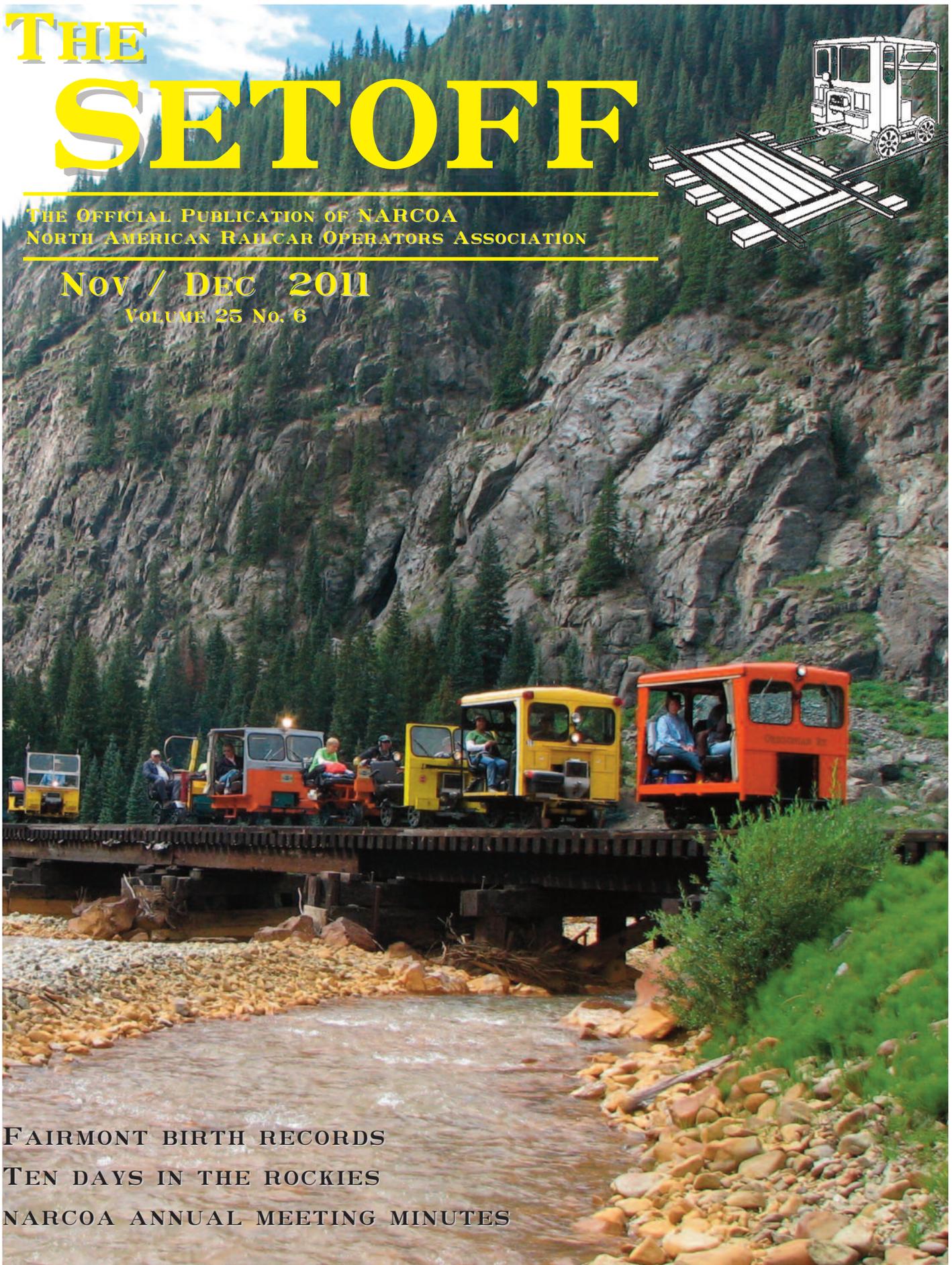
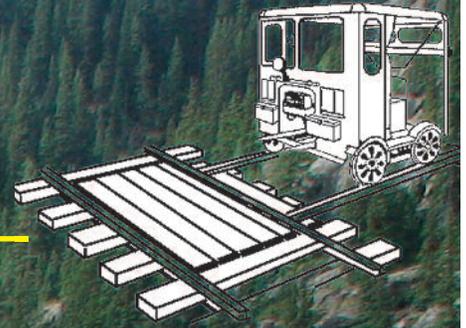


THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION

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VOLUME 25 No. 6



FAIRMONT BIRTH RECORDS
TEN DAYS IN THE ROCKIES
NARCOA ANNUAL MEETING MINUTES

THE SETOFF

VOLUME 25 - No 6

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ON THE COVER: MARK SPRINGER LEADS THE GROUP ACROSS A TRESTLE JUST SOUTH OF SILVERTON CO. ON THE D&SNGRR

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Channel 3 – 158.400 MHz

PRESIDENT'S MESSAGE

BERNIE LEADON

Hi there- We have just completed our Annual Meeting and Board of Directors meeting. The new slate of Officers include myself as president, John Gonder as vice president, and Tom Norman and Mark Hudson were re-elected as Treasurer and Secretary, respectively. A huge thanks should go out from each of us to Warren Froese, who has served us a president these past two years, and Tom Falicon, who departs as VP, and also was a past president. Luckily for me, Warren will serve another two year term as Area Eight Director, and Tom Falicon will continue doing Excursion Coordinator continual training. I will rely on their experience going forward, as well as the current Board members.

Tom Falicon has also finished his term as Area Four director, replaced by me, and Jim Spicer has completed his term as Area Ten director, replaced by Bill Taylor. Jim continues ably as JC Chair.

I have also appointed the two Director at Large candidates nominated by Warren, who are Mark Sorensen, from Nebraska, and Jim Hopkins, from South Carolina. I look forward to working with them all. And thanks again to all departing Directors, which include Margaret Hope of British Columbia, who ably served as Director at Large these past three years.

OK. Let's talk about who and what NARCOA is. We are an extremely diverse group of people who love railroads, and love to operate our own small railcars and hyrails on track. NARCOA is the non-profit organization of which we are members, and one of its principal functions is to obtain and maintain liability insurance coverage sufficient to give railroad managers confidence to allow us as guests on their private industrial property. This confidence is enhanced by our detailed Rulebook, Judicial Committee review of problems and assignment of points, which can result in removal of a member from the privilege to participate in association events, as well as our experienced Excursion Coordinators, and Affiliates.

I'd like to pull several words and phrases out of the above paragraph to highlight: "private industrial property", and "privilege".

One major difference between our hobby and many other activities is that we depend on access to private industrial property. If I want to drive a car or truck, I can do so on public roads, built and maintained by government from tax receipts paid by the public. If I want to fly an airplane, I can do so in the public airways, if I have passed the qualifications. If I want to operate a boat, I may do so on the public waterways, subject to not very many requirements.

However, the public sector does not provide access to railroad track. Almost all railroad track is owned by private industrial companies, which use them for industrial purposes. Nothing about the right of way, or other physical property where NARCOA typically operates, is designed for the public to use. Our motorcars and hyrails were built for railroad track and infrastructure maintainers and inspectors. They were intended to be used in a railroad industrial environment, and we still hold excursions in that environment, with permission from the private owners.

The next word I want to highlight is "privilege". It is a privilege, not a right, that we have access to these private railroads. This privilege has been won over many years of building up a reputation for safe operation. Many diligent volunteers over more than twenty years did the hard work of approaching railroads, creating relationships with managers, and operating safe excursions. Many short lines are now owned by regional owners, and I have had the experience myself of being told that we got final approval to run on a railroad in Tennessee, because another short line owned by the same corporate owner had had a long good relationship with NARCOA in Montana. But this long distance influence can happen in the negative sense also. What we do in one locality impacts everyone across North America!

Another important word is "responsibility". We each are granted the opportunity to operate our own little motorcar or hyrail on track at our excursions. We have slightly more than 1000 insured Operators every year who buy the insurance. EVERY one of us who are insured operators have a personal responsibility to focus on safety,

and diligently operate our rail vehicles at ALL TIMES.

I urge you all to re-read the Rulebook periodically. Also understand that there may be items in the Policy Book or Operations Manual that apply to you, depending on what activity you are involved in. We should all make an effort to be familiar with these documents, even if they do not currently apply to us.

The point is that the ability to obtain and maintain insurance comes down to every single one of us being personally responsible. I urge you to embrace that responsibility, and also to lend a helping hand to another operator who may be struggling with something. I believe this applies to safe operation as well as mechanical aspects. If you believe that someone on an excursion you attend is operating in a less than safe manner, and they do not respond to a gentle suggestion, that you immediately inform the Excursion Coordinator, and get the matter discussed and improved as soon as possible.

Thanks for listening, and I hope to meet you on the rails over the next year.

bernie leadon

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AREA TWO (DE, MD, NJ, PA) JOHN GONDER

First let me start by thanking all of you in my area for the support you gave me in the election for Area 2 Director. With your help, I was able to capture the position for a second term with "O" opposing votes. I will continue to strive in representing your feelings and interests in the hobby.

At this time, I am reflecting back on the past year, and getting ready to go to Chicago for the annual NARCOA meeting. Many topics have come up this year for discussion and it should prove to be a busy and surprising meeting. The economy has played a big role in the success of our excursions with several having to be cancelled due to lack of participation. I personally cancelled one and had very poor attendance at all the others I hosted this year. Some of that, I feel due to conflicts with other large excursions in the Northeast Region. A question has come to mind that perhaps you can help me with and that is, Are you folks tired of the same runs being offered year after year? Would you prefer to have these runs held perhaps every other year? This would allow more time to explore some of the newer runs that are coming available or that perhaps you want to volunteer to get involved and help us find and confirm new runs. Obviously no one wants to upset a Railroad by skipping a year, or to give up a run completely. On that note, Isn't it also a bad omen to show poor attendance at a run that has supported the hobby for a long time. This is a problem that the coordinators are now dealing with. I know that I had to do some fancy explaining to the RR's as to why last year we had waiting lists for our trips and this year we couldn't even come close to filling the trips. Thank goodness they understood that it was other factors not the RR's fault. Here in Area 2 and Area 1 & 3 we are lucky enough to host more runs than most other areas combined.

For the members that is fantastic. For the coordinators it can be a scheduling nightmare.

I would like to thank all the folks that step up behind the scenes to make these runs go. Starting with the assistant coordinators. These folks rarely ever get credit, yet they do a lot of work and perform

many duties at an excursion that the coordinators just don't have time to do. (Check in and out, inspections, communications, etc.) Then there is the infamous duty of pulling the Potty Cart. Not a job most would do, but all too important to forget about. And last but certainly NOT Least, The wives and girlfriends that come along and end up helping with anything they can, including flagging. The last 18 years in this hobby has taught me a great respect for any group of people that can work together and help each other as the folks I have met in the motorcar hobby. My hat's off to all of you! Be safe, enjoy life. See you on the rails!

John Gonder
Director Area 2

AREA THREE (IN, LOWER MI, OH) JEFF LEVENGOOD

I am writing this after arriving home from the annual BOD meeting in Chicago, and by the time you read this, the motorcar season will be for the most part over. As of this writing there have been only a couple of minor problems in our area, and that means you are doing your job to keep us on the rails. Chris and I have not been able to attend as many meets as we would have liked to, since we have been kept close to home because of a family illness. We were able to attend Mike Ford's meet in Michigan and had a good time in spite of the rain. We also attended several meets closer to home and had a great time on each of them. I also want to thank those EC's in my area for doing a good job and running safe and enjoyable meets.

In depth details of the BOD meeting should be found elsewhere in this copy of the SETOFF. Some areas of interest to you will be the FCC radio mandate, membership for family members, and hitch pin requirements.

There was some discussion as to how we can attract new members to our hobby. Do you have any suggestions? When meeting a new member I usually ask how they found out about the motorcar hobby and what attracted them to participate. I have never been an advocate of recruitment. I would rather people find us, because of

their interest in what we do.

As we look forward to next year we need to remember that our future depends on you. Your complete attention and alertness at all times will insure that we are doing our part to keep this hobby going and growing. It is of the utmost importance that each of us understands and obeys the directions given at the safety meeting and obeys the rulebook. If you are in doubt as to the meaning or intent of any rule or instruction it is your responsibility to get clarification.

Again, I want to thank each of you for your support and for doing a great job on the rails. As winter approaches, it's time to think about the improvements and maintenance that our motorcars require. I look forward to seeing you on the rails soon.

Jeff Levengood Area 3

AREA FOUR KY, NC, SC, TN, VA, WV BERNIE LEADON

This is my first Area Four column, and it feels weird that Tom Falicon is not writing it. He has always been a big proponent of writing a Setoff column every Setoff issue to Area Four members. I visited with Tom and Mugz a month or so ago, and had dinner with them in their spectacular house on the mountain. He's really busy being the Roadmaster for the Great Smoky Mt. RR, and was ready for a break from NARCOA. He ain't goin' far tho- he will continue working with ECs on continual education, and making runs everywhere better and safer. And he'll still put on runs on the GSMRR, so we can go visit and run that beautiful track along the river.

Area Four members had the highest percentage of participation in the election to replace Tom, at 48.2%- 67 voted out of 139 members. That's pretty good, and let's encourage our buddies to vote next time- its important.

Jim Hopkins was the other person on the ballot, and I'm happy to report that he has been appointed NARCOA Director at Large by the new NARCOA president, who happens to be me. Tom Falicon nominated Jim for the job, and I was happy to

make it happen. Jim does a lot for the hobby in his neck of the woods, and I am a strong believer that any time someone wants to work in a volunteer organization, we need to find them a job. Now Jim will be a second Director from Area Four, and will be working with me to make NARCOA better, and help Area Four members.

Please let Jim or myself know your concerns, and we will try to help you.

A member contacted me several months ago about the fact that no runs are happening in Virginia. What we need to do is find some members in that local area who have railroad contacts, or have done the research on who to approach, and then work on making effective presentations to those railroads. If someone needs to be trained as an Excursion Coordinator, we can help with that also.

Thanks for having confidence in me to succeed Tom.

Bernie

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

Well it is very unfortunate that our 2011 motorcar excursion season is winding down. Butwe did have a very good run on the Eastern Illinois Railroad (EIRR) at the end of September. EC Richard Hinds always puts together a great run from Brocton to Neoga, IL and this years was no exception. Due to permission with the track warrant, we were able to run extra track miles North to the CSX diamond in Metcalf. Dave Hawley reported, at the setoff, that his GPS recorded 99.6 miles for the run. With the threat of heavy rain and thunderstorms all day, we lucked out with only a few light showers. The group also did the EIRR a favor by finding a bad rail pull-apart and reported it to the railroad main office.

As the EIRR run was a Great Lakes Railcar run, so also was Mike Ford's run at the end of August on the Indiana Northeastern Railroad. This was a two day excursion with an overnight stay in Coldwater, MI. Not bad when you tie down your speeder 50 feet from the back door of your overnight hotel! The two day run had great weather and covered 144 miles with 25

motorcars.

Check the website as there are two more runs close to Area 6. The first one is OVR's new Kokomo, IN excursion being organized by Jamie Samuell on Nov 12th & 13th. The run is a two day event covering approx 100 miles on the Winamac Southern Railroad. (this is a US Rail's Kokomo Indiana Division property) The second is the annual Christmas run with Santa on Nov 26th. This run operates on the Indiana Transportation Museum between Noblesville and Tipton, IN. Again, please check the NARCOA website for full details.

Keep it safe on the rails

Bob Knight, Area 6

AREA NINE AR, CO, KS, LA, MO, OK, TX CHRIS WEAVER

I've just returned from my second NARCOA board meeting, and as always, it was a busy two days. We had over 35 items on the agenda this year and added several more over the course of the meeting. You should find the minutes elsewhere in this edition; please read them over as they give a good idea as to the state of the hobby. If you have any questions, please let me know.

Second, as we store our cars for the winter, don't forget that this is a good time to start on the larger maintenance projects we've been putting off throughout the year. Personally I need to finish the suspension on my M-19, and I have an idler pulley that needs attention. We should all try to show up at the first spring run with a car that is ready to go and well maintained. Everyone on the run, especially the ECs, will appreciate our efforts.

Speaking of ECs, NARCOA certified four new ECs in 2011 and three of them were in Area 9. This is great news for us - ECs are the ones that keep NARCOA going. Putting on runs can be a thankless job. First, there is all the organization and planning upfront, and then you are on the hook to solve whatever problems happen on the day of a run, and try to keep everyone happy at the same time. So, ECs deserve our thanks and gratitude, and I'm happy to welcome some additions to our

area!

For those of you in the U.S., have a happy Thanksgiving with friends and family. See you in 2012!

Chris Weaver Area 9

AREA TEN WA, OR, ID, MN, AK, WY BILL TAYLOR

NARCOA's Area 10 has had only three directors in its history: Tom Norman, Jim Spicer, and as of the October NARCOA BOD meeting - me. Tom and Jim have done terrific jobs during their tenure representing the PNW's interests. The good news is that both remain involved - Tom as Treasurer and Insurance Coordinator, and Jim as Judicial Committee chairperson. Thank you to both of them for their contributions to our hobby. I also want to thank the over 100 Area 10 members who voted in the last election. Members' communication and support is crucial to our organization's health, and I encourage you to contact me at any time you have an issue that needs clarification or addressed. I promise to get back to you as soon as I can. I also promise to do my best to continue Tom and Jim's good work.

Area 10 encompasses a huge geographical region stretching from Alaska to Wyoming. We are lucky that we have ECs who are willing to put on runs despite the long distances involved. We are also lucky that our members are supporting those runs in record numbers. While we have lost trackage due to flooding, hard economic times, railroad policy shifts and abandonments, we are fortunate that hundreds of miles, which pass through some of the nation's most beautiful country, remains open to us. PRO, our most local affiliate, has hosted several runs this year. Thank you PRO ECs Rich Wilkins, Terry Wade, Steve Gadd, Steve Taulbee, Bob Shanklin, Jim Morefield, Tom Norman and Brian Loftin for doing the hard work necessary to make these runs happen. Similarly, thank you MOW and ECs Marg Hope and Chris Baldo for putting on an outstanding Alaska trip. If I have missed anyone, please forgive me.

See Area 10 report, Page 6

Area 10 report, continued:

Nationally, we have had some serious incidents this year. They serve as a warning that our hobby has some inherent dangers, and operators need to continue to remain vigilant and keep their motorcars in good repair. Fortunately, as of this writing, none of these incidents have occurred in Area 10. That speaks well for PNW operators. Keep up the good work.

As we go into Fall, remember to service those cars before you put them away, put some stabilizer in the fuel, and look your car over for necessary repairs so that it is ready to go in the spring.

Bill Taylor - Area 10 Director

AREA ELEVEN CA, NV, UT, AZ, NM, HI WAYNE PARSONS

Several members had suggestions for new operating methods at road crossings. As your area representative, I took ideas from Bill Owen and Chris Ogilive to the NARCOA board meeting where they were discussed. Area 11 member John King traveled to Chicago at his own expense to propose adding shunts to our wheels. The board listened respectfully to his presentation and examined the sample exhibit he brought. I also proposed a new crossing method called "stop, wait, and go" (SWAG) where cars doing a "stop and go" would wait until the car behind had arrived. Each car would advance only when the next car had arrived and taken over the flagging duty. Using this flag and advance method would add to crossing safety because the motorcar ahead would be stopped. The group could keep moving without the five to ten minute cycle involved with setting a shunt or sending flaggers forward. This SWAG idea appealed to the Area 1 and Area 2 directors who are going to try it on some eastern events.

The board reviewed all aspects of the NARCOA rulebook and operations book and reminds us all about Rule 5 that says motorcars do not have the right-of-way at grade crossings. "Motorcars must be prepared to stop short of all grade crossings and proceed only when safe to do so." The board reviewed the operator testing method and timing of renewals. The next

safety test will proceed as scheduled in late 2012 for the 2013 operating season. The Board reviewed the safety and education programs that have been initiated in the last few years. Those improvements include the excursion coordinator test and mentoring program, the EC Tech talk column in The SETOFF, and the EC newsletter distributed by e-mail on a regular basis.

We do not yet have insurance for the coming year, which is not unusual at this point in the year, but our current underwriter is exiting the railroad insurance business for reasons unrelated to NARCOA. This is also not that unusual, and the board is optimistic that the issue will resolve soon. On the other hand, the best way to maintain insurance coverage is to not have incidents. That is up to every operator every moment you are on the rail. In summary, the board as a whole believes that our rules, testing, mentoring, on-going education, operating procedures, and judiciary process are sound.

Over the last year, I worked on revising the NARCOA by-laws. The goal was to bring the paper document into line with our actual practice. NARCOA conducts one annual meeting open to all paid members where the board of directors conducts association business. The meeting may proceed if a quorum (that is a majority) of six board members is present. The board now has clear authority to conduct business by e-mail. The Judiciary is added as a permanent committee to examine rules

violations. The Board approved the new by-laws and made one change. Following the annual election the board will vote by e-mail - sometime in late July - for officers to serve during the upcoming year. This will enable the new President, prior to arriving in Chicago, to prepare the meeting agenda and nominate at-large board members.

At the request of one Area 11 member, I asked the board if they wanted to review the election procedure (approved last year) where the director candidate with the most votes wins even if that number is not a 51% majority. Roberts Rules of Order require that on re-votes all candidates remain eligible, not just the top two vote getters. In NARCOA's case, this re-voting process is handled by mail with time growing ever shorter before the next meeting. There was no support among the board to change the "highest number of votes" wins found in Article 5, Section 2, "...Election Procedures".

The only rule change involves limiting the "bent-pull pin" (see photo below) to horizontal use in securing receiver hitches found on a few "A" cars. Because it can (and usually does!) fall down through the hitch, this pin must never be used in a vertical application of any kind at anytime on any motorcar.

See you on the rails!

Wayne



MENTORS

In the process of preparing the annual mentoring report for the 2011 NARCOA board meeting, the Safety Committee would like to recognize the members that have made the mentoring procedure work very well. The enclosed listed members have taken the time to work with new and returning members and have been a great help to the EC's during an excursion. We receive well founded comments about how well the mentor has worked with the new operator and the personal time each mentor has taken to help the new member with the process of motorcar operations. To date they have mentored 77 new and returning members to our hobby for the 2011 season.

They are as follows:

Alan Wilber, Carl Hymen, William Krasselt, John Martin, Al McCracken, Gordon Piercy, Randy Baldwin, James Haislip, Ed Summers, Dean Grole, David Massa, Christopher Vite, Ken Annett, Mark Gunton, Desmond Praetzel, Gary Tyson, Debbie Hughes, William Bain, Dean Mark, Gaston Drolet, Carl Sorensen, William Delmar, Ken Cresey, Bob Knight, Edward Michal, Carl Vanderspuk, Jim Garner, William Thompson, Carl Schneider, Douglas Gary, Gary Shrey, Karl Klantz, Michael Sholtis, Steve Taulbee, Mike Phelps, Myron Malone, Al Elliott, Warren Riccitelli, Jeff Levensgood, Paul Goldzung, Scott Herring, Leland Stewart, Laurens Edwards, Mark Gunton, James Groover, George Church, Donald Holst, Dave Verzi, David Pratt, William Schertle, Joseph Murphey, Daniel Phipps, Tom Thomas, Karl Hovanitz, Frank Glatzl, Steve Paluso, Ken Marty, Ron Long, Art Clark, Chris Ogilvie, Robert Edgar, David Lake, Thomas Correa,

Many thanks,
Robert L Knight,
Chairman Safety Committee

MY OBSERVATIONS OF THE ANNUAL MEETING DICK FORDE

I've seen the statements that all members were welcome at the Board of Directors annual meeting. Was this really true, or just so much hype? I decided to find out.

Having been in NARCOA for over ten years, and been on runs up and down the East Coast, I knew four of the Area Directors. But I realized that I knew nothing about the doings neither in the central part of the country nor on the West Coast.

I booked my airline flights and made reservations at the hotel where the meeting would be. As a courtesy, I sent an e-mail to NARCOA president, Warren Froese, to say that I would be at the meeting. I got an e-mail back saying that I was very welcome at the meeting.

The meeting was scheduled to start on Friday morning, so I flew out to Chicago on Thursday. Thursday evening was spent meeting directors and committee chairs informally downstairs in the lounge.

Friday morning the meeting was called to order at 8:00 AM sharp. The room was set up with tables arranged in a circle. I was invited to sit at the circle with everyone else. There were directors, committee chairs and visitors like myself all sitting at the tables. The first order of business was the election of a new president. Bernie Leadon took over as the new president and assumed control of the meeting. The published agenda was followed in a very 'no nonsense' and professional manner. Every discussion was based on the issue, never on personalities – impressive. Although I could not vote, I was encouraged to participate in discussion. The meeting progressed throughout the day with a short break for lunch. At 5:00 PM the meeting was adjourned for the day. Then everyone went to the local Chinese buffet for dinner. After dinner it was back to the hotel and time for breakout committee and sub-committee meetings.

Saturday saw the resumption of the meeting, with Executive Committee starting at 7:30 *{in closed session to discuss judicial matters - editor}*, and the general meeting commenced immediately thereafter. The meeting continued processing agenda items through conclusion about 11:00 AM. I was personally thanked for coming to the meeting and was invited back to meetings in the future. I may just take them up on that offer.

Attending the meeting, I saw how things really worked. What could have been a 'good ole' boys' get together turned out to be a very professional meeting of directors representing the concerns of their area members. I purposely did not mention here the issues discussed at the meeting, I'll let the Area Directors do that; I just wanted to report an *outsider's* observations.

Dick Forde

NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION ANNUAL MEMBER MEETING, OCTOBER 14 & 15 2011

Approved Minutes of the Meeting

Called to order by Warren Froese, President, on Friday, October 14, 2011, at 8:15 A.M

Directors and Officers in attendance:

Warren Riccitelli – Area 1 Director
John Gonder – Area 2 Director
Jeff Levensgood – Area 3 Director
Bob Knight – Area 6 Director
Carl Schneider – Area 7 Director
Warren Froese – President and Area 8 Director
Chris Weaver – Area 9 Director
Wayne Parsons – Area 11 Director
Bernie Leadon – Director-at-Large
Tom Norman – Treasurer

Certification of Elections

Elections results – Even election areas

Area 2 – John Gonder
Area 4 – Bernie Leadon
Area 6 – Bob Knight
Area 8 – Warren Froese
Area 10 – Bill Taylor

Motion by Bernie Leadon to approve the election of Board of Directors

2nd by John Gonder. Without objection, approval of the motion.

Election of Officers

President

Bill Taylor nominated Bernie Leadon to serve as President.

2nd by Warren Riccitelli. There were no additional nominations for President. Without objection, Bernie Leadon elected to serve as President

Vice-President

Warren Riccitelli nominated John Gonder to serve as Vice-President.

2nd by Warren Froese. There were no other nominations for Vice President. Without objection, John

Gonder elected to serve as Vice-President.

Secretary

Bob Hastings nominated Mark Hudson to serve as Secretary.

2nd by Bob Knight. There were no other nominations for Secretary. Without objection, Mark Hudson elected to serve as Secretary.

Treasurer

John Gonder nominated Tom Norman to serve as Treasurer.

2nd by Bill Taylor. There were no other nominations for Treasurer. Without objection, Tom Norman elected to serve as Treasurer.

Sergeant-at-Arms

Bernie Leadon appointed Jim McKeel to serve as Sergeant-at-Arms.

Parliamentarian

Bernie Leadon appointed Wayne Parsons to serve as Parliamentarian.

Directors at Large

Bernie Leadon appointed Jim Hopkins of Area 4 and Mark Sorensen of Area 7 to serve as Directors at Large

Meeting minutes

Warren Froese moved that the minutes of the October 2010 NARCOA Annual Membership Meeting be approved as reviewed by the Board of Directors.

2nd by Wayne Parsons. The motion was approved without objection.

Review of committee reports.

Affiliates Report– Warren Froese for Dave Verzi

Treasurer and Insurance Reports – Tom Norman

Membership – Bob Hastings for Mark Hudson

Member Database – Chris Weaver/ Bob Hastings

Elections – Carl Anderson

Judiciary – Warren Froese for Jim Spicer

Rules – Jim McKeel

Rulebook Certification – Warren Froese for Al McCracken.

Safety – Bob Knight

Operations – Bill Taylor

Custom Built Motorcars – Warren Froese for Tom Falicon

Communications – Bernie Leadon

Forum – Bernie Leadon for Rich Stivers

Webmaster – Keith Mackey

Old Business

Affiliate Committee report.

Three new Affiliates were submitted for consideration.

Les Draisineurs Associes du Quebec

Canadian Atlantic Railcar Operators Association

Wayne Parsons

Warren Froese moved to approve the new Affiliates 2nd by Chris Weaver. The motion was approved without objection.

Excursion Coordinator Report

Bill Taylor agreed to add Tom Falicon to Judiciary Committee reviews to be able to share safety issues with all Excursion Coordinators. Bill moved that all ECs must have an email address to ensure timely communications.

2nd by John Gonder. The motion was approved without objection.

Bill Taylor commented that the Excursion Coordinator list was shrinking. He made a motion that the Board of Directors and Affiliates adopt a program to identify and foster new ECs and to forward EC candidates to the Affiliates for further encouragement.

2nd by Warren Froese. The motion was approved without objection.

Bill Taylor also moved that the Board of Directors adopt a policy to remove an EC-in-training if they do not complete the mentoring process within one year.

2nd by Warren Froese. Vote taken: 0 voting in favor of the motion. 10 opposed to the motion. Motion fails.

Radio Update

Warren Froese commented that the present date for FCC conversion of all radios to narrow band is January 1, 2013. He moved that all NARCOA radio trans-

mitters must be in compliance with the FCC Narrow Band Mandate by the effective date of the Mandate.

2nd by John Gonder. The motion was approved without objection.

Membership Report

The Membership committee has accepted the task of developing and recommending a New Member campaign to reverse the declining NARCOA membership trend.

Wild Apricot Membership database - the membership committee recommended:

- Adopt the WA database as the primary membership system

- Continue to use the Excel spreadsheet as a backup until audits are completed

- Change Board members and other volunteers to read-only access

- Membership committee to retain full administrator rights to WA

Motion by Wayne Parsons to adopt the recommendations of the membership committee.

2nd by Warren Froese. The motion was approved without objection.

Bylaw revisions

Wayne Parsons presented a summary of proposed changes to the NARCOA Bylaws.

Extensive deletions have been made eliminating procedures for special and general membership meetings. This brings the bylaws into line with the current practice of holding one NARCOA annual meeting open to all paid members. Specifically deleted are Article 3, sections 9 through 12 and all of Article 12. The old Article 13 is re-numbered as 12. In addition, adequate notice of the annual meeting is deemed to be given to members and directors if the meeting time and place are published in the SETOFF. All references to quorums are stated in terms of having a majority of the Board of Directors present. The word “e-mail” has been inserted as necessary to reflect the acceptance of modern communications as used for Board of Director and Committee meetings. Under Article 5, Section 3 – the Judicial Committee is added as a permanent standing committee with the purpose of examining rules violations. Language in Section 3 also permits the Board

to take disciplinary action outside the Judicial Committee. Under Article 11, Section 6, paragraph (b) – the member appeal process has been deleted. In Section 7, paragraph (e) has been changed to allow membership lists to be kept in an on-line database, and also supplied as EXCEL spreadsheets. Article 5, Section 1 now says that the Executive Committee shall consist of the entire Board. The nomination and election procedure has been consolidated in Article 5, Section 2.

A motion was made by Wayne Parsons to adopt the changes to the NARCOA Bylaws as presented.

2nd by John Gonder. Vote taken: 9 voting in favor of the motion. 0 opposed to the motion. Motion adopted. Area Director Warren Froese was not present for the vote.

New Business

Member John King made a presentation to amend current NARCOA policy concerning the matter of shunts and the use of automatic warning devices whenever approved by Host Railroads. This is so that if the host railroad requires that feature, it may be easily ‘turned on’ in each car. John brought an example of one such modification.

Carl Anderson stated that the 2012 NARCOA Annual Membership meeting would be held on September 28 & 29, 2012 at the Sheraton O’Hare Airport Hotel, 6501 North Mannheim Road, Rosemont, IL 60018. John Gonder and Keith Mackey requested that alternate locations be investigated for the 2013 meeting. The matter was left open.

Rules Committee – Hitch Pins

A discussion was held on acceptable and unacceptable hitch pins. Jim McKeel recommended that an image of any unacceptable hitch pin be added to the Rules. Wayne Parsons discussed the danger of a ‘bent-pull hitch pin that can fall through a 1” tow bar hole. Jim agreed to return Saturday with a new proposal.

Warren Froese led a discussion about operators and riders in ill health that would not be able to properly participate in a NARCOA excursion. It was decided to reaffirm the Board position of support of any Excursion Coordinator to exclude anyone deemed unfit to participate in a NARCOA excursion.

Warren Riccitelli proposed that any motorcar over 5200 pounds be excluded from NARCOA excursions because of the added difficulties of set-on, set-off, re-railing, etc. that occurs with heavy cars. The ensuing discussion resulted in the Board supporting any Excursion Coordinator who excludes any motorcar deemed unacceptable to meet the conditions of the excursion. It is the responsibility of the EC to make any such restrictions known in the excursion posting.

Warren Froese led a discussion about liability concerns re riders vs paid passengers on NARCOA and non-NARCOA excursions. It was decided to have a discussion with our insurance agent to determine NARCOA liability.

Wayne Parsons stated the Fairmont Company has donated the records of motorcar construction to the Martin County Historical Society. Wayne proposed that NARCOA make a donation to the Historical Society to help defray the expenses of storage and protection of these records. Meeting attendees pledged over \$2500 and Wayne will solicit the NARCOA membership for additional donations.

Warren Froese led a discussion about the potential of so-called ‘closed’ excursions. The Board emphasized that all NARCOA excursions should be open to all members. Each excursion must be posted on the NARCOA web site in order to qualify for insurance coverage.

Spousal membership

Warren Froese led a discussion concerning the issue of spousal membership. Tom Norman stated that the NARCOA insurance policy covers the member, spouse and immediate family. At present, the membership dues cover the member and rulebook certified family members.

Warren moved that every person who wishes to operate a motorcar on a NARCOA excursion must be a paid NARCOA member.

2nd by Jeff Levensgood. Vote taken: 6 voting in favor of the motion. 4 opposed to the motion. Motion adopted.

Presidential election process

Warren Froese stated that it was a problem waiting until the annual membership meeting to elect new officers. Bernie Leadon read a proposed replacement of Article 4, Section 2, paragraph 2 - "In August of each year, following the completion of the annual Area Director elections, and prior to the next annual meeting, the sitting Board of Directors will validate the Area Director election results. Then after a minimum of one week, the Directors whose terms did not expire during this election, and the Directors Elect, shall elect a slate of Officers Elect (President, Vice President, Secretary, and Treasurer), who will take office at the next annual Membership Meeting, immediately after the seating of the Directors Elect, which is the first order of business. The term of the previously elected Board of Directors and Officers will not end until the beginning of the annual Membership Meeting, and the seating of the new Directors Elect. Each officer shall hold office for a one-year term unless he or she resigns, or is removed, or is otherwise disqualified to serve, or until his or her successor shall be elected and qualified, whichever occurs first."

Warren Froese moved to accept the new paragraph as read by Bernie.

2nd by Bob Knight. Vote taken: 10 voting in favor of the motion. 0 opposed to the motion. Motion adopted.

The meeting was recessed at 5:00 P.M until Saturday, October 15, 2010.

Saturday, October 15, 2011

Bernie Leadon, President, called the meeting to order at 8:00 A.M. All Officers and Area Directors were present with the exception of Bobby Moreman - Area 5, and Mark Hudson, Secretary. Bernie called for a closed session of the Board of Directors plus Bob Hastings, acting Recording Secretary, for the purpose of a Judiciary Committee review. The closed session ended at 8:55 A.M. The annual meeting resumed at 9:10 A.M.

Warren Froese commented about NARCOA insurance coverage. NARCOA is a hobby, not a business to carry paying passengers. Members must have a close

relationship to passengers and paying passengers are not appropriate.

Tee Shirt Sale report

John Gonder provided a report on NARCOA tee shirt sales. An anonymous donor provided \$1200 to purchase 144 shirts with the NARCOA logo. Net profits for NARCOA from the sale of 81 shirts is \$1222.99. Tom Norman will check with the accountant to verify that the sale of safety shirts does not impact NARCOA's tax-exempt status. The Board authorized John to use \$500 to place an order for an upgraded design shirt.

Bernie Leadon reappointed all existing committee Chairs. There were no objections. Leadon proposed the creation of a new Documents Committee. The purpose of the Document Committee is to periodically examine all organization documents in order to simplify, clarify, and harmonize them, so that they most efficiently convey the intended information and requirements to the intended audience. The Document Committee members will include a Chairperson, the Rules Committee Chair, Operations Committee Chair, Webmaster, Communications Committee Chair, and others as required. The Documents Committee will develop suggested improvements to organization documents, and present them to the Board of Directors for consideration. The Documents Committee does not supersede member Committees. It serves a coordinating function. Bernie appointed Wayne Parsons to chair the committee. There were no objections to the proposal.

Leadon stated that there is need to create a Hy-Rail committee to address the increased interest in Hy-Rails by the membership. Bernie appointed Tom Falicon as Chair, with Keith Mackey, , Doug Gentles and Fred Lonnes as committee members. There were no objections to the proposal.

Warren Froese led a discussion of the purpose of the NARCOA Member insurance policy (formerly called Plan "B"). The NARCOA Association insurance policy (formerly Plan "A") covers the railroad, the Association, and the member on NARCOA sanctioned excursions. The Member policy (formerly Plan "B") covers the member during transport and set-on/set-off

for a NARCOA excursion and during non-NARCOA excursions. Tom Norman will investigate the cost of Member insurance (formerly Part “B”) when the 2012 insurance negotiations are completed and will report to the Board of Directors.

Bernie Leadon proposed to change the Operator Certification program from a recertification every 4 years to a recertification every 2 years. After discussion, it was agreed to postpone any action until the 2012 NARCOA Annual Membership meeting

Keith Mackey proposed that the NARCOA web site Excursion page be changed to contain a concise, standardized format of the basic information of an excursion and include a link to the web site of the hosting Affiliate or Club for further detailed information. Any changes, updates or cancellations would be documented on the web site of the Affiliate or Club. This would provide the membership with more timely information and reduce the effort to compose the Excursion list for both the NARCOA web site and the printed Setoff. The proposal was discussed and approved.

Area Director election process

Wayne Parsons commented that, in the 2010 Board election, one Area had three candidates, none of whom received 51% of the vote as required by Robert’s Rules of Order. At the 2010 meeting the Board changed the by-laws so that the candidate with the highest number of votes is declared the winner. Wayne asked if the

Board wished to review that action. The item was discussed and no action taken, i.e. no change was made. The new by-laws just approved still have highest number of votes is the winner.

Term Limits

Carl Anderson proposed that the Director at Large be nominated to serve a 2 year term. The item was discussed and no action taken.

Hitch Pin language change

Jim McKeel presented additional language for the NARCOA Rule Book that more clearly defines unacceptable hitch pins. SECTION I - 10. TOW BARS & PINS. “...Swivel lock” hitch pins and “bent” hitch pins (see diagram examples below) are not allowed with the exception that the “bent” hitch pin can be used in a horizontal application to secure a hitch insert into a hitch receiver. ...”

A motion was made by Warren Froese to approve the Rule book change.

2nd by Mark Sorensen. The motion was approved without objection.

By consensus, the meeting was adjourned at 11:40 A.M., October 15, 2011.

Respectfully submitted,

Robert D. Hastings

Acting Recording Secretary

Motorcar Operators West's excursion closes the day with an evening meet with the northbound Surfliner at the Santa Maria Valley Railroad and Union Pacific Railroad interchange yard in Guadalupe, California – photo by Dan Berg;



PASSING THE HAT RAISES \$2550

MONEY FOR BIRTH PAPERS

BY WAYNE PARSONS

Chicago, IL – October 15, 2011. Twenty attendees at the NARCOA annual meeting, along with Great Lakes Railcars, pledged a total of \$2550 to the Martin County Historical Society (MCHS) in Fairmont, MN. The MCHS, founded in 1929, is preparing a room just off their main library to receive the Fairmont Railway “birth papers” that contain the build information for all motorcars built in the town.

Lenny Tvedten, Executive Director of MCHS, and Area 11 Director Wayne Parsons began discussions in July about how NARCOA could help the Pioneer Museum. Tvedten detailed upgrades to the room that include new lighting, drywall, installing a ceiling, carpeting, paint, and purchasing a new table and chairs. A local electrician will do the electrical work on a “time and materials” basis. All the rest of the \$2500 estimated cost is for materials with labor provided by museum volunteers. Parsons proposed that NARCOA make the donation and then ask our members for donations to recover the money. President Bernie Leadon suggested we “pass the hat” at the meeting. Within minutes, the entire sum had been pledged. Checks on hand total \$1050 with the rest mailed to Wayne by people when they get home.

When notified of the pledges, Mr. Tvedten expressed his appreciation to everyone. In addition, he says that the Milwaukee Road Historical Association has also donated \$250 to the effort. This brings the total amount above original estimates and provides a nice cushion for cost overruns. NARCOA members who would also like to donate to the Pioneer Museum should send their donations to:

Martin County Historical Society 304 E. Blue Earth Ave. Fairmont, MN 56031-2865

Once Parsons receives all the pledges made at the meeting, he will send the checks to MCHS and publish a list of donors and amounts in the next SETOFF. Members who make donations directly to the MCHS can write “Birth Papers” in the memo and we will publish those names too.

For more about the MCHS see www.fairmont.org/mchs/

Harsco Track Technologies employee Wayne Brummond examines the Fairmont speeder “birth records” in the company’s records room - photo by Wayne Parsons



TEN DAYS IN THE ROCKIES

FOLLOWING THE ROUTE OF THE DENVER AND RIO GRANDE

DAN PAGE



The Denver and Rio Grande railroad started as a narrow gauge line running from Denver in 1870 and served mainly as a transcontinental bridge between Denver and Salt Lake City. The Rio Grande carried mostly coal and other minerals from the Rockies and offered passenger service as well. The railroad became the epitome of mountain railroading, with a motto of *"Through the Rockies, not around them"* and later *"Main line through the Rockies."* The D&RG operated the highest mainline rail line in the US, over the continental divide and the famed routes through the Moffat Tunnel and the Royal Gorge. At its height in 1890, the D&RG had the largest operating narrow gauge railroad network in North America.

The Denver and Rio Grande railroad no longer operates. The only remaining operational narrow gauge rail from this once great railroad are two segments, operated by heritage railroads that run passenger steam ex-

cursions. One runs from Chama New Mexico to Antonito Colorado and operates as "Cumbres and Toltec Scenic Railroad" and the other is called the "Durango and Silverton Narrow Gauge Railroad and Museum" and operates between those two Colorado towns. These two railroads hosted NARCOA excursions on two consecutive weekends in August which coincided with their summer rail festivals.

Cumbres and Toltec

More than 50 people and over 20 railcars from seven states – as far away as California in the West and Ohio and Ontario Canada in the East – met in Chama New Mexico to ride the Cumbres and Toltec. The steam yard and shops at Chama are most complete and well preserved of any in the US. The yard has authentic restored rolling stock from the original railroad. The railroad's motive power is all 2-8-2 Mikados that were



ABOVE - EC Jim McKeel supervises a meet at Toltec Pass on the C&TRR: LEFT - Ted and Rita Posse cross Cascade Trestle on the C&TRR. - All photos by John Brown

built for the Denver and Rio Grande. All of these things are open for folks to walk around, photograph and admire. From Chama, the line meanders east through the mountains along the New Mexico-Colorado border, crossing it eight times on the 64 mile run to Antonito.

We set on Saturday afternoon, August 13 after inspections and a safety meeting at the Chama Yard. NARCOA affiliate Heart of the Heartlands sponsored the run and our EC was Jim McKeel. Because Jim is a longtime volunteer with the Cumbres and Toltec and has been employed by them as a conductor for the last four seasons, he also served as our railroad host. We departed on Sunday beautiful skies at 8 am. From Chama, the railroad runs northeast and crosses the Chama River and begins a four and a half degree climb that lasts about thirteen miles that ends at Cumbres, where the line crosses the continental divide at 10,015 feet. After crossing the Cascade Trestle (137 feet) we arrived at Osier, where the railroad operates a restaurant for its passengers. We stopped at Osier for a morning break. During the three days on this railroad, we had two breaks and

two lunch meals there over the three days and the food was great.

From Osier we continued on towards Toltec. This is perhaps the most scenic section of the railroad, as it hugs the mountains and climbs 600 feet above the river to provide spectacular vistas of the Toltec Gorge. We passed through three tunnels on the way to Toltec siding (9,276 feet), where we met a passenger train headed for Osier.

Descending from Toltec, the vegetation begins to change. Here the line turns generally west and descends into the desert. The beautiful green Aspen groves are replaced with scrub as the line enters a much drier climate. We turned and headed back at the Bighorn wye.

On day two, Monday August 15, we departed Chama after our safety meeting at 8:30 am and ran the entire way to Antonito, the end of the line. We arrived at Antonito just before 4 pm and turned on the station loop track, about 45 minutes ahead of the passenger train. We stayed overnight at a motel next to the station.

The following morning, Tuesday August 16, was our last day on the Cumbres and Toltec. After our safety

Continued on page 16

meeting, we departed Antonito and climbed back to Toltec and on to Osier for lunch and then pushed on to Cumbres. At Cumbres we received word of a special train headed up from Chama. The railroad was running a special train of was the restored freight cars normally on display in Chama for photographers. We meet the train at Lobato and then went on to Chama, arriving at 3 pm. We all were safely setoff in less than an hour and on our way.

Jim McKeel has run over 90 of these excursions since 1992. We owe Jim a debt of gratitude for his hard work as an EC and also as the NARCOA rules committee chairman. His quiet, professional leadership has been outstanding. Thanks Jim!

Durango and Silverton

Sadly, the narrow gauge track between Chama and Durango was abandoned and completely removed by 1971. We left Chama with our speeders in tow and headed to Durango, about a three hour drive.

Like the Cumbres and Toltec, the Durango and Silverton operates with vintage rolling stock and 2-8-2 Mikados as a heritage passenger line. Set on was in Silverton the following afternoon. Silverton is the northern terminus of the Durango and Silverton. EC Philip Walters led the excursion. Roadmaster Robert Manore and pilot Troy Lass were our railroad hosts.

After set on, we ran a test run to Elk Park, about six miles south, and returned to Silverton to ensure all speeders were operating well. We turned at the wye

and were ready to go for the next day.

On Friday, August 19, we departed at 5:45 am after our safety meeting. As Silverton is at 9300 feet, it was not only dark this early, but it was also only 47 degrees! We proceeded south from the station and crossed the Animas River that has, over the last millennia, carved the deep, narrow valley the railroad follows to Durango. We stopped at Tall Timber for a break and then traveled on towards Rockwood. Just before Rockwood is the famous “High-Line” section of the railroad that runs along high cliffs. We turned at the Rockwood wye and ran ahead of several trains making their way up to Silverton, including two specials – a “Galloping Goose” and the Eureka-Palisades engine that was visiting for the rail fest. After this 55 mile run, we arrived in Silverton, turned at the wye and were tied down by noon, ready to enjoy the trains arriving behind us.

On Saturday we repeated the run to Rockwood, meeting several trains and returned by 2 pm. That evening we enjoyed the annual Parade of Trains. On Sunday, we undertook our final run to Rockwood and headed back towards Silverton. On the return run, we encountered a severe thunderstorm with pea sized hail as the Rockies threw one last challenge at us. Fortunately, we returned safely and were all set off by 11 am. EC Philip Walters did a great job under difficult circumstances planning and leading this excursion. Philip has been part of the volunteer cadre at the D&SNG RR since 2001. He served as a US Forest

Service “Rail Ranger” on board the Silverton trains from 2001 until 2010. He even played Santa Claus on the very first licensed Polar Express operated by D&SNGRR on a warm D&S train on a snowy night some years back. It is people like Philip who make our hobby possible.

Both of these excursions were memorable and are a great trip back in time to when the Denver and Rio Grande ruled the Rockies.

EC Jim McKeel controls traffic at the spectacular Toltec Gorge. photo by John Brown



WHAT I LEARNED ON MY FIRST NARROW GAUGE RUN IN THE ROCKIES - DAN PAGE

Earlier this year, my partner and I purchased a narrow gauge railcar. We got to run it in August. I want to share my experiences with anyone considering a narrow gauge excursion on the two major narrow gauge railroads in the west. I believe that high altitude, narrow gauge running in the Western US is perhaps the most challenging kind of operating you can do in North America. If the bachelors degree of rail speeding is passing your certification test and being mentored, then the master's degree of our hobby is successfully completing your first high altitude, narrow gauge run. These runs are challenging for several reasons.

First, the most familiar and longest narrow gauge run opportunities in the western lower 48 are the Cumbres & Toltec and the Durango & Silverton. These railroads are located in the Rocky Mountains of New Mexico and Colorado, so the runs are conducted in high, mountainous terrain. Both runs are at least 7500 feet above sea level along their entire routes with some passes running over 10,000 feet high. The high altitude puts great stress on both the operator and the speeder - both people and their machines have reduced performance at high altitudes. Engines produce less power and need to be managed carefully; people are adversely affected by the thin air as well. When the excursion description says "Experienced and alert operators with motorcars in good mechanical condition please; ensure that your motorcar is ready for high altitude operation (up to 10,015 ft. elevation) and that it will be able to pull an extended 13½ mile 4% grade," the EC is serious.

Secondly, both of these railroads are operating scenic passenger lines that run several steam passenger trains daily during the summer months. This means that NARCOA excursions share the rails, using timetables to operate safely. It is wonderful meeting a steam train at a mountain pass, but this also requires us to follow our railroad host's direction to be on the siding, clear of the main, at a specific time. Breakdowns are immediately towed. You must keep up with group.

Finally, some railroads are now requiring that operators pass both a written test and urine test for illegal drugs. The written test is five pages long (open book, thankfully!) but you need review 80 pages of material

to pass it. The drug test screens for only illegal drugs. Those of us taking a number of prescription drugs had no problem with this test.

So if you are lucky enough to be able to participate in a narrow gauge excursion on these railroads, what should you do to prepare? Here are my recommendations:

Your railcar needs to be in tip top condition. Your car will be inspected like it has never been before. If your car has been modified with anything out of the ordinary, especially in regard to the drive train, you need to talk to the EC ahead of time. Start and run the engine of your car when you arrive at high altitude before you set on. The rigorous conditions we operate in are the reasons for these precautions.

Equally important, you need to assess your own readiness to operate at high altitudes. Do you have any medical issues like breathing problems, vertigo, or panic attacks? If so, you need to speak with your doctors and follow their advice. Remember, you will be above 7500 feet for the duration of the runs – ten days if you do both back to back.

Are you an experienced operator? Can you start your car from a dead stop on a steep grade? Can you handle carburetor problems such as vapor lock or adjusting it for high altitudes? If the answer is no to any of these questions, you need to consider riding with an experienced operator first. Talk to the EC ahead of time about these issues.

Carry key spare parts for your car, with emphasis on the ignition and fuel systems. On the run, my fuel pump failed and flooded the crankcase with motor oil. This was probably a result of the altitude. I needed a new fuel pump, two changes of engine oil and new spark plugs. Others on the run generously provided these things, but I will carry them next time. An experienced member of our group even had a new electric fuel pump to offer me!

These runs are scenic and beautiful and I wish every NARCOA member could experience them. If you and your car are ready, I highly recommend these excursions. Aafter you have successfully completed them, you can say you have your master's degree in rail speeding.

CLEARING THE MAIN TRACK -THE MOTORCAR SETOFF

LEON SAPP

Sadly, the demise of the motorcar on America's railroads also brought an end to two other railroad icons: the motorcar shed and the motorcar setoff. Although not many are left, the sheds seem to have fared a little better and a few can still be found in use for storage. And those that have survived are as eagerly sought by the hobby photographer as are the few remaining railroad depots. The setoff, on the other hand, had no useful purpose after the motorcar left and were either removed or simply allowed to return to the elements. But in their day, there seemed to be one somewhere in sight just about any place you happened to be out on the main line.



skids. This often encouraged the dangerous practice of "running by smoke," That is, waiting until the train was actually in sight before removing the car. It was generally understood on most railroads that if a man had his motorcar struck, he was fired. Sadly, nearly every Railroad Magazine of the day would tell of one or more men killed while trying to get their motorcar off the track in front of a speeding train.

Railroads provided motorcar operators many places at which they could remove their machine from the track. Of course nearly every road crossing could be used but if the motorcar was blocking a lane of traffic and was struck by an automobile, it was the railroad that would be picking up the bill. The best solution was a dedicated short platform at a 90 degree angle to the track. Usually one was provided at each milepost or, as some railroads elected, at every even or odd numbered milepost. The idea was to keep the machine and all its tools reasonably close to the work site.

A pre-fabricated center section was provided between the rails of the main line to help in turning the car and planks or rails laid for the setoff. On some railroads where Centralized Traffic Control was in effect,



When it came to meeting trains the motorcar had few if any rights at all. The foreman or inspector was expected to know what opposing movements he faced and be off the track well before the trains arrival. That is not to say surprises did not occur. Often an individual or gang would be working against a schedule known as a "motorcar sight" which was given to them early that morning at their originating station. During the course of the day that 'sight' could change. Without frequent updates a motorcar operator could be caught and had to clear the track quickly. For a small one or two man car, that usually did not present a problem. For a larger gang car, it did. It could be done but with great difficulty and getting the machine back on the track again was equally difficult and required the combined effort of the whole gang to accomplish.

A single worker, such as a track inspector, could remove a small motorcar just about anywhere especially with later motorcar designs which were equipped with

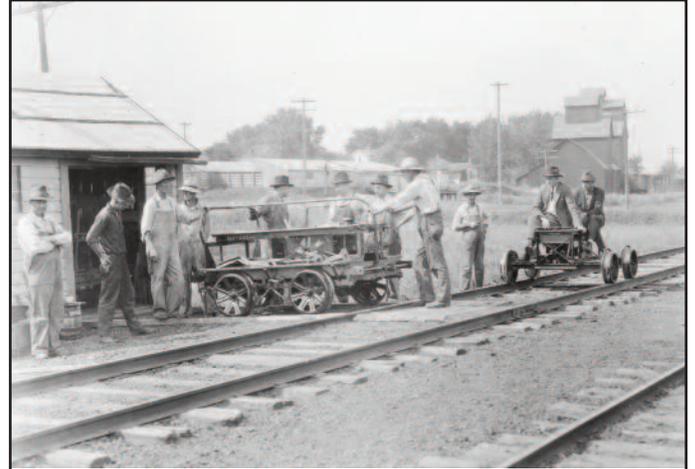
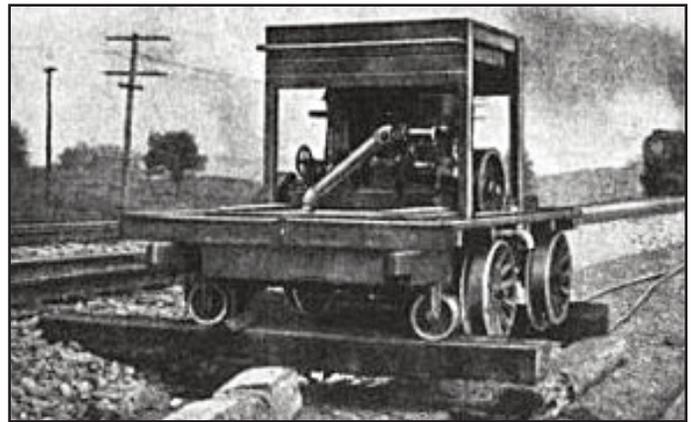


a setoff could be connected to signal system so the dispatcher would have an indicator light showing that the setoff was occupied and the motorcar was therefore clear of the main track.

Additional motorcar setoffs were usually provided next to bridges, tunnel entrances and other high maintenance locations. Setoffs were also constructed near siding switches where trackside telephones were available for communication with the train dispatcher.

When a gang planned long periods of maintenance at a particular location, temporary setoffs were easily constructed using cross ties. These were particularly useful when a compressor or generator was required as part of the work. Some of the heavier carts were equipped with small solid iron rollers to aid in the process.

But the need for a permanent setoff anywhere has simply gone away. Few remain on any railroad and those that do are in poor repair and deteriorating rapidly. Any restoration of the track and roadbed usually found them plowed aside and their bits and pieces relegated to the scrap pile.



LIGHT MAINTENANCE FOREMAN MEMORIES

KEVIN DECKER



I have spent the last 32 years working the rails in the mountain region of British Columbia. My introduction to the “Speeder” as we so fondly called it occurred on the CN mainline 2 miles from the rustic cabin that my wife and I built the previous fall. It came as a result of a very intensive job interview consisting of two life changing questions.

The questions were posed to me by the Roadmaster, the man in charge of the section of railway near where I lived. Question one, “Are you the fellow looking for a job on the railway? I answered “yes” Question two, “Are you a Hippie or a Farmer” Now I understand the importance of such a question but I did not fully comprehend the consequences. With my best respectful tone I answered: “Well I am a farmer!” He replied “that’s good I don’t hire No Hippies!” For years after that I was called “farmer”

The next morning found me standing beside the track awaiting the Foreman who I was told would pick me up and take me to work.

The sound on that crisp spring day was unforgettable. I could hear a ringing sound somewhat like a bell and yet seemingly to come from the rail itself as if it was singing.

Then around the curve it came. Small steel wheels sliding on steel rails, yes sliding as they were trying to stop. Several rugged looking fellows yelled out ‘ You Better get on, we have a job of work to do’”. That is how it began. The Fairmont motor car would then become my place of work, the machine that carried my tools and transported me along some 16 miles of CN mainline that became my Section.

In reading the Setoff newsletter I was at first initially amazed at how many people think riding a Motorcar is so much fun. I wondered how many people actually worked with one all year round. Now in the world of high tech Hyrail trucks filled with the most unique hydraulic tools I have come to miss the speeder days greatly.

Those of you who have never ridden a Motorcar down the rails at -42 Degrees Celsius just haven't fully lived. All the motorcars I rode in had a basic climate control system. This means that however hot it was outside it was hotter inside, and no matter how cold it was outside it was always colder inside the motorcar. A nine hour work day in the winter often meant that the liners of my heavy winter boots were frozen to the inside of my boots. In the early 1980s I learned that there really was something colder in the winter than the Speeder. I discovered this when I accepted a position as a track patrolman on a "rail bike" this infernal contraption had a triangular aluminum frame with two main steel wheels and one idler wheel and of course a seat and handlebars and pedals and sprocket and chain. My new mission sounded simple enough, ride up and down a 10 mile section of track looking for fallen rocks, broken rails, trees and snow slides. Yes I rode it all winter too! Some 30 plus miles each night with a train Line up.

I could take the bike off almost anywhere if a train approached. Pedaling a rail bike in winter requires that one maintain a speed that is fast enough to generate some body heat but not enter into the wind chill mode. After several years of this and after developing impressive thigh muscles I acquired the roadmaster's two seater Fairmont speeder. I also acquired an assistant on some nights. Unfortunately one had to dig out the set off stands before getting the speeder off so Line ups took on a whole new meaning as did a very accurate watch. Coming home in the early morning I would throw back the timing lever and the old sputtering dragon would fire on open cylinder and flames would shoot from under my helpers seat and the sleeping little village would know that the patrolman were coming home.

One of my greatest regrets happened after we moved to high rail trucks and the old speeder sat forlorn and neglected behind the tool house. It was soon hauled off for scrap.

A braver man than me would have perhaps taken it home and thrown a tarp over it. I will forever regret that I did not. Desperate cold

and intense heat aside, there is truly no other experience quite like 'pinging' from side to side down the tracks chasing the knuckle of a westbound train. Mind you, now that Track Unit Speed applies and Track Occupancy Permits have added the much needed safety aspects to the job. The days of "Speeding" down the mainline headed for the tool house, planning to take off 15 minutes before the first train arrives, and looking over at the foreman as he taps his watch and puts it to his ear and wondering when did it stop. The second thought that fills the mind is the very first Motor car lesson. On my first day on the Job they told me. "Never jump until just before speeder hits the train! Because if you jump early all those steel tools will be coming your way in a great hurry." I never had to 'jump' but I do know several who have.

Now I am working in a Ford F500 hyrail truck on over 90 miles of track. In less than 50 days I am Pulling the Pin as they say as my railway time is done. Gone are many of the men and machines of the line up and field phone days. I will miss it but maybe now it is time work with toy trains and perhaps find me a speeder to fix up.

I do however wonder if I had said I was a "Hippie" whether any of these adventures still have taken place.

Kevin Deckert

Light Maintenance Foreman

British Columbia, Canada

All photos by Kevin Deckert



THE FIRST RAILROAD MOTOR CAR

LEON SAPP

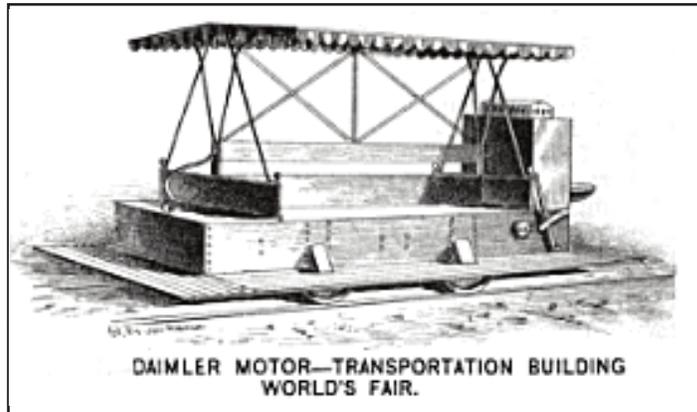
Who built the first railroad motorcar? Ask any group of motor car buffs that question and you will probably start a fight. Although several manufacturers would claim to have been first, sorting through the tangle of early publications can be confusing and few historians agree on a single candidate. Although many trade magazines from the 1880's and 1890's have survived, few bothered to comment on what was considered a newfangled toy. And, those that did usually referred to them in an almost cynical way. They failed to give much in the way of detail and often neglected to name the inventor or even the railroad where the car was testing. Many of the entrepreneurs who announced their intentions to build cars were only fishing for financial backers and few actually built anything at all. What follows are those manufacturers that at one time or another were in contention for the title of being first.

The Connelly Brothers built a small four wheel car powered by a naphtha engine in 1886. For the next ten years they tried to interest street railways in the little machine as a small locomotive to pull passenger cars. Although this was the first instance we know of when internal combustion was applied to a rail car, their engine was far too unreliable which doomed their design to an early demise. Apparently it never occurred to them to try and attract the maintenance of way market.

William Patton designed a mechanical transmission in 1887 and went looking for something to put it in. In 1890, with the backing of George Pullman, he purchased a 10 HP Van Duzen engine and built a small four wheel rail car. He too went after the street railway business and ignored the freight railroads altogether. He had a little more success than Connelly in selling his idea but not much and his machine never really reached the status of a true production model.

In a 1903 interview D. C. Stover would claim that he had constructed the first true inspection car back in

1892 for a Division Superintendent on the Illinois Central Railroad. However, no corroborating evidence has been found to support his claim. No contemporary publications, even those of the railroad itself, make mention of such a car. Even if Stover did build a car at that early date it would have been little more than a one-of-a-kind experiment. He did not start his Stover



Engine Works until 1893 and the first official reference we can find to a railroad motor car is in his 1896 catalog.

A short article in the January 1893 issue of The Railroad Gazette stated that the Motter Manufacturing Company of Springfield Ohio had begun producing

a small gasoline motor car and that several had already been successfully tried on southern railroads. However no contemporary Motter catalog mentions such a car. It may be that the experimental models did not excite enough interest for the company to continue with development.

The railroad writer Bob White would state in a 1942 issue of Railroad Magazine that Buda had built the first production motor car in 1893. Indeed this author has often quoted that source. Further research has raised serious concerns about the validity of the claim. Buda did not issue a catalog of motor cars until well after the turn of the century and, sadly, Mr. White did not state his source of information.

There is some question as to when Kalamazoo actually built their first motor car. The earliest reference we find appeared is an advertisement and article in an 1896 issue of the magazine Locomotive Engineering which reported that Kalamazoo was shipping a two horse power motor car to Australia and another eight horsepower car to Mississippi.

Fairbanks-Morse, who controlled the Sheffield line of products, would later claim to be "First on the rails and still first". However, their powered velocipede was not advertised until 1896. Perhaps their claim to being " first" was based on the hand-powered, three

wheel velocipede of George Sheffield which first hit the market in 1879.

So, who was really first with a production car? The earliest manufacturer we can positively identify with a massed produced motor car was the Daimler Motor Company in 1894. Mr. Gottlieb Daimler was a European inventor who had been a close associate of Nikolas Otto who had invented the first true internal combustion engine.

In 1889 Daimler patented a small and very successful two-cylinder, four-cycle, water-cooled gasoline engine. He contracted with Steinway, the famous piano maker, to market his engine for pleasure boats, carriages and rail cars with the intention of marketing them in Europe.

Daimler had lost his first wife and remarried in 1892. Steinway convinced him to make his honeymoon a working trip and exhibit the railway car at the 1893 Chicago World's Fair. Steinway furnished the wooden body for the car and probably expected to share in any success of the venture.

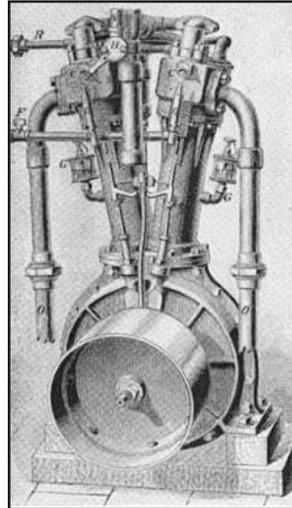
Although we have an illustration, little was given in the way of mechanical details other than the engine was of two horse power and was purported to cost only two cent a mile to operate. About all we can determine from the drawing is that Daimler put all the machinery in a metal modular box attached to the back of the car. According to several reports the

car operated on a short exhibition track and generated some encouraging interest even if it failed to record a sale.

Not to be put off, the following year Daimler founded the 'Daimler Motor Company' and arranged to produce a smaller and lighter inspection car with a tubular steel frame, large wire spoke flanged wheels and his same modular, two HP engine unit. The car weighed only 500 pounds which enabled two men to lift it on and off the track. His patented cooling process was one of the first closed loop systems designed to conserve water. The engine ran at a constant RPM and through pairs of interlocking wheels gave two speeds of 7 and 15 MPH. The car was manufactured in Kalamazoo, Michigan and could accommodate three individuals.

Daimler was successful in selling the new model and he was still being listed in the 1900 Railway Purchasing Agent's Directory as a "manufacturer of motor inspection cars." However he died in March that year and shortly thereafter the company he had founded ceased production of his little railway car in order to concentrate on building automobiles. Still, they could rightfully claim to have been in production since 1894 with an honest-to-goodness railroad motor car, two full years ahead of the competition.

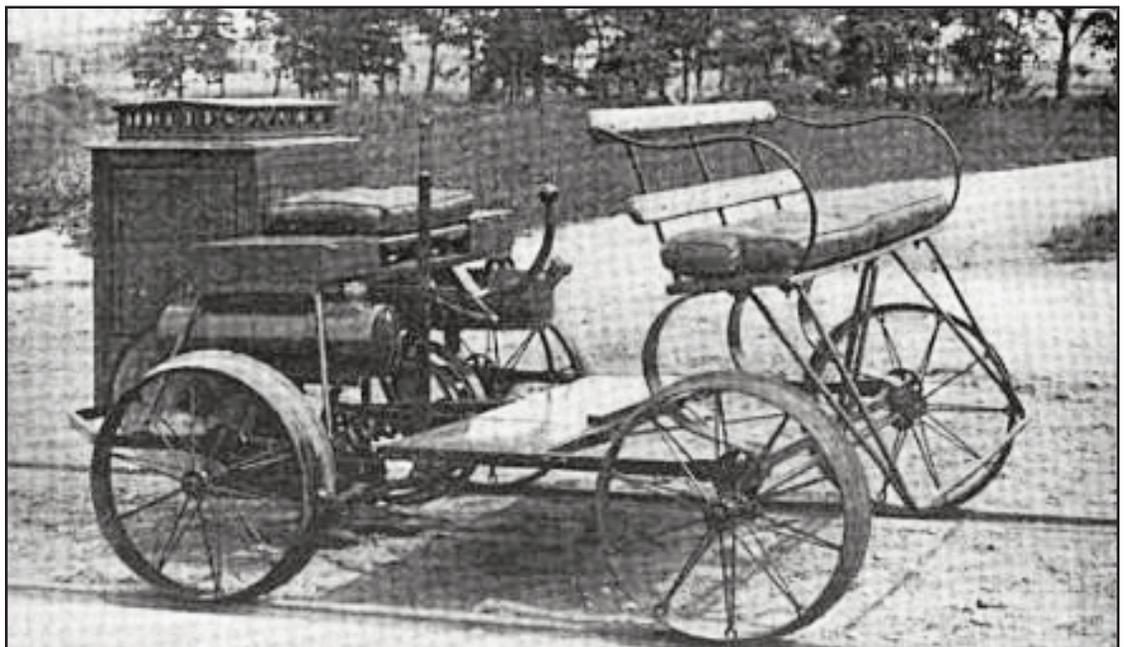
Who knows what we will find tomorrow in some dusty old collection of catalogs and periodicals. But for now at least, let's give our vote to Daimler.

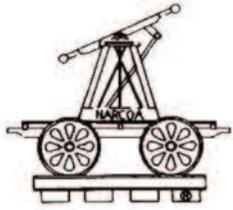


The 1894 production car built for six years in Kalamazoo, Michigan by Daimler Motors

Seating for three including the operator

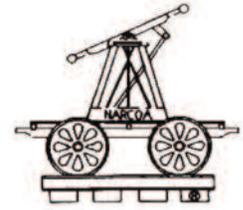
Top speed, 15 mph





NARCOA EXCURSIONS

AS OF OCT. 16TH, 2011



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

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

November 5, 2011 - CA Eagle Mountain Railroad

Final railroad approval pending. Eagle Mountain RR is located near Desert Center, CA eighty miles east of Palm Springs. Two round trips). Set-on at 8:00AM behind the High School near the Kaiser Mine and operate to the rail wash out 2 miles below I-10. 21 miles one way, total of 84 miles for the day all on welded rail. \$140. To register send your e-mail address, cell phone number, name and home address, car model, NARCOA certification and insurance numbers. Make checks payable to Southwest Railcar and mail to Wayne Parsons, 3161 Country Lane, Simi Valley, CA 93063. Event packet with all information and forms will be sent to your e-mail middle of October. Questions? Please contact the EC.

November 12, 2011 - GA Blue Ridge Scenic RR

Blue Ridge to McCaysville, approx 26 miles round trip. Supper stop in McCaysville. Set-on Blue Ridge on house track at the depot at 4 PM, Safety Briefing at 4:45 PM. Do not set on until permission is given by the EC. Price: \$5 per car active Blue Ridge Scenic Railroad Volunteers. All others \$10. No car limit but please call or email if you plan on coming on the ride. Coordinators: Carl Hymen (706-455-0492), and Barry Vincent (in-training).

November 12 - 13, 2011 - OH Winamac Southern Railway

US Rail's Kokomo Indiana Division on both days. Approx 120 miles round trip. Set on is to be announced in confirmation letter to be sent this fall. OVR policy book required. All operators must be NARCOA certified. For more information please see www.ohiovalleyrailcars.com

November 12 - 13, 2011 - NH- 7th Annual Snowflake Excursion

Concord to , NH. Event fee includes excursion, overnight accommodations and a continental breakfast. 146 miles. \$305 and includes hotel in Lincoln, NH on Saturday night. HY-Rails by permission only. Reflective vests are required. EC: Warren Riccitelli / Al Elliott. For more information please contact Warren Riccitelli, (401) 232-0992 or warren.riccitelli@cox.net Immediate reservations may be made by visiting our website - www.nerailcar.com

November 12 and 13, 2011 - Blacklands Railroad

Day 1 - approx. 130 RT miles Greenville to Winfield, TX & return. Day 2 - approx. 67 RT miles Greenville to Sulphur Springs, TX & return. Sturdy shoes, reflective vests and long pants required. All cars must be pre-registered prior to arrival. Mentoring by permission only. Hyrails welcome. \$80.00 (covers both days) includes railroad fees. Trip information and registration contact Myron Malone (EC in T) 5306 Kayway Dr Greenville, TX 75402, 903-454-8307, or Leland Stewart 10057 Palomino Canyon Con-

verse, TX 78109 210-863-5397.

November 26, 2011 - IN Indiana Transportation Museum

The annual Christmas run with Santa on the Indiana Transportation Museum between Noblesville and Tipton, IN. Set on in Noblesville, IN at the Indiana Ductile Foundry parking lot on south 8th street. We will begin set on at 8:00 A.M. and depart at 9:00 A.M. Trip fee is \$35.00 which does not include lunch. For further information, please e-mail Andy Sargent

November 19-20, 2011 - Farmrail Railroad

Day 1 - Clinton, OK to Sayre, OK, 103 miles RT. Day 2 - Sentinel, OK to Altus 65 miles RT. Set Saturday at 8:00 A.M. in Clinton, Set on Sunday is 9:00 A.M. in Sentinel. Total cost for the Farmrail trip is \$70.00. Detailed trip information will be available after September 6, 2011. EC is Drake Rice (405)478-3225 or drake.rice@cox.net

November 26, 2011 - CA Annual Southwest Railcar Turkey Run

80 mile round trip, Willits to Fort Bragg and return. Set-on tentatively scheduled between 7:00 and 8:30 a.m. at Willits depot. It is strongly suggested that you have a mobile radio with all NARCOA frequencies, we will be operating on NARCOA channel #2 Muffler and a spark arrestor required. Mentoring permitted only with prior arrangement with Ed Best. No Hy-rails. \$150.00 includes two lunches per car, additional lunches \$12.00 each. Checks to Southwest Railcar, Ltd. Applications should include Name & mailing address, phone numbers (home & cell), email address, include certification and insurance card number, and Model of the motorcar. EC Tom Phair. Check and application information should be mailed to Ed Best, 146 Via Copla, Alamo, CA 94507 who is handling all applications and communications for this run. Ed can also be reached at 925-837-7690 and ed-best@comcast.net.

December 3, 2011- PA - North Shore Railroad

ANNUAL TOYS FOR TOTS RIDE – Ride the 86 miles RT of the North Shore Railroad from Northumberland to Berwick and return. Please bring a new, unwrapped toy with you for either a boy or a girl. There will also be prizes for the best Christmas theme decorated motorcars. \$55.00. Note: All CPE rides are rain or shine. No cancellations due to weather. Hard soled shoes required. Children must be closely supervised. Send check to: Central PA Excursions, PO Box 145, White Deer, PA 17887.(570) 538-9050 or email firefighter5@jlink.net for information.

December 10, 2011 – TX Capitol Metro Transportation

Kingsland, TX to Scobee Spur, TX – Approx. 25 miles RT. (Additional mileage as time allows). This will be a cleanup ride to clear flange ways, weeds, and brush to prepare the line for the 2012 runs.

Bring weed trimmers, loppers, and grubbing hoes. Fee: \$25 membership to Railroad Partners, Inc. Additional RPI safety rules will apply. Do not set on until permission given by EC. Set on 8:30 am at Antlers Inn in Kingsland. Please pre-register so we may plan accordingly and know who to notify in case of cancellation. Set on location may change. Excursion Coordinator: Leland Stewart 10057 Palomino Canyon converse, TX 78109 210-945-9268 home 210-863-5397 cell. RPI website.

Excursions Held On A Regular Basis

Heart Of Georgia–West Railroad

August 1, 2011 thru January 31, 2012. HOG West Railroad will be having NARCOA Motor Car runs and workdays. From Richland, Ga. to Omaha, Ga. on various dates from Contact Will Thompson E.C. 229-723-8231 Home or 229-359-5701 Cell Or E-Mail cwthompson@windstream.net Click [HERE](#) for details and map.

2011 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 and Hwy 21. 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

February 1, 2011 - January 31, 2012 - 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, 2011 thru January 31, 2012 Call Dean L. Grote Excursion Coordinator at 717-637-7647 or e-mail dizzydean55@embarqmail.com for details.

February 1, 2011 - January 31, 2012 - 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, 2011 through January 31, 2012. Call Dean L. Grote Excursion Coordinator at 717-637-7647 or e-mail dizzydean55@embarqmail.com for details.

PLEASE NOTE:

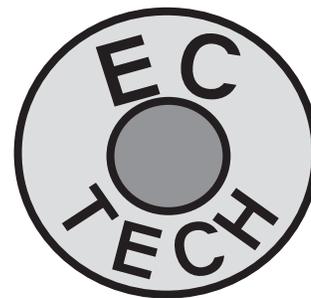
Advertisement of an excursion at the NARCOA Web Site does not constitute responsibility by NARCOA and/or its officers nor the NARCOA Web Site manager for event conditions. Excursion attendees must exercise caution in the observance of safety conditions and rules and must accept full responsibility for themselves, their guests, and their equipment when attending any event.

Information excursion coordinators

Excursion organizers must advertise their events on the website. "THE SETOFF" editor will copy these ads. Do not send a separate notice to "THE SETOFF". Include details of the trip such as time, schedule, total mileage, costs, restrictions, and conditions for attending. Please send all excursion announcements Webmaster@narcoa.org Please follow the standard format for the submissions. The ads will be copied from the web page on the Setoff deadline dates listed below.

SETOFF deadlines are:

February 15, April 15, June 15, August 15, October 15, December 15



BY TOM FALICON

Grade crossings are where NARCOA meets the road. Each crossing; regardless of size requires the undivided attention of the operator passing through it. NARCOA has an operating rule that was written to assure safe passage over all crossings when this rule is followed. NARCOA Motorcar Operating Rule #5 reads as follows:

5. GRADE CROSSINGS. Motorcars do not have the right-of-way at grade crossings. Motorcars must be prepared to stop short of all grade crossings and proceed only when safe to do so. Be prepared to stop for vehicles and pedestrians that may run around crossing gates or flaggers. Check flangeways for obstructions and make sure that you have room on the other side of the crossing before proceeding. Automatic grade crossing signals will not ordinarily be activated. When they are activated however, the protection may be limited because waiting traffic expecting trains may not see motorcars and may ignore warning signals. No motorcar may enter a grade crossing until it is safe to do so. Horns shall not be used as a substitute for the crossing rules above.

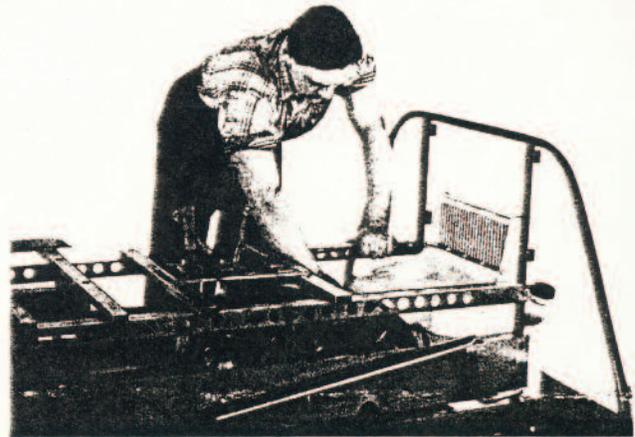
EVERY EC must make a renewed effort to assure that EVERY operator on their excursions complies with Rule # 5. Compliance to this rule is everyone's responsibility. If another operator observes the car in front of them not complying with NARCOA grade crossing procedures, please call it to the attention of the EC or assistants immediately. EC's please review rule #5 at all your job briefings/safety meetings and make sure that all attendees understand this rule and the importance of following it throughout the entire excursion day.

This is one of the most important EC TECH columns I've written. Please understand that there is no wiggle room here. 100%, complete compliance to rule number five at every grade crossing is our only choice!

BE PREPARED FOR COLD WEATHER

Cold Weather Performance Improved By Conditioning Motor Cars and Equipment

Winter in many sections of our country means cold weather. If properly conditioned and prepared, track motor cars and power units will give good performance throughout the winter season. This will pay big dividends in easier starting, better operation, and reduced maintenance at a time when full availability is most needed.



FOUR CYCLE UNITS

CHECK THE IGNITION and complete electrical system thoroughly. Breaker points on distributors should be clean, seat together evenly, and have the correct opening. The storage battery should be filled and fully charged. Be sure all wiring is in good condition. Clean spark plugs and check and reset the gap or point opening, replacing faulty ones. Examine generator and starter, see that the commutator is clean and smooth, and that brushes are not badly worn. Check generator charging rate. Magneto breaker points should be smooth, seat evenly, and have the correct opening.

COOLING SYSTEMS should be flushed and cleaned before anti-freeze is put in. When operating in cold weather cover part of the radiator to maintain efficient engine temperature. Where no anti-freeze is used, drain cooling system if unit stands for any length of time with engine not running. Best anti-freeze mixtures are of water and "Prestone", "Zerex", or radiator glycerine. Alcohol, methanol, and similar products are satisfactory if checked periodically against loss by evaporation. The use of solutions containing mineral salts, as well as kerosene or distillate, is not recommended.

LUBRICANTS should be of a lighter grade in cold weather. Check and follow the engine manufacturers' instructions on weights of oil to be used in cold weather. Also, drain diluted oil and refill with new as often as needed. Transmissions, reverse gears, and similar devices also require lighter lubricants in winter. Where ordinary gear lubricants are used, change to SAE 90 for winter. Severe weather may necessitate a lighter oil than this. For units using "extreme pressure" lubricants, be sure to flush case and use oils of only one brand, do not mix them.

TWO CYCLE ENGINES

The two cycle engines in Fairmont inspection and section cars will give good service if properly prepared for cold weather.

THE IGNITION SYSTEM should be checked, good dry cells used, and all connections kept clean and tight. Clean spark plugs and set the gap at 1/32" for battery cars and 1/64" for magneto cars. Coil points should be smooth, clean, and seat together evenly. Check the opening with the gauge, and reset coil current draw if necessary, see performance sheet No. 31. Timer contact points should also be clean, smooth, and correctly set.

BETTER GRADES OF FUEL should be used as they will give easier starting and more economical performance. Always mix 3/4 of a pint of SAE 30 oil into each gallon of gasoline before pouring it into the tank. Drain and flush the strainer bowl on carburetor and the fuel filter. It is also advisable to remove the fuel tank from the car and thoroughly clean and flush the inside. Tighten joints to prevent leaks.

THE COOLING SYSTEM should be flushed and cleaned before cold weather arrives. After starting an engine in cold weather, allow it to idle for a few minutes to warm up the piston and cylinder. Also, if an anti-freeze is not used and water is allowed to remain in the cooling system, run the engine or drive car long enough to thaw all ice before permitting the water to refreeze. For cars that are drained each night, filling with hot water the next morning will make starting somewhat easier.

ANTI-FREEZE MIXTURES can be used in condenser equipped cars. Recommended are solutions of water and "Prestone", "Zerex", and radiator glycerine. When using them, the condenser should be partially covered in severe weather. Alcohol

compounds may be used, but they are liable to boil away on moderate days. Avoid the use of solutions containing mineral salts, as they are harmful to jacket and condenser.

SEAT TOP MATERIALS

Improved Product the Result of Continual Tests

Some years ago Fairmont Railway Motors, Inc., were using a press-wood for the seat tops of many of their cars. This material had many good qualities, but it did not stand up under service conditions as long as was expected or desirable. To provide a good lasting seat top for such cars, the construction was changed to relatively thin boards with cross cleats to position them. This proved very satisfactory.

The testing of various materials continued, and early last year a one piece plywood seat top was adopted for inspection cars. This not only improved the seat, but also greatly reduced the number of bolts needed in the assembly and made a very durable unit.

ALLOY STEEL TOOLS BECOMING SCARCE

Performance Sheets No. 23, 24, 25, and 27 contain illustrations and descriptions of various tools recommended for shops and maintainers. These tools are made from alloy steel, heat treated and then rust proofed.

Due to the scarcity of most of the elements used in alloy steel, there is a shortage of some tools. However, many are still available and orders for them are being filled as long as the supply lasts.

The F7294 multi-purpose puller shown on sheet No. 24 has been changed to what is known as a push-puller. The latter functions the same as the original, and in addition can be operated as a pusher when used with certain attachments.

SUPPLIERS

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

Atlantic Rail Cars / Warren Riccitelli, warren.riccitelli@cox.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 or Carey Boney, 1605 Powers RD. , Wallace, NC 28466 phone 910-285-7489. Engine parts for RQ,QBA,ROB,ODB, ROC and parts for F-4,C-5,F-6 and C-8 carburetors. Frame and some body parts.

Brown Railroad Equipment / Dan Brown, www.brownrr.com. 4 Amersham Court, Glen Carbon, IL 62034. (618) 288-6698. 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. Se habla espanol.

Railroad Motor Car Resource Library / Doug Cummins, rrstuff@hawaiihost.us 1146 W. 27th St. Independence, MO 64052-3222. Library of rail motorcar manuals, performance sheets, parts lists, maintenance instructions.

H & H Mfg. CO. hhimaparts@aol.com (707) 887-7181 Full service machine shop and Mfg. of aftermarket Fairmont parts. Large supply of new and used Fairmont and Onan parts including transmissions, engines, brake and drive sprockets. Frame and aluminum door and side panels. Assorted rail speeder project cars for sale.

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

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

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

Model T coils for 2-cycle cars Epoxy sealed in heavy duty plastic case. Moisture and vibration proof. USA made. These are the famous grain dryer coils. \$80.00 each. Shipping \$10.00 via priority mail Randy 785-632-3450 or www.fifthaveinternetgarage.com

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

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

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

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 member's needs or purposes. Technical articles are provided for member's 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.



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. Shipments outside the USA are becoming more expensive, so add to the list price: \$5 for Canada, and \$11 for the rest of the world. Make your check payable to NARCOA, and mail to Warren Riccitelli, 39 Jacksonia Drive, North Providence, RI 02911 E-mail questions to: warren.riccitelli@cox.net



NARCOA Lanterns

NARCOA has received another order of Trainman's lanterns produced by Star Headlight and Lantern. They are model 292 featuring a bright halogen lamp along with a conventional bulb. A standard 6 volt lantern battery is required (not included). The body is orange plastic with the NARCOA name, motorcar logo, and "Safety First" imprinted. The lamps are effective for night signaling, and make great presentation items for our railroad hosts. Cost is \$29.00 each plus \$8.00 shipping for the first lantern and \$2.00 s/h for each additional lantern per order. Make your check payable to NARCOA, and mail to Jeff Levensgood 2189 Oak Tree Dr., Dover, Ohio 44622 phone 330-343-3407

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



Reproduction

Fairmont Data Plates

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



NARCOA Tee Shirts

Show your support for NARCOA by wearing one of the new NARCOA Tee Shirts. Available in either Ash Gray, or Safety Green. High quality Gilden Extrem Cotton shirts. Short sleeve with the NARCOA on Track emblem on the left front and the NARCOA .ORG emblem on the back in black screen print. Sizes: adult, from med-3xl. No kids sizes at this time. All proceeds go to NARCOA. \$20.00 each, includes postage to U.S. To order send your request with sizes and color to: John Gonder 415 Levine Lane, Ruffs Dale, PA 15679. Make check out to NARCOA. US funds only. Canadian orders please include \$5.00 extra per/shirt for additional postage and customs.

