Kallenberger flew in early Sunday morning landing on the Betteravia loading dock. John briefed the operators and guests on what to expect while hovering above the motorcars while taking photos and video shots. They took many overhead aerial photographs and a low level fly-by video of the excursion between Guadalupe and Santa Maria. During lunch Bill Schertle "passed the hat" for donations to

the Friends of the Santa Maria Valley Railroad to help fund their preservation projects. After lunch a tour of the abandoned Betteravia town site was guided by Kevin O'Roark. The group walked the overgrown streets and was able to identify long forgotten building locations. A final afternoon run was made to Santa Maria and return.

A special thanks to Santa Maria Valley Railroad President Rob Himoto for allowing motorcar operators and guests to explore this great California coast shortline. Recognition of Kevin O'Roark and the Friends of the Santa Maria Valley Railroad group whose efforts provided safe passage at the many rural and town crossings, serving morning coffee and for preparing the Santa Maria style barbeque lunches on both excursion days. Finally, thanks to excursion coordinator Bill Schertle's efforts in organizing a first rate motorcar excursion trains at the Guadalupe interchange yard.



# EXACTLY WHO IS COVERED BY NARCOA INSURANCE??

## BERNIE LEADON COMMUNICATIONS CHAIR

You think you know, right? "I'm covered, if I took the Rule Certification Test, sent it to Al McCracken, got a Certification Card back from him, paid my current membership dues, paid my current year Insurance, and got an Insurance Card back from Tom Norman. Oh yeah, I'm supposed to be mentored, and have a drivers license, and my wife or husband is covered too. So are my kids. I guess they have to get a certification card too, right?"

It would be nice if all this important information was listed in one place in NARCOA literature, but it is not. The information is spread across several NARCOA documents. The fact that all insurance details are not included in the Rulebook does not excuse members from abiding by the requirements.

Rulebook version 6.3 states in general terms in Section II, para 20, how an operator must have qualified before operating a motorcar at a NARCOA insured event (I was going to reprint that rule here, but now you have to go look it up.)

The details of exactly who is covered by the insurance policy is stated in more detail on the annual Insurance Application Form which is posted for your convenience on the NARCOA website at: [www.narcoa.org/docs/insurance/2010insuranceapp.pdf](http://www.narcoa.org/docs/insurance/2010insuranceapp.pdf). The first part of the application is the Description of Insurance Coverage. Here is where it states exactly who is covered. There are age limits for the member, different age limits for children of the primary insured, conditions under which the spouse of a primary insured member is also covered, limits on that coverage, etc. Most members only would read this document once a year, when they apply or re-apply for insurance. (You did read it all, right?) Most members do carry this document with them during the active season. So probably many members do not remember all the details. It is worth taking time to study again.

Here are some questions and answers regarding coverage, illustrating some situations which a member or E.C. may wonder about during the operating year.

• "My spouse is covered by my insurance- can we operate two motorcars at the same time?"- Answer: "No- a spouse cannot operate a second motorcar at the same time

as the primary insured married partner. If you want to operate two motorcars, each partner must have his or her own insurance and membership".

• "My significant other/life partner is a qualified operator- does she need her own insurance to operate my motorcar while I ride as passenger?"- Answer: "Yes. She needs her own policy and membership, since you are not legally married".

• "I've been living with my spouse for 20 years, but we never formally got married. We've considered being in a common-law marriage in my home state. Are we considered married for the purposes of being both covered by NARCOA insurance?"- Answer: "No. You must be legally married for your spouse to be covered by your NARCOA insurance. Common-law marriages are not considered valid by the NARCOA insurance policy, and your life partner is not considered your spouse in this case. This means your partner must have his or her own insurance policy separate from yours before being insured to operate your motorcar."

• "My spouse is covered by my insurance. She doesn't have a certification card. Can she operate my car up to the setoff point while I go get the highway rig?"- Answer: "No, she cannot operate the motorcar, because she does not have an operator certification card."

• "My spouse is covered by my insurance, and does have a current operator certification card. Can she operate my motorcar up to the setoff point while I go get the highway rig?"- Answer: "Yes, if you are "present" in the immediate vicinity of the setoff location, going to get your truck and trailer".

• "I wanted to take pictures of my motorcar while in action on a run. Can my spouse operate my motorcar while I drive alongside the track and take pictures?"- answer: "No, if she is covered by your insurance as your spouse, and has a certification card. The reason is that you are not considered "present" if you are driving your highway vehicle while your family member operates your motorcar. Yes, if she has her own insurance coverage and certification card."

• "Can my spouse operate my motorcar while I am at the hotel for the afternoon?"- Answer: "No, not unless she has her own

insurance policy".

• "My spouse let her drivers license lapse, because she forgot to renew on time. Can she still operate my motorcar while I am a passenger?"- Answer: "No- she must have a valid driver's license".

• "Can my 16 year old teenage son operate my motorcar while I am a passenger now that he has his driver's license?"- Answer: "Yes. Your son is covered if he has a valid driver's license, and has a valid certification card. All the other requirements and limitations are the same as for your married spouse, except the Railroad must also approve your child operation of your car"

• "My daughter is now 22 years old, but is still living at home. She has a driver's license, operator certification, and has operated our motorcar for five years. She's still covered by our insurance, right?"- Answer: "No, children are only covered by your insurance 'through 21 years of age'."

• "Can my teenage son or daughter operate my motorcar up to the setoff location while I go get the highway rig? They are really good operators, and have certification cards"- answer: "No- your teenage son or daughter can only operate 'under your direct supervision'. You must be physically with them for them to legally operate your motorcar."

The point is that you, and the Excursion Coordinator, need to know whether you or someone else has insurance coverage or not. But the EC cannot be with you at all times. We're all adults and are responsible for prudent behavior. If you, through misunderstanding or intent, allow someone who is not insured to operate a motorcar on a NARCOA insured event, you put everyone at risk: you, the other person, the railroad, NARCOA, the insurance policy, and the Excursion Coordinators personally. Since NARCOA cannot exist without being able to offer affordable liability insurance to members, actions which put that policy at risk are offenses of the highest importance, and cannot be overlooked. These are Rulebook violations which must be reported to the Judicial Committee. Please make your Excursion Coordinator's job manageable by carefully taking time to understand who is covered by NARCOA insurance, and who is not.





## BY TOM FALICON

NARCOA insurance coverage extends to allow an insured member's spouse to operate a motorcar, if the spouse possesses a valid motor vehicle driver's license and a current NARCOA Certificate of Examination. A dependant child of the household, 14 through 21 years of age, possessing a valid motor vehicle driver's license and a current NARCOA Certificate of Examination Card can also operate a motorcar. It needs to be noted that the child must be under DIRECT supervision of the insured member at all times. Authorization must also be obtained from the host RR. The aforementioned operators are only insured when the insured member is present at the excursion, under the supervision of the Excursion Coordinator and is not operating a motorcar at the event and only after the insured member gets prior approval of the EC and a verification of license can be done before the event. As an EC if you do not spend the extra effort to verify the qualifications of ALL the excursion attendees that will possibly be operating on your excursion, you run the risk of jeopardizing our NARCOA insurance program. Well before each event ask each insured attendee if anyone other than themselves will be operating their car. Then take the time to check to see that all of the above qualifications have been met before a spouse or dependant is allowed to operate on your run. Also keep in mind that girlfriends/boyfriends, unmarried couples, friend's children etc. are not considered spouses or dependant children and are not qualified to operate under the insured members' insurance. Follow up at each job briefing/ safety meeting you hold to let all in attendance know that in order to protect our NARCOA insurance and the host RR, you will be enforcing ALL NARCOA insurance rules.

We will be trying to make it easier for EC's that go to the NARCOA website to check on a members' status. It may take a while, but in the future you may be able to check to see if an insured members spouse and /or children have been rules certified and possess a valid driver's license.

If you have any other insurance questions or thoughts contact your area insurance rep or our national insurance rep Tom Norman. We're all here to help you with any insurance issue you may have.

I'd like to remind all NARCOA EC's that as part of our 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: [Rail-dawg@gte.net](mailto:Rail-dawg@gte.net)

# RIDING WITH JOE

BY JIM MCKEEL

Joe Speeder was a happy camper! He was in a place that he really enjoyed – sitting in the operator's seat of his MT-19 cruising down the rails. Joe was following an MT-14 operated by his friend, Susie Fairmont. The trip had been going wonderfully and everyone was having a great time with the fantastic ride and the great camaraderie among the members of the group. Joe and Susie lived in the same town and travelled to a number of excursions together, including this one.

After the last rest stop of the day, the group started moving and had been cruising along for several minutes at a comfortable and safe track speed when they started to slow down on the approach to a road crossing. The spacing between the cars was closing in as they slowed down in preparation for a possible stop before crossing the road, if necessary, due to approaching highway traffic. As Joe closed in on the speeder ahead of him he suddenly noticed something hanging down under Susie's car. He then realized it was the turntable and that it had dropped to a level that it would certainly catch on the crossing planks in the road crossing just ahead of them. Fortunately Joe's car and Susie's car were both equipped with radios and Joe immediately got on the radio and got Susie stopped before she got to the road crossing. Joe and Susie checked the turntable and, sure enough, it had dropped for some reason. The excursion coordinator was in the rear car on the excursion and he soon strolled up to see what the problem was. He then questioned Susie as to why the turntable had dropped and why she had not been alerted to the problem by the audible warning device on the turntable. He took a close look at the turntable and found that it was not equipped with either a positive locking mechanism to keep it from dropping when not intended or an audible warning device to warn her if it did. He questioned Susie about this and she said that she had just bought the car, this was the first time she had run it, and she was not aware that those items were not in place on the car. She promised to get that taken care of before she ran the car again.

With the turntable raised back into a safe position, the group proceeded on the last couple of miles to the point of origin and successfully completed the excursion. Joe was watching her turntable closely in case it dropped again. Susie was petrified as she thought about what could have happened just a few minutes earlier. If it hadn't been for Joe, her turntable would likely have caught on the crossing planks causing her speeder to flop over on it's nose and slide across the road with Susie and her passenger badly injured. She was very grateful that Joe had seen the problem and had quickly let her know about it.

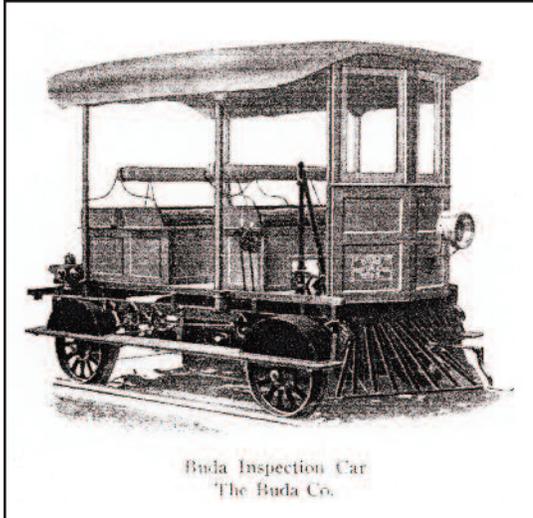
Did Susie violate any of NARCOA's rules? She sure did by operating her speeder with a turntable that was not equipped with a positive locking mechanism and an audible warning device. NARCOA book of rules, Section I, #19 states: "TURNABLES. Hydraulic turntables, including OEM Fairmont turntables, must be equipped with a positive locking mechanism that will prevent the table from dropping inadvertently. All turntable installations, including electrically operated turntables with positive gear engagement, must be equipped with a functioning audible warning device that notifies the operator if the turntable is not fully retracted. The turntable, when fully retracted, must be a minimum of two and one-half inches (2.5") above the railhead when the motorcar is sitting on the track."



# BUDA FOUNDRY & MANUFACTURING

BY LEON SAPP

The company that marketed the first mass produced motor cars in North America took its name from the small town where it was founded, Buda, Il.



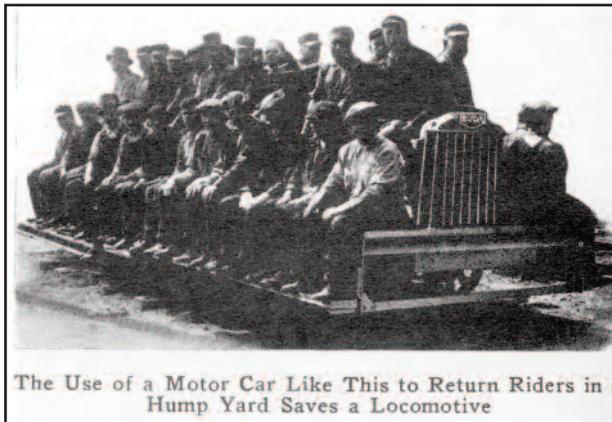
Buda Inspection Car  
The Buda Co.

Begun in 1876 but not officially incorporated until 1881 the company began building small internal combustion engines for stationary power. They soon outgrew their facility and moved to the Chicago suburb of Harvey but retained the established Buda name. Among their first products were traditional hand cars, velocipedes and small gasoline and kerosene engines. In 1893 Buda Foundry & Manufacturing Company became the first to successfully market a powered motorcar when they installed one of their smallest gasoline engines on their standard velocipede. It was a simple direct drive machine built with the lone railroad inspector in mind but capable of carrying two or three workers when necessary. They also marketed an engine kit to power an old hand car or velocipede. Many of their customers were actually the individual trackmen who used them rather than the railroads they worked for. The idea caught on quickly and with a monthly payment plan available the company was soon selling both power kits and complete cars as fast as they could build them. They offered their first large factory built center-load

gang size car in 1895 with an improved 2.5 h.p. engine. They would continue to offer powered velocipedes through many upgrades with their last, the Model 12-C which was introduced in 1921.

In 1904 Buda had grown to such an extent that they increased their capital stock offerings to \$300,000 and began expansion of their plant. In 1909 they would combine their two companies of Buda Manufacturing and Buda Foundry & Manufacturing into one company called simply 'The Buda Manufacturing Company.' By then their catalog offered a number of large gang-sized motorcar models designed around

their new twin cylinder air cooled engine using a friction wheel and final chain drive power train but failed to



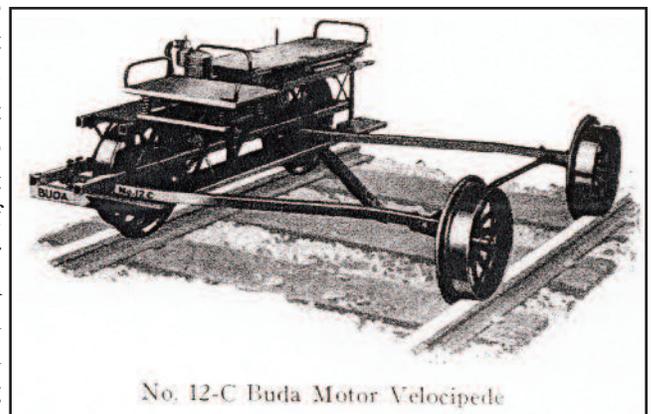
The Use of a Motor Car Like This to Return Riders in a Hump Yard Saves a Locomotive

apply for a patent on some of their designs. The friction drive required that the exposed drive plate be kept absolutely clean in order to function properly but it proved to be a very efficient transmission. It enabled the engine to operate at a constant RPM regardless of speed giving full power from a standing start. A short time later Sheffield would begin to build friction drive cars using

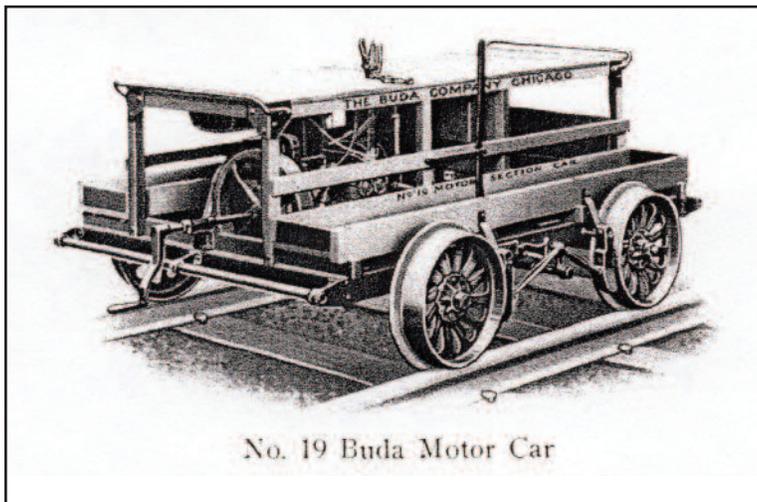
their "Hovey" Patent #876050 and sued Buda claiming ownership of the concept. Buda had actually beaten Sheffield to the market with a friction wheel drive and the Hovey Patent was for a system using a belt and pulley for the final drive while the Buda used a chain and sprocket. Buda was now in danger of having to license its' own drive train from Sheffield. At first the court ruled in Sheffield's favor saying that belt and chain drives were essentially the same. However an appeal by Buda in 1911 was successful not only in protecting their right to their own system but in getting the entire Hovey patent declared void as "not worthy of a patent." Both companies would continue to use the friction drive concept for many years.

Buda continued to develop its engine designs which had a reputation for power and durability. In the 1915 *'History of the Panama Canal, Its construction and Builders'*, Buda was named to the Industrial Roll of Honor. Many of the earth moving machines and trucks had been powered by the sturdy Buda engines. A particular favorite workhorse had been the large Buda Inspection car with

a canopy and glass wind screen. The cars had been used in every capacity from VIP transportation, pay cars, pas-



No. 12-C Buda Motor Velocipede



No. 19 Buda Motor Car

senger service and supply carts.

With almost 25 years of engine construction under their belts Buda was gaining a reputation as an industry leader. The buyer had a choice of either air or water cooled engines and belt, direct or friction drive. They quickly earned a reputation of building “gutsy” engines, strong and capable of starting and pulling long strings of trailers loaded with tools and supplies. Many saw service as hump yard crew haulers taking ‘brake riders’ back to the hump. Their standard gang cars used a two cylinder opposed piston, four-cycle engine, burning either kerosene or gasoline, capable of 8 hp with a magneto ignition. A special ‘Bridge Gang’ car had power take-off shafts with Morse taper shanks to power a variety of drills, saws and sprayers. As a promotional stunt in 1915 a salesman of the Railway Educational Bureau had made a 17,000 mile trip on a Buda Motorcar spreading promotional literature to track gangs. His trip report was reprinted in the thousands by Buda and distributed along with advertisements for their car.

In addition to section motorcars Buda produced several large models that were very much ‘busses’ on rail wheels. Originally intended as crew haulers the large machines with a little nicer upholstery were quite capable of handling paying passengers. All were built on their standard Model 619 frame. During the Great Depression when many branch lines were in danger of losing service the little rail-

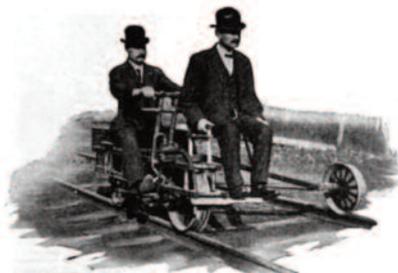
large gangs out to work sites and most would eventually end their days in maintenance of way service.

Buda stayed competitive through the

When addressing our advertisers, please mention The Railroad Telegrapher.

## Could You Ask More?

**This High Grade Car on Easy Terms**



BUDA NO. 10A MOTOR VELOCIPEDE

The car shown here is our No. 10A. It is like the No. 10 which we illustrated last month, except that it has a seat in front for passenger.

We provide these cars also with an extra guide arm and wheel, making a four wheeled velocipede. This latter feature is considered very desirable by some, and it is desirable where much speed is to be made or where car is to be used on roads where there are numerous severe curves.

However you will note that our velocipedes are driven from the front wheel. This imparts a pulling instead of pushing motion thus doing away with tendency to derailment present in those cars driven from the rear.

If you are thinking of buying a car, you wouldn't hesitate about picking out a BUDA if you could see it. Our cars are handsome in appearance, workmanship and mechanical design. They are put up “right” and anyone using a Buda velocipede will tell you so. We are now making the two lower sills (which carry engine) of square steel tubing. This adds but a trifle to the weight and a great deal to the strength. Let us tell you about our easy terms.

**HAND PROPELLED VELOCIPEDES.** We make them in several styles—all ball bearing. We make a wire spoke velocipede with rubber tread tires that may interest you. It's very light and runs noiselessly and with particular smoothness.

OUR CATALOGUE No. AT13 SHOWS ALL TYPES OF MOTOR AND HAND PROPELLED VELOCIPEDES

### Buda Foundry & Manufacturing Co.

CHICAGO

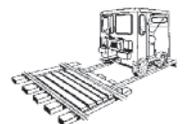
depression years offering updated models to meet the changing needs and the challenge of competition. In 1939 to counter Fairmont's popular M9 they offered a stripped down Model 130. At only 535 pounds they were fast, easy to handle and best of all, cheap. They

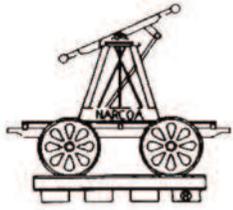
busses proved their worth hauling people, small freight shipments and even mail. And later, when passenger traffic dwindled they were easily put back to work hauling

advertised it as having a 6 hp “automotive” type engine and drum brakes. The reference to “automotive type” is assumed to refer to a four-cycle, valve type engine. Mounted on large rubber pads it gave two men a very comfortable ride and still had room for a few tools. In 1942 they would update the design calling it the F-1 “Buda Buddy”. A slightly larger F-2 “Roadmaster” could accommodate a small gang of four on an all-steel, electrically-welded frame powered by a Briggs & Stratton engine with a clutch and chain drive. At only 680 pounds it was definitely a light weight in the gang car category.

By 1950 the handwriting was on the wall for the future of all motorcars. Although their line of track tools were selling well Buda's share of the motorcar market had dropped significantly. It simply did not make sense to invest in further research and development for their motorcar line. Buda's large robust in-line diesel engines were now their primary product. In 1953 Allis Chalmers purchased Buda and Buda engines became the standard in their large dozers and construction machines. Never again would a new speeder be built bearing the Buda name.

Several Buda motorcars have survived and have been restored to operation. At least one is listed in the NARCOA roster and another has been meticulously restored by the Heart of the Heartland's Museum in Corona, Kansas and still sees occasional outings. Several others are rumored to be in various stages of restoration and hopefully will one day return to the rails.



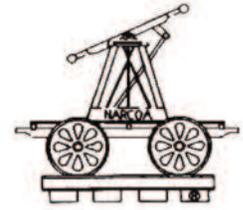


# NARCOA EXCURSIONS

## AS OF DECEMBER 18, 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.



### January 02, 2010 - GA Blue Ridge Scenic RR:

Blue Ridge, GA to Ball Ground, GA – Ride with Tom Falicon on the Great Smoky Mountain Railroad on December 31st and January 1st and then come down to Blue Ridge, GA, just a short 1 ½ hour ride, and make this a motor car ride weekend you won't forget! Approx 95 miles round trip. Lunch stop in Ball Ground at Two Brothers Bar-B-Que – NARCOA rules apply. Set on Blue Ridge at Fire Station, South of Depot, at 8 AM, Safety Briefing at 9 AM. Do not set on until permission is given by EC. Price: \$5.00 per car active Blue Ridge Scenic Railroad Volunteers. All others \$10.00 per car. Coordinators: Carl Hymen (706-455-0492), Scott Wershing (828-644-5204), Ron Long (706-632-9736). Email: [aheron@tds.net](mailto:aheron@tds.net)

### January 03, 2010 - GA Blue Ridge Scenic RR:

Blue Ridge, GA to McCaysville, GA – Approx 26 miles round trip. Comfort stop in McCaysville with immediate return. NARCOA rules apply. There will be NO New Set Ons. Safety Briefing at 9 AM. No Charge For This Part Of Ride. Coordinators: Carl Hymen (706-455-0492), Scott Wershing (828-644-5204), Ron Long (706-632-9736). Email: [aheron@tds.net](mailto:aheron@tds.net)

### January 08 - 10, 2010 - GA Heart Of Georgia West RR:

Work days clearing brush and undergrowth. Between Richland and Omaha Georgia. Set on at Richland or Lumpkin Ga. Bring gloves, tools, safety shoes, lunch and drinks. South Eastern Railcar Operators. NARCOA rules apply. Excursion coordinators: Jay Boggs 904-215-2956, Jim Garner 904-264-5564, Dave Ferro 850-656-0592, Larry Crowe EC in training. E-mail, [Boggsrr@bellsouth.net](mailto:Boggsrr@bellsouth.net) or [JGrman@att.net](mailto:JGrman@att.net)

### January 22 - 24, 2010 - GA Heart Of Georgia West RR:

Work days clearing brush and undergrowth. Between Richland and Omaha Georgia. Set on at Richland or Lumpkin Ga. Bring gloves, tools, safety shoes, lunch and drinks. South Eastern Railcar Operators. NARCOA rules apply. Excursion coordinators: Jay Boggs 904-215-2956, Jim Garner 904-264-5564, Dave Ferro 850-656-0592, Larry Crowe EC in training. E-mail, [Boggsrr@bellsouth.net](mailto:Boggsrr@bellsouth.net) or [JGrman@att.net](mailto:JGrman@att.net)

### January 30 - 31, 2010 - GA Canton, St Paul & Pacific Rwy, Georgia Northeastern RR, Georgia Marble RR:

Saturday at 1100 hrs. - Canton, St. Paul & Pacific Railway in Canton, Ga. This is just a few miles from our Sunday set-on. This one and one-half inch scale railroad (the track gauge is 7 ½ inches) features both steam and diesel, has three trestles, three tunnels, and over 3300 feet of track. There are two wyes and many passing sidings for their trains to run in both directions on single track. You will really get a wonderful railroad adventure touring their railroad and riding again and again to Elizabeth at the top of the mountain. A complimentary lunch will be served for you, your family, and your guest between 1100 hrs and 1300 hrs. Be sure to look them up at their great web site. [www.csppry.com](http://www.csppry.com). Your donations to the Canton, St. Paul & Pacific Railway will be appreciated.

Sunday - Georgia Marble Railroad must go through two switchbacks in order to get to the marble mines from Tate. Tate is at the top of the mountain, the mines at the very bottom. This may be the only freight-only railroad in North America that still uses switchbacks. Some of our trackage will be up to a 7 percent grade. We will observe a strict 5 MPH speed limit. All motorcars will be required to bring sand, in case of slippery rail. This is normally the coldest weekend in our area and we will run, rain, shine, or snow. Requirements: You must be a member of NAR-

COA, have NARCOA Insurance, and have passed the Rules Test. This weekend is subject to NARCOA 2009 insurance, rules, and regulations. All cars will be inspected. All NARCOA rules will apply. No refunds after January 1, 2010. All operators and passengers must wear a REFLECTORIZED Safety Vest/Shirt while on railroad property. A mobile VHF radio capable of receiving railroad frequencies is strongly encouraged. Every car must have a can or bag of sand with them for traction as necessary for the switchbacks. Please make your check for \$100.00 payable to: Atlanta Railcar Transportation LLC (Affiliate) c/o Bobby Moreman (EC), 3520 Cold Springs Lane, Chamblee, Georgia 30341. Full refunds before December 17, 2009. There is a strict limit of 20 motorcars and a waiting list will be established.

### March 20, 2010 - CA Yosemite Mountain Sugar Pine Railroad - NARROW GAUGE:

Pacific Railcar Operators is pleased to sponsor a NARROW GAUGE excursion on the Yosemite Mountain Sugar Pine Railroad approx. 12 miles north of Oakhurst, CA. We will make numerous round trips of 4 miles each. This is a NARCOA insured excursion and all rules and PRO General Order #4 apply. Min. 10 cars, Max. 15 cars. Contact: EC, Bill Rust for excursion details by email or phone. (805) 440-6567 [Bill@thegrid.net](mailto:Bill@thegrid.net) To sign up, please mail check made out to "P.R.O." in amount of \$65 with a L.S.A.S.E. to: Bill Rust, P.O. Box 7055, Halcyon, CA 93421 Additional details also available at: <http://www.railspeeders.com/excursions.asp>

### March 21, 2010 - CA Pacific Coast Railroad - NARROW GAUGE:

Pacific Railcar Operators is pleased to sponsor a NARROW GAUGE excursion on the Pacific Coast Railroad. This railroad is a 2 mile loop located on the historic Santa Margarita Ranch in Santa Margarita, CA. We will make numerous round trips of 2 miles each. This is a NARCOA insured excursion and all rules and PRO General Order #4 apply. Contact: EC, Bill Rust for excursion details by email or phone. (805) 440-6567 [Bill@thegrid.net](mailto:Bill@thegrid.net) To sign up, please mail check made out to "P.R.O." in amount of \$40 with a L.S.A.S.E. to: Bill Rust, P.O. Box 7055, Halcyon, CA 93421 Additional details also available at: <http://www.railspeeders.com/excursions.asp>

### March 27, 2010 - TX Capitol Metro Transportation – ex SP Llano branch Bluebonnet Run:

Railroad Partners, Inc. is pleased to sponsor a motorcar excursion over the ex SP Llano branch. This is a scenic stretch of track which parallels the Llano River and crosses the Colorado River on Lake LBJ. There will be abundant wildlife and, nature permitting, bluebonnets and Indian paintbrushes. Participants will travel from Llano, TX, through Kingsland, TX to Scobey Spur, a round trip distance of approx 54 mi. Trip fee is \$40.00 per car payable as a donation to Railroad Partners, Inc. (a non-profit 501c3). This is a NARCOA insured excursion and all NARCOA rules apply. Hy-rails welcome. For trip details or lodging information, contact: Excursion Coordinator Leland Stewart 10057 Palomino Canyon Converse, TX 78109 (210) 863-5397. Information about RPI may be found at [www.railroadpartners.com](http://www.railroadpartners.com).

### April 19 - 21, 2010 - AZ Grand Canyon Railway:

Motorcar Operators West is pleased to announce a spectacular spring rail tour on the Grand Canyon Railway. Motorcar operators and guests are invited to spend three days and two nights exploring the railroad and the Grand Canyon National Park. Motorcar set on is scheduled for Monday

afternoon, April 19, 2010 between 3 PM and 6 PM. Beginning on Tuesday, April 20 the excursion will travel sixty four miles to the Grand Canyon by rail, explore the South Rim on Wednesday, April 21 and return to Williams on Thursday, April 22. The excursion is a portion of the 2010 Southwest Rail Tour. Maswik Lodge rooms have been reserved with Xanterra South Rim LLC and rooms can be viewed on their website at <http://www.grandcanyonlodges.com/grand-canyon-maswik-lodge-412.html>. Maswik Lodge South economy rooms with two double queen beds for two nights plus the GCY fee is \$450. The Maswik Lodge North premium rooms with double queen beds for two nights plus the GCY fee is \$620. Because rooms are in great demand for the upcoming tourist season, deadline for payment is February 1, 2010. Make checks payable to Motorcar Operators West and mail to Dan Berg, 2017 Mule Creek Rd, Las Vegas NV 89134. This is a NARCOA insured excursion and all NARCOA rules apply. Motorcar Operators West membership is not required. Safety vests, work boots, long pants and safety glasses are mandatory. No pets allowed. Please contact Excursion Coordinator Dan Berg at 1-702-341-8617 or [deerail@embarqmail.com](mailto:deerail@embarqmail.com) to answer excursion itinerary or room reservation questions.

#### **June 04, 2010 - NH Cotton Valley Rail Trail Club:**

Pre-HOBO tune up ride The Cotton Valley Rail Trail Club is hosting a pre-HOBO tune up ride at their trackage in Wolfeboro, NH. This will give everyone a chance to shake the bugs out of their speeders before the pressure of the time constraints of an actual run. Experience the scenic New Hampshire wilderness along 11 miles of club maintained track, with a good diner at the other end of the line. Hot dogs, etc. will also be available at our engine house throughout the day. This is open to all speeder owners/operators/riders, regardless of club affiliation. **This is not a NARCOA sanctioned event.** CVRTC operates from Fernald Station. The station is located approximately 3 miles East of downtown Wolfeboro, NH on Route 109 (64 Governor Wentworth Highway). The closest intersection is Governor Wentworth Highway & Fernald Crossing in Wolfeboro, NH. Please stop by on your way to the HOBO run, check out your speeder, check out our tracks and share the fellowship of other speeder owners. This is a 'drop in' event and no reservations are required. Donations to the club will be accepted. We will be starting about 8:00am and will finish with enough time to get to Lincoln, NH for HOBO's Friday evening events. Dick Forde, co-coordinator, e-mail - [DickForde@aol.com](mailto:DickForde@aol.com) Cotton Valley Rail Trail Club web site: <http://www.cottonvalley.org>

**June 19 - 20, 2010 - WV West Virginia Central RR, Cass Scenic RR:** A.R.E. Appalachian Rail Excursions is pleased to announce another run on the West Virginia Central Railroad and the Cass Scenic Railroad for June 19-20, 2010. This is for vacation planning only. DO NOT SEND ANY MONEY. Announcements will be sent out next year. If you would like announcement as soon as it becomes available send a #10 self addressed envelope to: West Virginia Central Motorcar Run, c/o Paul S. Rujak, 786 Hudson Hill Road, Weirton WV 26062-5584

#### **July 4, 2010 - TX Capitol Metro Transportation – ex SP Llano branch Bluebonnet Run:**

Railroad Partners, Inc. is pleased to sponsor a motorcar excursion over the ex SP Llano branch. This is a scenic stretch of track which parallels the Llano River and crosses the Colorado River on Lake LBJ. There will be abundant wildlife and open range vistas. Participants will travel from Llano, TX, through Kingsland, TX to Scobey Spur, a round trip distance of approx 54 mi. Trip fee is \$40.00 per car payable as a donation to Railroad Partners, Inc. (a nonprofit 501c3). This is a NARCOA insured excursion and all NARCOA rules apply. Hy-rails welcome. For trip details or lodging information, contact: Excursion Coordinator Leland Stewart 10057 Palomino Canyon Converse, TX 78109 (210) 863-5397. Information about RPI may be found at [www.railroadpartners.com](http://www.railroadpartners.com)

#### **September 25 - 26, 2010 - WV West Virginia Central RR, Cass Scenic RR**

A.R.E. Appalachian Rail Excursions is pleased to announce another run on the West Virginia Central Railroad and the Cass Scenic Railroad. This is for vacation planning only. DO NOT SEND ANY MONEY. Announcements will be sent out next year. If you would like announcement as soon as it becomes available send a #10 self addressed envelope to: West Virginia Central Motorcar Run, c/o Paul S. Rujak, 786 Hudson Hill Road, Weirton WV 26062-5584

#### **October 01 - 02, 2010 - IL 2010 NARCOA Annual Meeting:**

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

#### **October 30, 2010 - TX Capitol Metro Transportation – ex SP Llano branch Bluebonnet Run:**

Railroad Partners, Inc. is pleased to sponsor a motorcar excursion over the ex SP Llano branch. This is a scenic stretch of track which parallels the Llano River and crosses the Colorado River on Lake LBJ. There will be abundant wildlife and open range vistas. Participants will travel from Llano, TX, through Kingsland, TX to Scobey Spur, a round trip distance of approx 54 mi. Trip fee is \$40.00 per car payable as a donation to Railroad Partners, Inc. (a nonprofit 501c3). This is a NARCOA insured excursion and all NARCOA rules apply. Hy-rails welcome. For trip details or lodging information, contact: Excursion Coordinator Leland Stewart 10057 Palomino Canyon Converse, TX 78109 (210) 863-5397. Information about RPI may be found at [www.railroadpartners.com](http://www.railroadpartners.com)

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

#### **Monthly Excursions thru October 2009 - MI Sweet Line Railroad, Carson City, Michigan:**

**This is a non-NARCOA excursion** on the Sweet Line Railroad that occurs every month through October 2009. Dates are June 12 - 14, July 10 - 12, August 7 - 9, September 11 - 13 and October 9 - 11. Round trip mileage is 14 miles and as many trips will be held as people want. Motels and campgrounds are within 1/2 mile. Set on will start on Friday night. More details are on the Sweet Line website at [www.sweetlinerr.org](http://www.sweetlinerr.org). This is a Non-Narcoa ride and all railroad rules apply.

#### **2009 Season - First and Third weekends of each month - NC Red Springs and Northern Railroad:**

Railcar Operators of the Carolinas (ROC) invites you to ride 12.5 miles on the Red Springs & Northern Railroad in Red Springs. Located near Fayetteville, NC and 17 miles west of Lumberton/US 95 on Hwy 211. NARCOA rules are in effect. Trips are mainly on Saturday, starting in Red Springs and going north to Parkton, NC and return. Cost is \$25/day or ROC membership of \$90/year. Contact person: Carey Boney - EC, 1605 Powers Road,Wallace, NC 28466. Tel:910-285-7489 or [careyboney@embarqmail.com](mailto:careyboney@embarqmail.com)

#### **February 1, 2009 - January 31, 2010 - PA Stewartstown Railroad:**

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.

#### **February 1, 2009 - January 31, 2010 - PA Northern Central Railroad:**

The Northern Central Railcar Association is offering to NARCOA members, excursions on the Northern Central Railroad from New Freedom, PA to York, PA, on various dates between February 1, 2009 through 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.

# WANTED

**Pizza Pan style roof** for an MT-14. Please respond to Bruce Hamly, International Falls MN 56649 (218)355-0023 [cnmotorcar@gmail.com](mailto:cnmotorcar@gmail.com)

**MT14 Turntable** - Interested in finding all the parts of a useable turntable. Would like to find someone who is no longer using one. Ed. Grabousky, Madison, Pa. 18444 Email: [ewg1022@verizon.net](mailto:ewg1022@verizon.net) Phone: 570-615-8032

**Information on a Buda 19L Rail Car** - Service manual, engine manual. Will pay fair price for information or copies. Bill Dittmann [railride@tampabay.rr.com](mailto:railride@tampabay.rr.com)

**Looking for MTM speeder info and parts.** I am looking for some info on the MTM line of MT 90H cars made in about 1991 I am looking for info such as the maker of the OEM hydraulic oil cooler, adaptors and plates between engine and pump, what engine shaft style and size, any pump info or pics. being this car is missing its drivetrain if anyone has any of these parts or knows of any MTM cars or parts or anyone wishes to alter there cars Im interested in anything MTM that will help with this restore. Also looking for a set of fiberglass doors in any condition. If anyone has any info that can help or put me onto this info or any of these parts would be great, for those already contacted thank you for your ongoing help. Feel free to contact me. SCAMMERS NEED NOT APPLY ! Terry Baumann, Nelson BC, Canada. Phone: (250)229-4474 E-Mail: [greenacre@telus.net](mailto:greenacre@telus.net)

**A4 Turntable** - Interested in finding all or parts of a "ski" type turntable. Have plans, but rather find one that someone is no longer using. Tony Thigpen, DeBary, FL 32713 Email: [tony@vse2pdf.com](mailto:tony@vse2pdf.com) Phone: 407-474-0770

**Operating Hunter Heater** GH-21 or fan / blower assembly for the same. Contact Will Hookway, Sparta NJ, 973-670-3746 or [hookwayw@embarqmail.com](mailto:hookwayw@embarqmail.com).

**Worn out wheels.** I would prefer them to be under narcoa specs. I am looking for 4-14", 4-16" and 4-20" Thanks Tim Fox, Galion Ohio 419-989-8389 [fox0385@yahoo.com](mailto:fox0385@yahoo.com)

**Information** on operating instructions for my Velocipede. Will purchase an operating manual or copy. I would like to know the make and possible year of this unit. Any information will be appreciated. E-Mail [antiquetony@mountaincable.net](mailto:antiquetony@mountaincable.net). Tony Andrusovich, Hamilton, Ontario.

**Any information on my M-9B motorcar.** It was sold around 5-6 years ago from Ohio and was shipped to Texas. I would like to know any information on its current location. It is a M-9B sold to the New York Central. Please contact me, email [fox0385@yahoo.com](mailto:fox0385@yahoo.com) Or call 419-989-8389. Thanks Tim Fox

**Metal Cab**, with glass preferred, but will consider any for a 1940's to 1950's era Fairmont S2. Anywhere in the U.S., I will drive to you to pick it up. Will pay fair price based on condition. Does not need to be perfect. Also need side and rear curtains for a 1940's era M19. Contact John Erdkamp. Email: [gpsman1@yahoo.com](mailto:gpsman1@yahoo.com)

**PHA engine and JL2 carb parts** Willing to trade ROC and C5 or C8 parts for PHA and JL2 parts. Chuck Pearson 313-407-9185 [cpm9s2@aol.com](mailto:cpm9s2@aol.com)

**Two Dietz 9-51 (5") lights.** Prefer paintable version. Contact Ron Peterson at 972-416-5593 or [jpete69758@aol.com](mailto:jpete69758@aol.com).

**Information** - I am creating a roster of railway motor cars owned by the US Army, Navy, Marine Corps, or Air Force. I need car maker, serial number, model, current location, or whatever information you can provide. Your effort is appreciated. Please contact me via snail mail or call. Dave Myers 2739 N. 63rd St. Milwaukee, WI 53210-2148 (414) 445-7855."

**V belt pulley for ROC engine.** William Thompson, Rockbluff Rd., Blakely, GA 39823 229-723-8321

**Photo of an accelerator pedal** and how it is hooked up with the linkage going to the carb so I can put one on my A3, it must have a Waukesha ICK in it. Phone is 770-401-9358 and E-Mail [boilerplant2001@yahoo.com](mailto:boilerplant2001@yahoo.com) I am in Rockmart, Ga

**Information** about two speeders that were used on the Keeler Branch narrow gauge when they quit in 1960. One went to a private party and it's fate is unknown, the other supposedly went over to the Cumbres and Toltec Railroad. Does anyone know what make, model, and any other information as well as possible location of either unit? Thanks for any help in advance! John Cole [jcole17@socal.rr.com](mailto:jcole17@socal.rr.com)

**Front (top part) windshield to fit M-15.** Need windshield (with or w/o glass) to fit 52" wide frame member that is 22" above the floor. Also could use matching roof. Similar width components will be considered. Contact: Richard Reiff, 719-584-0581, [richard\\_reiff@aar.com](mailto:richard_reiff@aar.com)

**Motorcar owners interested in a transmission upgrade.** The Granite State planetary fwd/neutral/rev transmission manufacturer has significant price reductions for a multiple unit order. If you are interested in this transmission lets combine orders to reduce the cost. These were used in late model Tamper TMC 2 and 6 motorcars. Model 5102-5 (5 inch input shaft for Comet 94, 1190 variable pulley drive, etc). Great choice for updating drive train on any motorcar. [http://www.snpt.biz/index\\_files/Page480.htm](http://www.snpt.biz/index_files/Page480.htm) Contact: Rob Baur [pearbaron@msn.com](mailto:pearbaron@msn.com)

**Any historical information and especially any old photographs or advertisements** for motorcars to be used as illustrations for future articles in the Setoff. Each issue will be spotlighting one of the North American Manufactures. Right now I am especially looking for any material on Anderson Engine Co., Banker Brothers Motor Co., and Faribault Engine Co. but I need and can use just about anything on anybody. Contributors will be credited for their material. Scanned material preferred. Mailed material will be professionally copied and returned to the sender immediately. Leon Sapp, Asst. Editor, 2405 East Renfro, Burseson, TX 76028 [jakemt19a@yahoo.com](mailto:jakemt19a@yahoo.com)

# 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 NAR-

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

**NARCOA Lanterns** NARCOA has received another order of Trainman’s lanterns produced by Star Headlight and Lantern. They are the model 292, which features 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 an effective tool for night signaling and make great presentation items for our railroad hosts. Cost is \$29.00 each plus \$7.00 shipping for the first lantern and \$1.50 s/h for each additional lantern per order. Special purchase - add \$3 to each lantern purchased if you would like a D cell x 4 battery adapter which eliminates the need to use the 6 volt lantern battery. There is no additional shipping cost for these adapters when purchased with a lantern. Shipping is free on orders of case lots consisting of 12 lanterns. Make your order payable to NARCOA, and mail to Dave Verzi NARCOA Lantern, 3922 Rocky River Dr. Cleveland, OH. 44111 phone 216.941.5273, [WM340@aol.com](mailto:WM340@aol.com)



**Number Plate**

**Engine Plate**

**Car Class Plate**

**Timer Plate**

**Instruction Plate**

**Patent Plate**

**Membership 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@rock-etmail.com](mailto:ray_r@rock-etmail.com)



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.

## MISSING YOUR COPY OF THE SETOFF?

Please do not contact The SETOFF Editor about distribution problems. If you did not receive your SETOFF please contact Joel Williams, Membership Secretary. Only Joel Williams has replacement copies, which are sent to him at the same time the mailing goes out.

Beginning in Jan Feb 2010, the PDF version of the SETOFF will be available for download from a password protected webpage at [www.NARCOA.org](http://www.NARCOA.org).

Remember, if you have asked to receive The SETOFF electronically you must have a working email address in order to receive it. You can not have e-mail 'attachment blocking' enabled. Check your SPAM folder.

If you need to change either your snail mail or your e-mail address, you must notify:

**Joel Williams, Membership**

**Box 802**

**Lock Haven, PA 17745**

**[joel.williams@earthlink.net](mailto:joel.williams@earthlink.net)**

It's best to send in a hard copy change by snail mail for all updates. It is your responsibility to inform the Membership Secretary if your e-mail address changes to insure the timely reception of your e-mail newsletter.

Keep your snail mail address current! We want you to continue to receive your annual calendar, insurance and membership renewal information, as well as other important association mailings which are sent out as hard copy even if you get The SETOFF electronically. Also, if you have elected to get a printed SETOFF, and also want the PDF version, you may now have both.

Did we mention it is in full color?

# FOR SALE

**Motorcar trailer.** I used this trailer for my MT-19. The lights all work and the winch functions properly. The tires are 12 inch and in very good condition. It comes with a spare, ramps and an extra winch cable. Call or e-mail for more information. \$450 John Mindish, Northfield, N.J. 08225, (609) 484-9301 E-mail [jjvictorian@comcast.net](mailto:jjvictorian@comcast.net)

**Woodings CBI railcar and trailer** - One of the last cars off the electrified portion of the British Columbia Railway. Glad to have rescued it. Fast runner. Needs a little TLC and paint. New battery and plastic fuel tank with fuel gauge. Smooth Tecumseh XL engine. Can deliver it FREE along Interstate 5 anywhere from Canadian boarder to Bay Area in early 2010. \$3,000 for both car and trailer. Don Piercy 360-678-4488 or [piercy@whidbeymarketing.com](mailto:piercy@whidbeymarketing.com).

**20 inch wheels**, new. \$200 or best offer. Contact Brian at (717) 426-3092 or [DIRC183@embarqmail.com](mailto:DIRC183@embarqmail.com) Dennis B Brubaker

**M19** older restoration, runs good, must sell. Asking \$4,000 or best offer. Contact Dennis Brubaker at (717) 665-9607 e-mail [dbjm@dejazzd.com](mailto:dbjm@dejazzd.com) Pics available.

**Kalamazoo 27AW-F Motorcar** with 4 cylinder Ford Industrial 172 cu. in. engine. Restored. 5 chime Nathan horn (purchased new) includes trailer. 4 wheel drive. \$5,000. Car is located in Hutchinson, MN. Call Tom Wiproduct 320-587-4283 or e-mail [wipfamily@hutchtel.net](mailto:wipfamily@hutchtel.net)

**Fairmont M14 series L.** EX SP car. Onan 2 cyl engine and trans. Car is in fully taken apart, not sure what it needs but should not be a problem for skilled person to restore or use as parts car. Have pictures of car when it belonged to railroad. I bought and intended to restore but have no time. \$975. [joeikon@verizon.net](mailto:joeikon@verizon.net) 815-742-7878

**Custom Beaver car** \$25,000 Contact Paul Zaro for details at 408-234-2172 or [zarocmrails@aol.com](mailto:zarocmrails@aol.com)

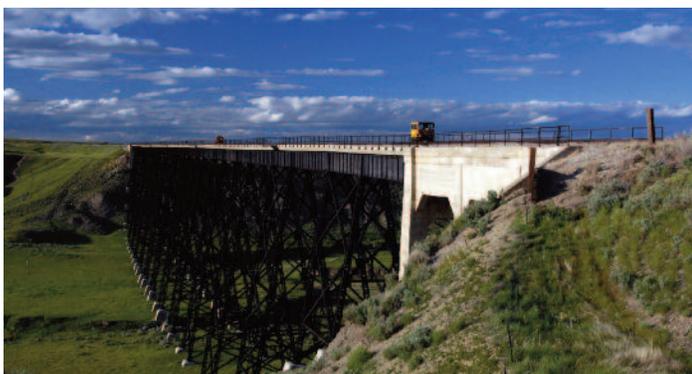
**Fairmont M-19** Good compression, Needs coil and carb. work and a little TLC. \$1,500 William Thompson, Blakely, GA 229-723-8231

**S-2-H** Here is your chance to buy a car have it restored and designed they way you want it. If your going mountain riding this is the car for the job. You can choose your own colors and many other options. If your interested it would be done mid May early June. I only have one so don't wait. Send for photo of what car will look like. Cost for standard car \$5,200 contact for details. L&Speeder Repair Henry, SD Phone: 605-532-3470 email: [heatmor@itctel.com](mailto:heatmor@itctel.com)

**MT-19-A.** Fairmont Motors car built in 1976. Includes birth papers showing point of destination, SCL RR, Hamlet, NC from Fairmont. Professionally rebuilt Onan CCKB. Transmission rebuilt by Heinmuller. Has a new carburetor, MSG Dual Electronic Ignition system to solve those fouled plug problems so many of the 19's have. Car has new brake shoes all around. Gear-driven turntable. Back up light. Plush inner-spring seats. Spark Arrestor for those West Coast excursions. New radio with intercom and two brand new aircraft headsets. This car is NARCOA ready. \$8700. Car is located in Surprise, AZ. SCAMMERS NEED NOT APPLY. Larry Welsh, (623) 337-5957.

**New Sylvester drive belt.** 105 1/2 inch. E211A-02 Goodyear Canada. \$100 US Funds. Tony Andrusevich, Hamilton, Ontario. [anti-quetony@mountaincable.net](mailto:anti-quetony@mountaincable.net)

**Sheffield # 1 Velocipede** A real sweet mint condition Sheffield # 1 Pede I do not know the year but all the Oak has been redone, the wood in the wheels is like new all steel parts have been cleaned and painted comes with a stand so you can ride it stationary. If your looking for a Pede this



is the one , they dont come along very often in decent shape, here is your chance to own one. \$4,500 rides it away! All sales in US funds or CDN equivalent. These cars and parts are located in southern British Columbia 3.5 hrs north of Spokane Washington, sold as is / where is condition. Pls do not hesitate to contact me for any further details and pics. SCAMMERS NEED NOT APPLY. Terry Baumann, Nelson BC, Canada Phone: ( 250 ) 229-4474  
E-Mail: [greenacre@telus.net](mailto:greenacre@telus.net)

**1948 M-9** Rock Island Line. Excellent car to restore. Engine turns over, has compression. Car has top with back support "U", windshield. Crank. Car located 30 miles north of Seattle. 360-568-5424 or e-mail Bruce Ferguson at [snohomishdepot@verizon.net](mailto:snohomishdepot@verizon.net) \$2000

**Early 40s Fairmont M-9C** - Car is restored from the ground up and is in excellent condition. The engine is an RO-B and is a strong runner. There are several extra new parts that come with the car as well. Iam selling the car due to a recent back injury and can no longer enjoy the hobby. The car is located in Bethlehem, PA. The price is \$4000 firm. Deliverly is possible if you live locally. email [hgratton@ptd.net](mailto:hgratton@ptd.net) or call 610-625-2804 cell# 732-682-5919 ask for Mark Gratton.

**Wood Pushcart**, guessing 1930's. has mudge stamped on the bearing blocks, and fairmont on the hubs. needs a deck and one frame rail, i think the rest could be saved to use as static display. writing on the side says BN INC. selling for what i feel the axle are worth to me. \$200 I'm located just north of Denver, CO. 303 589 7528. [btd1972@msn.com](mailto:btd1972@msn.com)

**2 (two) ROC popper engines**, \$500 ea.; 2 (two) push cars, \$500 ea.; 3 (three) Hunter heaters with copy of the owners manual, \$75 ea. Items located in SE Washington State. Contact [BenAmodeo@yahoo.com](mailto:BenAmodeo@yahoo.com)

**CN motorcars available once again.** (4) Fairmont MT 14's and (1) MT 19 all ex CN Rail. All cars have Canadian style Flexon cabs and ONAN CCKB engines, all engines turn freely and are mostly complete with the exception of 1 fuel tank and a few door handles and I will replace a few pieces of glass and headlights here and there, basically complete as the RR parked them. Some have the stick antennas and all have the ONAN option for CN of manifold heaters for better cool weather running a very nice option to have on a CCKB If you missed all the others here is another chance to get a original Canadian MT with a bit of TLC and some minor work they will easily be NARCOA ready. All cars can sit here during the winter waiting for spring p/u or can be picked up anytime, pls contact me for details. \$3,500 ea you pick! All sales in US funds or CDN equivalent. These cars and parts are located in southern British Columbia 3.5 hrs north of Spokane Washington, sold as is / where is condition. Pls do not hesitate to contact me for any further details and pics. SCAMMERS NEED NOT APPLY. Terry Baumann, Nelson BC, Canada Phone: ( 250 ) 229-4474  
E-Mail: [greenacre@telus.net](mailto:greenacre@telus.net)

**Velocipede.** No 2J Fairbanks-Morse Motor Car. Approx 1910. Older restoration mounted on a display trailer (trailer not roadworthy). From Toronto, Hamilton & Buffalo Railway. In good condition. Asking \$6,000. US Funds. Located in Hamilton, Ontario, Canada. Contact Tony Andrusevich at [antiquetony@mountaincable.net](mailto:antiquetony@mountaincable.net)

**MT14K** (ex GN). ROC with 2 speed axle. Good wheels and belt. New wood top, 6V battery, buzz coil, and starting crank. Generator charges well. Rebuilt carb. Starts easy. Track tested and Narcoa compliant (brake light, taillights, headlight, and horn). Pictures on request. \$3250. Leland Stewart (210) 863-5397 or email: [poppermaker@gmail.com](mailto:poppermaker@gmail.com)

**Fairmont hyrail gear and tires.** I'm not sure of the model on these, but think they could be 307's. I have a set of 5 tires, size 225 70 R19.5, One new, two still good, and two have a bad wear pattern, could get away with them on the rear of a truck. Wheel spacers off of a 99 chevy 2500. Receiver hitch off of a 99 chevy too. The hyrail did not come with the tires and I'm not sure what they came off of, but I do have

mounting brackets from the 99. Anyway, I think there would be enough to mount them on that year if that's what you had. I just ran into two sets of gear that I bought, then later found the wheels. I'm keeping one set to play with. Asking \$750 for pair of gear, wheels, and spacers. Brian Delaplaine 303-589-7528 I'm located just north of Denver. I maybe going to St. Louis next month, so delivery possible to that area.

**Waukesha 4cyl.** NOS military Spec. Jim Bailey 931-592-3602, Tracy City, TN 37387 Asking \$1,000.

**Hi-Rail.** Fairmont 0307 & 0307A in good condition. \$800. US Funds each set. Last 2 sets. Raftna HD250 hydraulic Hi-Rail with hydraulic pump, in good condition. Fits 1/2 ton to 1 ton pickups. \$1500. US Funds. Tony Andrusevich, Hamilton, Ont. E-mail [antiquetony@mountaincable.net](mailto:antiquetony@mountaincable.net)

**Canadian style fiberglass cab** Should fit most Fairmont MT 14, ST, CR7 etc type cars as well as Railcar Canada and Woodings CBL's and maybe other brands as well as long as the chassis length is about the same, needs window glass, rubber but in decent shape. \$200 These cars and parts are located in southern British Columbia 3.5 hrs north of Spokane Washington, sold as is / where is condition. Pls do not hesitate to contact me for any further details and pics. Scammers need not apply! Contact: Terry Baumann, Nelson BC, Canada Phone: ( 250 ) 229-4474 E-Mail: [greenacre@telus.net](mailto:greenacre@telus.net)

**Own A Piece Of The "J"!** Lots of pictures available on request. Last remaining MOW carts and machines from EJ&E prior to CN takeover. \$500 obo for remaining tie carts and MOW machines shown in photo link in the NARCOA web page ad. Location of items is Chicago Area. Also have misc OTM, Ties, Rail, Signal Sheds, Signal Lights etc. Warehouse tugs & rubber tired wagons from EJ&E Shops also available. Ed Kravitz  
[charter@rent-a-train.com](mailto:charter@rent-a-train.com) 619-890-8894

**A-6-F**, 300 cid Ford (rebuilt with 50 hours on it) Warner T-9 Transmission. Steel cab with roof vent and bi-folding lockable doors. Headlight and LED taillights. 110 watt Motorola radio with all US railroad frequencies programmed in to it. Hydraulic turntable with electric pump. New steel wheels. Large heavy duty brake shoes. Extra spring modifications for better ride. 8D truck battery. All new gauges. 30 gal. fuel tank with outside filler. 1 King seats inside. Rhino lining on floor and doghouse. Car has many more things along with spare parts. \$9500.00 FOB OHIO Jaime Samuell [Jaime@gambierandwestern.com](mailto:Jaime@gambierandwestern.com)

**Kalamazoo 23B** original Reading Rail Road Car in excellent condition. NARCOA ready with steam whistle, air compressor, side curtains and Fairmont turntable. Includes custom built enclosed trailer with electric winch. Trailer has 6,000 lb axle with 12" electric brakes. All for \$7500. Florida, Bill Dittmann 941-720-0536 or [ride@tampabay.rr.com](mailto:ride@tampabay.rr.com) - extra pictures available.

**Custom built 6 x 8 all steel motor car trailer with expanded metal deck.** Trailer has a new electric winch, ramps and a new spare. \$825 Possible delivery within 200 miles for expenses. Trailer located in Blue Ridge, GA. Call Carl Hymen at 706-455-0492or [carlsmotorcars@yahoo.com](mailto:carlsmotorcars@yahoo.com).

**MT14 Fairmont sound deadening package parts.** Made of heavy 1/8" rubberized fabric, cut to fit. Pieces cover the insides (except for the engine cover) of the tunnel . Also included are the rubber waffles used to isolate the axle bearing casings and engine from the frame. Best reasonable offer. Contact Ron Peterson, 972-416-5593, [jpete69758@aol.com](mailto:jpete69758@aol.com)

**MT-19.** Complete frame-up rebuild. Professionally rebuilt CCKB. New carb, starter, clutch, gas tank, fuel pump and electronic ignition. Newest version of electric turntable, new seats, LED brake light, spark

*For Sale, continued.*

arrestor, back up light. NARCOA compliant. Former Rio Grande signal maintainer's car from the Chuck Harrison auction in Las Vegas. \$5,500. Glen Ford, (530) 432-5487, [captainford@jps.net](mailto:captainford@jps.net).

**Manualls:** Original Waukesha Factory Operators Manual..copyright 1952 MODEL ICK Engine perfect condition \$20; Waukesha ICK Engine Parts list (reprint ) 36 pages . \$10  
General Instructions for the care and Operation of Waukesha Engines (reprint) 50 pages \$12; Paul Goldzung, Columbia Tn. 931 583 9105 [pprockytop@aol.com](mailto:pprockytop@aol.com)

**Kalamazoo gang car.** Former B&O RR. Was operating when parked, have not had time to try starting it. Ford industrial engine. Front safety rail needs repair and the piece is available, otherwise it seems to be in good general restorable condition. This was the first motorcar I operated years ago. \$1875 cash. Email Dave Verzi [WM340@aol.com](mailto:WM340@aol.com)

**M-19** Carb, points and fuel system reoverhauled by Carey Boney, I put in a set of rings and crankshaft seals about 5 years ago. All electrical has been changed over to 12 volt. Asking \$3700 Stanley Wilson 770-401-9358

**MT14** Rebuilt CCKB Onan engine, trans and clutch in great shape, new paint and glass. Restored car is NARCOA ready. with brake lights etc .The car is in Lancaster PA. There is also a nice trailer to go with the car. asking price is \$5,200 for everything. Dennis B. Brubaker E-mail [dirc183@embarqmail.com](mailto:dirc183@embarqmail.com) ask for Brian.

**A4D, former US NAVY PRICE LOWERED!!!!!!** I purchased this car a few years ago directly from the government. The car has a 4 cylinder Ford industrial motor and a 4 speed transmission with a reverse gear. The car also has the reversing rear to allow all gears in both forward and reverse. The motor runs very well and the trans shifts great and seems to be in very good condition. The wood flooring would need to be replaced and the wood over the center section of the car (where you would sit) could either be sanded and repainted or replaced. The car now has working headlights, brake lights, and ditch lights on both the front and rear of the car. At the time of sale the car will have 4 like new pressed steel 16" wheels. Price for the car is now \$2,500 and the price is negotiable. The small bell on the front of the car will not be included in the sale. More pictures are available by going to the following photo site: <http://www.flickr.com/photos/frank47/> Please feel free to contact me for any other information or questions. Frank Eichenlaub, 607-267-2122 [feichenlaubiii@yahoo.com](mailto:feichenlaubiii@yahoo.com)

**EX-CN MT-19** Well maintained Car has been garage kept and is NARCOA ready. Both brakes and wheels are excellent. Never had any problems on insured runs. Car originated in Charny Quebec. Car comes with spare transmission, assorted parts, original towbar, original motorcar aluminium radio box that was removed from the car. Dissembled push-car (axels and wheels have to be reattached) high lift workstand that can be seen in picture. Car has soundproofing, fall engine intake cover and upgraded Onan engine with oil filter. \$5000 Canadian. Car is in Ontario Canada. 705-538-1196 [jaybee@csolve.net](mailto:jaybee@csolve.net)

**Handcar Plans** Build your own replica Sheffield handcar with plans from Carpenter Rail Design. Great for museums, fund raisers or your own personal collection. Dozens and dozens of cars have been built from my plans. Packet includes all scale drawings, complete bill of materials, guidelines on how to build your own handcar. Price is \$75 per packet, shipping included. For more information, go to: [www.bnsfchillisub.com](http://www.bnsfchillisub.com) , look under "Handcar Plans" or mail to; Bruce Carpenter, 10241 Co. Rd. 25A, Wapakoneta, Ohio, 45895. 419-204-9256, E-Mail [bnsf89@bright.net](mailto:bnsf89@bright.net)

**Parts -Getting out of Motor Cars** Most Parts Will Fit MT-19-\* and MT-14. Best offer on all parts. Tool Box (front mount); Hunter Heater;

Control Panel, Gauges, Switches & Wiring; Complete set "Setoffs"; (2) Mufflers; Onan Exhaust Mainfold; Interior Tunnel Cover; MT-14 Body Panels (no Frames). Sold as is Where is. Located in Southern California between Los Angeles and San Diego. M. S. Matthew [ms-matthewinc@yahoo.com](mailto:ms-matthewinc@yahoo.com)

**MT19** - Canadian "Pumpkin" Car. Double chain, rebuilt carburetor, starter, alternator, rewired. Railroad installed turntable. NARCOA ready. \$4,800. Call Carl Hymen at 706-455-0492 or email at [carlsmo-torcars@yahoo.com](mailto:carlsmo-torcars@yahoo.com)

**Southern MT19A.** Reduced - I have an MT19A car that has been completely torn down and rebuilt. The car's engine and transmission have been completely rebuilt by Doug Heinmuller in VT. The car is powder coated and is currently being reassembled. All new bearings in the car new rear keyless axle. NOTE CAR IS MUCH FURTHER ALONG THAN IN THE PICS. Included are pics of the car when I got it and of the rebuilt frame. I will be happy to share some more photos and am willing to help in the reassembly of the car but I don't have the time to ride or to finish the car. I have all the receipts and manuals for the car. Currently I have over \$7000 in the car but will let it go for \$5200. There are way too many parts to list but EVERYTHING is new. Spared no expense. Please contact me for more info. CAR HAS TO GO ASAP. Contact: Kevin Sprayberry

**Kalamazoo 56A** motorcar, ex C&O unit with trailer. Onan 10 hp. CK - S engine, Fairmont 2 speed trans, Fairmont 16 " low mileage stamped wheels, seats 4 people, similiar in size to an MT - 14. New battery, just rebuilt starter, good brakes with spare set of pads. This is an open car with custom removable top and side curtains, and removable lexan windshield. Trailers exceptionally well down the highway with very little wind resistance. Trailer has very good tires with a spare, tilt bed and a hand winch for ease of loading. NARCOA compliant, just returned from a run on the Iowa River Railroad and car performed beautifully. Ready to go for the next excursion . \$3950 with trailer. Call or email for more info and pictures. Phone 715-216-3064, or [carl4734@hughes.net](mailto:carl4734@hughes.net) Carl Schmidt

**1993 Chevrolet Hy-rail** - ex-BNSF signal maintainers truck, 2500 series, 3/4-ton pickup, with 350 engine, automatic transmission. Stal service box. 165,000 miles, but rides and sounds great. Couple dings on body(hail?). Truck located in north central Florida. \$5,500. Will email pictures and more information upon request. Frank (352) 205-0239 or email [saidis@netzero.com](mailto:saidis@netzero.com)

**Fairmont Motorcar** - former ACL-SCL car obtained a decade ago, stored, Never used since Railroad overhaul. Price \$3,500. Contact, Edd Saunders, 352-735-1830. Located in Mount Dora, FL.

**Woodings Rail Car;** 16 Horse Kohler engine, Automatic Transmission, Turntable, New battery & alternator, Seat belts, Gas & Voltage gauges, 2 sets of side curtains ( Black & Yellow) 4 12 volt sockets, All books on car, engine, & transmission. NARCOA ready to run. This car has been on many run in PA. NJ. & NY. Located in south central PA. \$8,000.00 call toll free at 1 877 304 4338 or 717-989-4600 cell [jack@jacksgames.com](mailto:jack@jacksgames.com) E-mail me for more pictures. Jack Bubernack

**Fairmont A4D** with 'Pinto' engine. Recently refurbished to NARCOA standards. New brakes and brake blocks. Full bi-directional running/brake/head lights. All new running boards. New battery. New boat-style fuel tank. (Original fuel tank still mounted.) One new windshield glass. This speeder ran on both the Florida and the HOG runs (including towing other speeders 3 times). While the hard refurbishing work is done, it could use a little more tender loving care. (Like new plywood on the engine dog-house and a new muffler.) This speeder is ready to be personalized by it's new owner. \$4400 (Flags, first aid kit, fire extinguisher and trailer not included.) Delivery possible depending on location. Located between Orlando and Daytona Beach. Tony Thigpen 386-668-1844 [tony@vse2pdf.com](mailto:tony@vse2pdf.com)

# SUPPLIERS

**MT14 chassis and running gear.** Mostly complete. Has not been run for a long time. The engine probably needs a re-build. It does roll over but I have not started it. The coil is missing, no throttle lever or fuel tank. The transmission looks to be in great shape but one shift lever has been removed. The wheels are 1/4 to 5/16 in the flange. Located in Morro Bay Ca. \$ 1,000 Roy Gammill [bevroy@sbcglobal.net](mailto:bevroy@sbcglobal.net) 805 -528 -5304 MT19 drive axle in good cond. \$ 50.00 plus freight

**Fairmont ROB ROC engine** in perfect running condition. Rebuilt in 2007 by Roger Sandhoff. Complete as shown in the pictures at: <http://www.secretstuff.us/motor> I know it was bored out .030 on a CNC machine and faced. The motor has been run both on the test stand and in the Fairmont M19. There are videos on [www.youtube.com](http://www.youtube.com), search for barstool100 to find Rogers videos. Roger passed away in Dec, 2008 and we are selling his motor car items including his motor car. We're asking \$1500 or best offer for this ready to go motor as pictured. We would prefer pickup in Lakeville MN. Shipping would be expensive both packing and shipping as it's heavy. Check out the photo album, my email is [fairmont-m19@comcast.net](mailto:fairmont-m19@comcast.net) if you have questions. Gene Lecler

**A3, ST2, trailer.** Sadly, i've decided I must sell my speeders. I would like to sell both cars and the trailer all together. A3 has a turning wheel jack on the back and also has a 4 piece turntable. A car will carry 5 people. S car will carry 3. Both have seat belts. They may not look pretty but both are NARCOA compliant and run well. I've been running them on NARCOA runs for a long time. located in central Texas. \$8000. more photos posted at: <http://www.flickr.com/photos/stretchruso/> For more details contact Wayne Rousseau: [stretch@nbt.com](mailto:stretch@nbt.com)

**A-4D Narrow Gauge Five passenger gang car.** Here is an opportunity to participate in our narrow gauge speeder history. Ideal for partnerships or clubs this car has appeared on the pages of magazines and calendars for years. It was professionally rebuilt from the wheels up, always stored in the box in dry old Arizona, and is ready to use. Features of the car include; overhead cam Ford industrial engine, hot water heat, jack operated turn table (if needed), 5 spring shock seats, easy access grease fittings, locking tool boxes, and 18 gallon aluminum no rust gas tank. Also included in the price is a standard gauge chassis for potentially dual gauging the car. Serious inquiries please, more pics available. \$17,000, delivery possible. 928-380-7056

**Fairmont W-76 series A - Walk Behind Weed & Brush Cutter** - built in early to mid 1950's, Appears to be mechanically sound, I have never started the engine, needs two tires. \$400 The RR stove in the background is also for sale - \$650 Tom Falicon, 1227 Sawmill Creek, Bryson City, NC 28713 828-488-8063, [raildawg@gte.net](mailto:raildawg@gte.net)

**Fairmont MT-19** in Felton, CA. reliable engine, clean inside and out, turntable, new seats. Contact Frank Luft: 831-335-7044 or [betty-brinck@comcast.net](mailto:betty-brinck@comcast.net)

**Fairmont M9.** Spring suspension, Fairmont OD-B single cylinder, 2 cycle engine. Les King seats, New stainless 6 gallon fuel tank, Rail Sweeps. Nice running car, ready to go. Located in Ocala, FL. \$3,500 Keith Mackey [keith@gate.net](mailto:keith@gate.net) 352-347-0770

**Fairmont A-5 motorcar,** Waukesha FC engine (36 HP) 4 speed transmission and reversing rear end. Headlights, taillights, and brake lights front and rear. Stainless steel gas tank. Air horns with CO2 cylinder to blow horns. Push-on Fairmont style turntable and also a 5th wheel style turntable. 2 forklift style folding seats with seatbelts. Custom roof. Asking \$ 4,450. **Custom built highway trailer** that will carry A-5 Electric brakes, 3500 pound single axle, 5000 pound Ramsey electric winch, 2 chains (5/16") and load binders included. Asking \$ 1,650 Robert Rhew [robertrhew@clearwire.net](mailto:robertrhew@clearwire.net) Phone: 336-292-9501

*If you are a supplier of motorcar parts, and wish to be included here, please contact [setoff@neo.rr.com](mailto:setoff@neo.rr.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.

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

**Railroad Motor Car Resource Library** / Doug Cummins, [rrstuff@hawaiihost.us](mailto:rrstuff@hawaiihost.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](mailto: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](mailto:fredshops@earthlink.net) or [leskingmotorcars.com](http://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](http://www.dhrc.clco.us) P.O. Box 111, 153 Bobbin Mill Rd, Lunenburg, VT 05906, phone 802-892-6144. Former ONAN dealer has many Fairmont and ONAN parts. Complete engine & transmission rebuilding. For a detailed list of parts available, see website.

**L&Speeder Repair and Restoration** [heatmor@itctel.com](mailto: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](mailto: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 [ralspeeders.com](http://ralspeeders.com), but otherwise he's out of business. Please, only call him in response to one of those ads.

**Tom Phair** [tom@phairs.net](mailto: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.



## FALLEN FLAG EXCURSIONS, LLC

Fallen Flag Excursions is a newer NARCOA affiliate group, based in middle Tennessee. It is set up as an LLC, and the members are Jim and Lola Hughes, Bernie Leadon, and Paul and Patti Goldzung. Excursions are open to all NARCOA insured members, and it is policy to not take reservations until a run is posted on the NARCOA website.

So far, FFX has held three runs on the Tennessee Southern Railroad, a division of Patriot Rail, a Florida based rail holding company. Patriot is friendly to NARCOA, and FFX benefited from the fine record western NARCOA affiliates have had operating on another railroad owned by Patriot. This shows that how we operate locally can affect the hobby greatly all the way across the continent. The Tennessee Southern couldn't be a better partner to work with, and we value their friendship and trust.

The mid-south region is a beautiful part of creation in which to hold mo-

torcar meets, with rolling hills, lots of trees and water, farms and small towns. People are very friendly and its lots of fun to see Amish children run out to the track to watch us go by. Two groups of people doing things the way they used to be, meeting at the boundary and waving at each other. Come join us some time!

