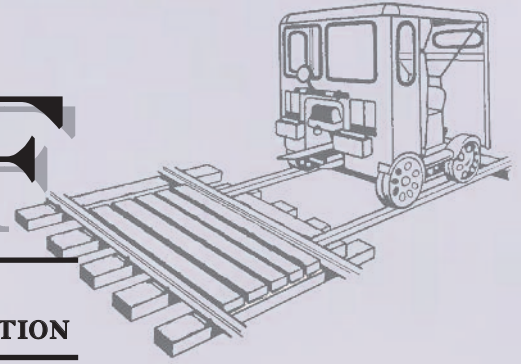


# THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA  
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION

SEPT. / OCT. 2008

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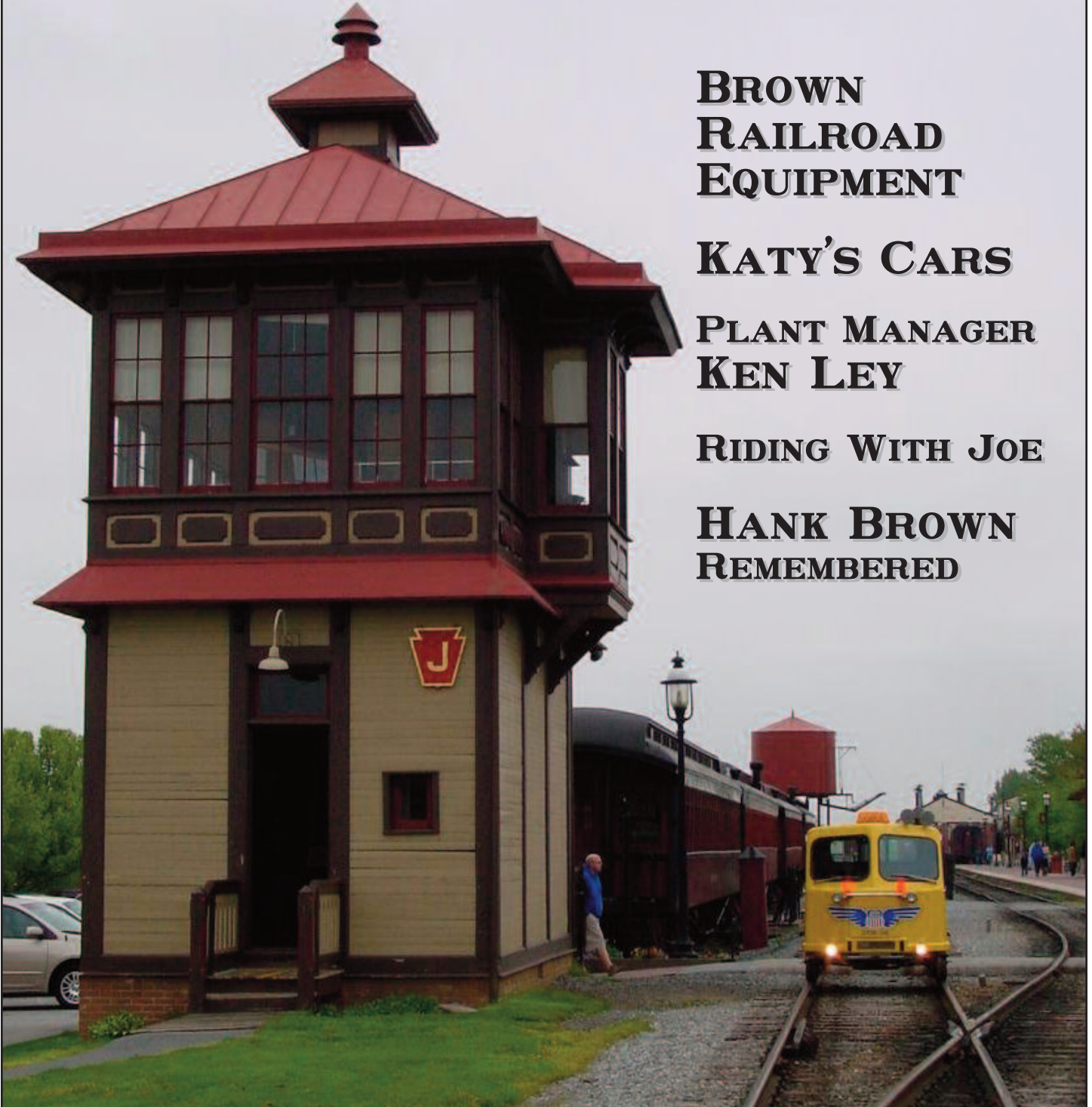
**BROWN  
RAILROAD  
EQUIPMENT**

**KATY'S CARS**

**PLANT MANAGER  
KEN LEY**

**RIDING WITH JOE**

**HANK BROWN  
REMEMBERED**



The SETOFF is the official publication of the North American Railcar Operators Association (NARCOA) and is published bimonthly to promote safe legal operation of railroad motorcars, and to encourage fellowship and exchange of information among motorcar enthusiasts. Membership in NARCOA, which includes a subscription to The SETOFF is \$30 per year, and is available from Secretary Joel Williams. Please send your check made out to NARCOA to:

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**ON THE COVER:** Strasburg Railroad at Strasburg PA. John Gonder's CBL is next to the "J" tower, April 27, 2008. Photo by John Gonder.

# PRESIDENT'S MESSAGE

WARREN RICCITELLI

In the past year, I have met with many challenges as NARCOA's president. The job requires daily decisions and actions for the organization to grow and prosper. Over the past year many events have taken place that required immediate decisions that could not wait for the entire board of directors, or for the annual meeting.

The most controversial decision I made was to suspend the Excursion Coordinator mentoring program in May. I made the decision based on two issues that effected NARCOA's operations. First was discovery, upon the death of the operations chairman, that our records of the EC program were incomplete. We had no definitive list of EC names showing who had passed the test, who had been mentored, etc. The second issue was multiple reports (all arriving within a short time) of actions by several EC's that ranged from lack luster performance to issues that are now before the Judiciary Committee. After discussions with several Board members, I believed that the entire EC program required a thorough look and cleanup. It was at that time the decision to suspend adding new EC's to the list was made.

As part of these July discussions with several officials in the west, I made proposals regarding reducing the EC list. My comments were taken to mean that definite provisions had been discussed among the NARCOA Board. That was not the case. The ideas discussed were mine personally, are not the view of the Board, and were in-

tended to solicit feedback from other leaders in the hobby. I surely have succeeded in getting feedback, and I am listening.

I support last year's decision that all 117 Excursions Coordinators that passed the board mandated January testing are on the approved list. I stand by that decision, as everyone on the Board of Directors does. We have found a few apparent errors, and these will be corrected either by the Board, or the Operations Committee. There is also a list of those that have been "in-training" over the last year to be EC's, and what remaining requirements each has left to completely satisfy all qualifications. I anticipate that all of the above, both those who passed the January test and those who complete the training qualifications, will be grandfathered in by the board under existing requirements.

I do expect the Board of Directors to revamp conditions for new applications, and to visit the qualifications required for future Excursion Coordinators. The goal is to create a program that will be based on education and training. The desired outcome is to improve the quality of all EC's, and their communication with the Operations Committee and the Board.

I have a notice of motion before the Board to name new Operations Committee Chair, and naming additional members to the operations committee. I want them to work with the excursion coordinators on a daily basis. The committee should also be

*Please turn to page 4*

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Data and Computer ..... Pat Coleman  
FRA ..... Ron Zammit  
Legal Forms ..... Mark Springer

## AREA 6 MEMBERS

**At the September meeting the NARCOA Board will appoint a member from Area 6 to finish Hank Brown's term. Any member may submit their application for consideration by September 10, 2008. For more information, contact Carl Anderson at Ca636@aol.com or (847) 882-5329**

## NEXT SETOFF DEADLINE

Thank you to the many members, and one non-member, who sent in material for this issue of The SETOFF. Special thanks to Jamie Haislip for submitting the most photos and articles. Thank you Ken Ley for allowing the Editor to interview you for the page 21 feature.

**The deadline for the next edition is October 14th.**

## LETTERS TO THE EDITOR

Dear Editor,  
I would like to express my thanks to NARCOA and especially to Joel Williams for once again printing a hard copy of the roster. This roster is a good way of re-connecting myself with old members that I've lost track of over time. It is also helpful for finding members with similar types of track cars that may have advice on a restoration project. I sincerely hope we can continue in the future to receive printed copies of this roster every few years. Thanks again for the hard work and effort.

Neal J. Mann  
Sandisfield, MA

What are the names in the little boxes? They're stations or control points listed on a timetable or train schedule for a railroad in North America. Which railroad is disclosed on the first page of the event announcements.

**LOOKOUT**



NARCOA Licensed Radio Call Sign  
WPHT745 - 151.625 MHz

## PRESIDENT'S MESSAGE CONTINUED

responsible for education, training, and testing of all excursion coordinators to standards our host railroads expect. I call upon the experience of Pat Coleman to Chair, and Tom Falicon to work with doctrine for EC's. In addition to Steve Rinker (WV), Carl Anderson (IL), and John Gonder (PA) continuing as members, I also ask that Steve Taulbee (ID) to be appointed to the committee. I think the knowledge of the more seasoned members, the addition of newer members, as well as a balanced geographic makeup, will contribute to the effectiveness of the committee on behalf of the hobby.

In the past year, I have seen major steps forward for NARCOA. First, the Communications Committee was created. The committee cooperated closely to find a new SETOFF editor, and creating with him the "new" SETOFF. The communication committee decided to publish a roster since it had been four years since the last one. Our driving force in the roster, and page count of the SETOFF, was "what will it cost?" and is it "what the membership wants?" Second, we have amended our radio license, and plan more changes in the future. Third, we are completing the remake of wheel gauges into stainless steel with clear laser markings. Fourth, I have created the EC Forum for coordinators to discuss issues that are important to only them. In its' short existence it has proven a valuable resource. I have been busy with many other projects on the table.

If I am re-elected as president next year, I want to bring NARCOA into the 21st century with a unified computerized database. This internet based application will offer many improvements to the Area Directors, EC's, and our general membership. A central database will allow Board members to see facts and trends without having to ask the Secretary or Treasurer to get them the information. Different members can be allowed access to certain parts of the database, and other secure parts can be restricted to the officers authorized to access them. Data survivability will be assured by using mirror sites for data duplication. The on-line location will ensure data availability to the organization in case of death, disability, or disaster.

Eventually membership and insurance renewals will take place online. Orders for merchandise sold for the benefit of the association will be taken and paid for online.

Members will update their own information, see a better Roster, and print it all out themselves. A better up-to-date bulletin board/forum, similar to the on-line discussion groups, can be set up. All of this will be done securely. As part of the development, mockups of the database will be created, allowing board members to access it, and comment during development. Cost is a factor that probably dictates using an existing database, and customizing it to our use. Modules will be added as needed later with various functions rolled out in stages. All of this is within my area of expertise as an information technology professional.

Director at Large Dave Verzi has been elected to the Area 3 seat. I have invited Margaret Hope to fill his "at large" vacancy. Margaret is a very successful Excursion Coordinator from Vancouver, BC. She would be a second Director from Canada, where the hobby has so many important runs. As a member of the Motorcar Operators West BOD, she would also be the first woman NARCOA Director, and bring that special balance to our discussions. She is planning on coming to the Chicago meeting, and I ask for the Board's support of her appointment.

I look at the population of NARCOA, and compare this to our own little United Nations. We all talk the same language, but because of culture we all act a little differently, and interpret the language a little differently. I see large and small groups that cover both vast areas and small towns. I see groups run by large governing bodies, and groups that are run by individuals. I see young and old, rich and poor, and people with no railroad education next to forty year railroad veterans. They are all members of NARCOA, and I believe that everyone must be fairly represented.

As you can see, it has been a long and busy year for me as president. I see next year as one full of opportunities to build for the future of this great hobby.

Warren Riccitelli, Jr.

## NOMINATIONS, ELECTIONS CARL ANDERSON

Ballots for the board of directors seats in the odd numbered areas were mailed with the May-June 2008 SETOFF. Here are the election results:

- Area 1 Warren Riccitelli
- Area 3 Dave Verzi
- Area 5 Bobby Moreman
- Area 7 Carl Schneider
- Area 9 Mark Springer
- Area 11 Pat Coleman

Pat Coleman has announced that he will not seek reelection in 2010. Even numbered area seats will be up for election next year. If you want to get more involved in NARCOA, or just think things should be done differently, run for office!

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

Hi Guys,

It is with deep sorrow that I talk about Hank Brown leaving us. Our NARCOA organization could always depend on Hank for the leadership and guidance that made us the club we are today. Hank was a facilitator, he could make things happen! One evening at Ron Zammit's last BOD meeting, Ron wanted to eat at a favorite Chicago German restaurant of his. Our group walked up to the restaurant's sidewalks overflowing with people wanting to get a table. We all looked at each other thinking that we had a long wait ahead of us. Hank smiled, and then wedged his way through the crowd into the restaurant. Somehow, due to Hank's "magic" in a short period of time all 17 of us were seated and enjoying fantastic German food! I also remember way back when I was doing my one year mentorship to become an EC, I had the good fortune to attend Hank's week long Canadian "Loop

### 2008 NARCOA ANNUAL MEETING

SEPTEMBER 25-27, 2008

SHERATON GATEWAY SUITES  
6501 NORTH MANNHEIM ROAD  
ROSEMONT, IL 60018

**THIS MEETING IS OPEN TO ALL PAID NARCOA MEMBERS.**

Any member wishing to address the board, or add items to the agenda, must contact Warren Riccitelli at (401) 232-0992 or [warren.riccitelli@verizon.net](mailto:warren.riccitelli@verizon.net).

To secure a reservation at the NARCOA rate, contact Carl Anderson at 847-882-5329 or [ca636@aol.com](mailto:ca636@aol.com).

Trip". Each day was a tremendous learning experience for me as I listened to Hank conduct his safety meetings and watched in awe as he connected all the dots to make his trip one of the smoothest running excursions I've ever been on. I've learned a lot from the man and I will miss him immensely. Thanks Hank, you've left a spot in our hearts that will be never be filled!!!

As I write this, the NARCOA Board meeting is six weeks away. Possible modifications to our current Excursion Coordinator Rules and Regs have caused some radical rumors to be spread. The NARCOA Excursion Coordinator is where our hobby meets real railroad service. I feel that one year's mentoring time is the least a person that will have NARCOA members' lives in their hands should complete. Lately some EC's have been getting mentored almost "overnight", and have not gained enough experience by helping out at numerous events. It's also not too much to ask to make sure that our EC's are continually updated and tested about the latest safety trends and NARCOA issues to help protect excursion attendees. I am not in favor of any radical changes to our EC system, but I will fight for whatever it takes to assure that you members are guided and safely protected by knowledgeable and properly trained Excursion Coordinators at every NARCOA insured event you attend.

Due to lack of response, I regretfully have had to cancel my annual November GSMR open house/excursion. I love the fall season and I love that event, but it's hard to move forward with event plans with only five cars signed up. Here's hoping that it will be back and better than ever in 2009! I still have some openings on my New Years run.

Have a great fall season everyone,  
Tom Falicon, your Area 4 NARCOA rep.

---

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

IT'S THAT TIME OF YEAR AGAIN

My how time flies. In just a little over a month is the annual Board of Directors meeting in Chicago. Congratulations to Dave Verzi on his election to succeed Bruce Carpenter who decided not to run again. Bruce has had a lot of good ideas and the BOD will miss him. Dave has been a non-voting member of the BOD for several years and I look forward to working with him on NARCOA issues. At this time a new non-voting member has not been announced.

You should receive this message just before the Board of Directors meeting. Now is the time to contact your regional representative for your thoughts and ideas. With the death of long time and beloved member, Hank Brown, there is a vacancy on the important Operations Committee. Warren has nominated past NARCOA president Pat Coleman and I think he will be a good replacement for Hank Brown. Carol Brown has promised to attend this BOD meeting and we all look forward to seeing her again.

One of the major issues that we look to resolving is the qualifications for new Excursion Coordinators. I hope the BOD looks at simplicity, knowledge, and the ability to run a successful excursion as the strongest criteria for the new EC's. Remember if you have ideas on this subject, or any subject, contact your area director NOW.

I want to thank the members of area 5 for allowing me to serve them for another two years. I will continue to try to keep rules, regulations, and policies in NARCOA simple and with the thought that we never need a rule that cannot be enforced or will not be enforced.

Fall weather will be soon here and with that, wonderful NARCOA excursions. Remember everybody the first and most important think on any NARCOA excursion is SAFETY FIRST. Be safe everybody.  
Bobby Moreman, Director Area 5

## **3** **TRACKS**

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

Some of you were able to join us on a spectacular trip out to Colorado and/or Idaho, Oregon, and Washington in June. I would like to thank all who wished me a happy retirement during this trip which Dave Pratt listed as a "Rocky Mountain Retirement Party". What a way to start a new life of not having to go to work!

During the Colorado portion of the 3-week trip, we were informed of the passing of Hank Brown. Hank had planned to join us on the Colorado tour but his failing health prevented him from making the long drive. Dan Hiller, probably Hank's closest friend, gave us the sad news almost immediately. There was shock in the air among the members who knew Hank and even those who had never met him but

knew of his contributions to NARCOA and the hobby. On the day of Hank's death, the ride at Leadville was dedicated in his memory. On the Idaho portion of our tour, Steve Taulbee from Lewiston, Idaho who is also an ordained minister led us in a moment of silence before we began our excursion. We'll miss you, Hank!

With all of the flooding in Iowa in June, we were forced to cancel one of our most popular rides on the Iowa River Railroad in July. Watch the website for any changes to the ride set for October 25.

---

## **AREA NINE** **AR, CO, KS, LA,** **MO, OK, TX** **MARK SPRINGER**

Our September Board meeting is coming up soon, as many of you know. I have received many emails and phone calls about the new excursion coordinator (EC) mentoring plan that will be discussed at the Board meeting. I realize that there are strong feelings about the plan. First, a little background. At the last board meeting, in 2007, we required all EC's to take a new test to insure that they had reviewed all NARCOA policies that apply to putting on a proper NARCOA Insured excursion. Part of the testing was to help us to determine who wanted to continue being an EC and who really wanted to "retire" from that role.

After Hank Brown's death, the EC program came to a sudden halt, since it was under Hank's duties as Operations Committee Chairman. During this time, unfortunately, the concept of further decreasing the number of EC's was raised by a few in NARCOA. That concept obviously caused great worry on the part of many of you in Area 9. I do not believe that realistically that concept can work, as we really overall have too few EC's in our Area.

That said, NARCOA does have a duty to try to make sure that the EC's who put on the rides we all love, will represent the group in a professional manner. However, I also realize that we all are volunteers, and we need to make sure that the process is not so time consuming and laborious that those of you who have the interest and capability to put on a great ride should be prevented from doing that by this program.

*Please turn to page 6*

There will certainly much discussion at the Board before a plan can be finalized. I would also hope that the plan can be presented to all of you to review and comment on before it becomes effective.

As always, if you have other topics you wish to comment on before the board meeting, please email or contact me prior to the meeting.

Lastly, I want to comment on the loss of Hank Brown. Many of you don't realize how important Hank was to the NARCOA Board. He always had much to say, even before he became a "true" elected member of the board. His wisdom and years of experience will be sorely missed this September. I truly benefited from knowing him, whether it was on my very first Speeder excursion almost 20 years ago when we first met, or on the Algoma Central Railway that he ran many times. He was a true friend personally and a tremendous asset to our hobby. Goodbye my friend.

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

Greetings from the far corner.

A lot has happened in the last two months. Our president indicated he planned to make some major changes in the Excursion Coordinators list and requirements for mentoring new EC's. Thanks to your cards and letters that has now settled down, and hopefully an amicable agreement can be reached at the board meeting in Chicago.

The BOD meeting will be here sooner than we think. Now is the time to get any input for the BOD meeting to your Area Director. If you want an item on the agenda contact me or Warren Riccitelli. All members are encouraged to attend the meeting. I know it is a long trip to Chicago, I hear grumbles about the distance, and I grumble about it too. The truth is, Chicago is very centrally located and easy to fly or rail into. Interestingly enough, we typically only get one or two non-board, or committee members attending, even those close by do not attend.

We have had some excellent events in the NW this year. Even with the high cost of fuel they have been well attended. Our safety record is improving; good job all.

Hope to see you on the rails, Jim

**SPUR 256**

# ENJOY THE RIDE

BY DEE DEE RINKER

It all started when my husband & I bought our first speeder (an M9) on a trip to Burlington, VT. We were up there buying some antique motorcycles when we saw the car stuffed in the corner. As soon as we returned to West Virginia, Steve was on his computer where he found the NARCOA and Railspeeders' websites, and our adventures began.

My husband and I coach a junior shooting club and tell the youth we work with that "advice is free, take as much as you can, and use what you need." Here's mine for my fellow operators.

First, remember we are a guest of the railroad for our excursion. That means you shouldn't gripe and complain about how long we're sitting in a siding, why we must hurry to beat a train, or why we can't go the whole distance "as advertised" in the ride.

It's hard to pass judgment, if you've not experienced it, or have all the correct details. Every ride has "issues". Remember, "Safety First." With that said, unless you go on more than one or two rides a year, and have the experience of the many different things that can and do happen, be careful that you don't step in it.

Every ride, whether it's 10 miles or 100, is going to TAKE ALL DAY. So, if you're in a hurry to be somewhere, or hell-bent to get home, just don't come. That will save the rest of us some grief, and keep your blood pressure lower.

Flagging is a safety issue and a common courtesy. I've found that we have difficulty counting to 5, let alone 10, when we're trying to break into small groups to flag. When the same people flag, it makes for a long day for them. Volunteer, work out a plan, switch up, it will only save time. If you're not sure how to flag, ask the Excursion Coordinator. They're always looking for help in making the day more pleasurable for all.

Our rules state that those under the age of 5 cannot ride, but many act like pre-

schoolers with their temper tantrums, refusal to cooperate, and the "does not play well with others" issue. So relax, cooperate and play together, and you'll find yourself having a very relaxing day on the rails.

There are two kinds of speeders on the rails - those that have been towed and those going to be towed. Don't be a blockhead; if the guy behind you breaks down, tow him. Tomorrow, it might be you!



Photo by Dee Dee Rinker

Steve & Dee Dee Rinker's custom car on a MT-14 chassis has a liquid cooled 29 hp Kawasaki fuel injected engine.

frequency. An EC is of no use to the rest of the group, if he's on the railroad frequency and doesn't know what's happening to the group. The radio will help keep you more aware of what's happening regarding delays, breakdowns, changes in plans, track conditions, etc.

Everyone should be required to wear a watch, and we should synchronize them that morning. The EC should announce at every stop how long we'll be there so we don't end up waiting, especially on those who don't have a watch, or can't tell time. We can work on showing you where the big hand and little hand should be when you must be back in your car ready to go.

Remember, that you are part of an excursion, not the "lone ranger" for the day. Your lollygagging around only makes that "IT TAKES ALL DAY" slogan hold true.

Reflect on your past rides, actions, attitudes and learn from them. Sometimes we need to stop and think before we speak, and help out wherever it's needed.

We have made some truly wonderful new friends from all over. So, no matter what, we will always enjoy our ride!

**WHITE HORSE**

# WEDDING ON THE UPPER HUDSON RR

BY JAMIE HAISLIP

North Creek, NY - July 26, 2008. North East Rail Car Association hosted a speeder run on the Upper Hudson Railroad for the first time in eight years. Excursion Coordinator Warren Riccitelli had to deal with nine different groups to pull this one off. Located 85 miles north of Albany, North Creek is the site of several ski resorts. The State of New York has spent a lot of money upgrading the Upper Hudson RR tracks in an effort to reinvigorate the ski train that first served the area in 1934.

After setting on at the UHRR yard in North Creek, the group headed south along the scenic head waters of the Hudson River. The line has been out of service for a while. It was obvious that the neither locals, nor the few vacationers around, had ever seen a speeder. I would give them a toot from the new whistle on my car. It got a good laugh out of several of the folks, all of them waving and enjoying the view. I have always said when we are out on the rails I feel that we are bonding the railroad to the local community. As Warren says, we're ambassadors.

We traveled south to our lunch stop at the 1000 Acres Dude Ranch. After lunch Michael Whipple surprised his new wife Robin with a request to repeat their wedding vows. Craig Hartman was the minister, and we all joined in the moment.

On Sunday the Mayor of Corinth welcomed us, and gave Warren the key to the city. We headed north toward the other end of the line. We made excellent time running almost the entire line before it was time to turn back south for setoff.



Photo by Jamie Haislip  
Michael Whipple and bride Robin are front row second and third from left. Minister Craig Hartman wore bib overalls.

# SPRING WEEKEND RUNS IN CENTRAL PENNSYLVANIA

BY DAN PAGE



Photo by Dan Page

## Everett Railroad set-on at Claysburg, PA on Saturday May 3, 2008

Claysburg, PA – May 3, 2008 Gary and Eileen Shrey hosted a picturesque run on the Everett Railroad (EVRY). Part of North Shore group, the EVRY is a Class III that has provided carload freight service in Blair and Bedford counties for over fifty years. From its' interchange point with Norfolk Southern at Hollidaysburg, PA, the line goes south and east to Roaring Spring, Martinsburg, Curryville, and our set-on point at Claysburg.

Early overcast skies at set-on gave way to a beautiful day for rail speeding. From Claysburg, we traveled north to Hollidaysburg. We turned the cars, and traveled south to the restored Roaring Spring station, a former Pennsylvania Railroad stop. In Roaring Spring, the local volunteer fire department had prepared a great lunch. After lunch, we continued south to Martinsburg, back through the wye, and retraced our route back to Claysburg.

As this was a run early in the season, we experienced a few breakdowns along

the way. Gary and his EC's were on top of each situation. Our railroad host helped flag, and dropped signals at all major crossings, making our trip most enjoyable. The rain held off all day until setoff which was a bit damp for some of us!

Bellefonte, PA – May 4, 2008 Larry Maynard of Central Pennsylvania Excursions was our EC on Sunday on the Nittany and Bald Eagle (NBER), despite he and his wife becoming grandparents for the first time the day before!

After a smooth, well organized set-on, we rode approximately 70 miles on the NBER from Bellefonte to Tyrone and back. The main line of this run is a former Pennsylvania Railroad route that connected the PRR middle division at Tyrone with the Harrisburg-Buffalo route at Lock Haven.

Leaving Bellefonte the line follows Bald Eagle Creek. This was a beautiful run beside a fast flowing creek. Along the way, we greeted fly fishermen and hikers. The track was abandoned for many years, but now has been renovated, and includes a long stretch of welded track that made up the bulk of the excursion. The welded track was a great treat!

Sunday also had its share of breakdowns which Larry managed well. Also with us was Steve Rinker, who seemed to have an endless supply of spare sparkplugs and tools in his unique Tambor car. Steve was able to meet needs as soon as they arose. Great job Steve!

Stellar performances by our experienced Excursion Coordinators Gary Shrey and Larry Maynard, made these spring runs fun.

**CAMP TWO**



*Photos by Wayne Parsons*

Rest stop on the Butte, Anaconda & Pacific Railway at MP 11.2. The BNSF (Northern Pacific) tracks pass under the center span. The old Chicago, Milwaukee, & St. Paul grade passes through the cut under the far span.

## BIG SKY ADVENTURE II PACIFIC RAILCAR OPERATORS

BY JAN TAYLOR

Butte, MT - June 10/16, 2008. From the mountains to the prairie, from a set-on in the snow to a setoff that verged on too hot—Montana gave Big Sky Adventure II participants the entire experience, all in one package.

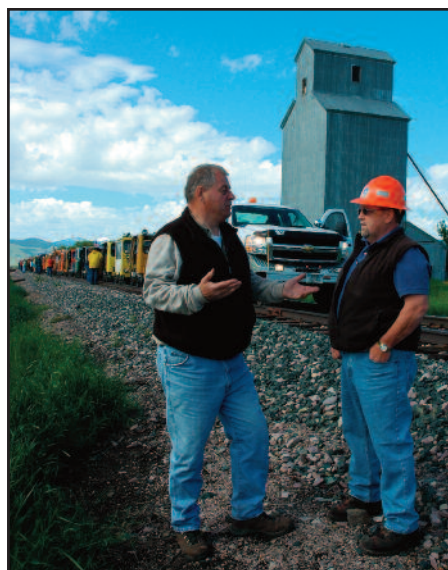
Thirty cars joined Excursion Coordinator Bill Taylor at the Butte, Anaconda & Pacific Railway yards in Anaconda, June 10th. Set-on that afternoon allowed time for everyone to complete car inspections and then “button up” to keep the rain and snow out of their cars. The informal get-together in the yard that evening was forgotten while everyone hoped the snow wouldn’t accumulate on the rail before morning.

Completed in 1896, the BA&P was built by the Great Northern Railway for Marcus Daly to transport copper ore from the mines in Butte to Daly’s smelter in Anaconda. The line was successfully electrified in 1913 with a 2400-volt system, proving to all doubters—and the Chicago, Milwaukee & St. Paul—the effectiveness of electric motive power in hauling heavy loads.

In 1985 the McCarthy family purchased the road and operated it as Rarus Railway until 2007 when they sold to Pa-

triot Rail. Current traffic centers around reclamation work on former mining and smelting properties, a seasonal tourist train that travels between Anaconda and Butte, and, of course, motor car excursions!

While the snow persisted Wednesday morning, it wasn’t sticking to the rails. We lingered over the opening safety meeting, and then toured the 20-stall roundhouse and engine shops which still operate today.



EC Bill Taylor visits with MRL escort John Hood at Charlo, MP 13.

Finally, when all warm coats were in place, we started out to Butte and the restored Northern Pacific depot.

Janel and Tom Madrazo welcomed us to a traditional lunch of pasties and trimmings, far grander than the miners experienced when they carried the meat pies in their lunch cans. Madrazos’ efforts on the century-old, two-story union depot are amazing. The result is a beautiful facility in downtown Butte which they tell us is pretty much booked for the summer.

Snow gave way to rain, and we’ve all run in the rain, so Day One wasn’t so much of a problem. All cars setoff that evening for the drive to Missoula.

Day Two we set-on at Lolo onto former Northern Pacific rails for a 40-mile trip to Hamilton and back. Built as the Missoula & Bitter Root Valley Railroad, the line was included in the formation of Montana Rail Link in 1980. All our weather worries were behind us as we toured along the Bitterroot River, through the Lee Metcalf Wildlife Refuge to Stevensville [the oldest community in Montana] and on to a mid-day turn around and lunch stop. When we returned, we loaded up again and moved to Dixon for a second day on MRL track.





**Above: Sunday lunch stop at Geraldine for wheat chilli. Below: Frontier town at MP 82.3, site of regular 'holdups' of the Charlie Russell Chew-Choo dinner train.**

We started out with a quick trip north along the base of the Mission Mountains on Day Three. We skirted both the National Bison Range and Ninepipe National Wildlife Refuge to turn at Polson in MRL's new end-of-track complex. On the return, we rescued as many turtles as it was safe to do.

The real treat of the day was running back toward Missoula on a portion of the MRL mainline—trains, high iron, hot box and dragging equipment detectors and finally over the 225-foot-high Marent Trestle. While we saved our photo op for another day, our MRL guide did run his hy-rail truck out onto the trestle on the way back so we could take pictures.

Day Four was for travel, crossing the Continental Divide to reach the eastern plains and Central Montana Rail Inc. headquarters in Denton. Most folks set-on that evening. Those who camped out around the rail yard woke the next day to pheasants cackling.

CMR General Manager Carla Allen welcomed us on Day Five. Built by the Chicago, Milwaukee & St. Paul as part of its Northern Montana Division, this line was purchased—but never operated—by Burlington Northern after the Milwaukee abandonment. Currently it is owned by the State of Montana and is leased to the local grain growers. As usual, Carla gave us a track warrant, noted particular sections that deserved our attention for safe passage, and wished us well.

We first traveled north, dropping down into the Surprise Creek loop to run around Square Butte to Geraldine for lunch at their restored depot. The locals prepared fresh fruit, homemade bread, wheat chili (see box), and strawberry shortcake. So as not to disappoint them, we ate every last morsel. In addition, our contributions will help them relocate the Montague section



house to their museum.

This end of the railroad shows off the cut bank terrain of the Judith Basin country where muddy creeks and wind have defined the landscape. Square Butte sets at the end of an arc of mountains — the Snowies, the Little Belts, and the Highwoods. It was our goal this day, and the next day we looked across from the other

end of the railroad to marvel at the landmark again.

Day Six we traveled over former Milwaukee rails toward Spring Creek Junction. Our first stop was at Sage Creek Tunnel—where the helicopter crashed in the movie *Broken Arrow*. Continuing on, we crossed over Sage Creek, Indian Creek, and the Judith River on long viaducts. Traveling over these vintage bridges in vintage vehicles with no sign of civilization, it was easy to imagine ourselves in an earlier time. Deer and antelope scattered from the bottoms as we picked our motor car's shadow from the line stretching across the valley below.

At the junction we switched over to former Great Northern tracks, crossing the Judith River again before stopping just short of the new shuttle loading facilities at Moccasin. In the distance grain elevators marked our route until they receded into the distance.

Like the rest of the trip, the photo shoot on the Great Northern Judith bridge and the run back to Denton were safe and enjoyable and finished up the 408-mile adventure. Participants left with smiles and many with the hats Carla had made available that morning. A fair number were asking, "Are we doing this again next year?"

### HEADWATER WHEAT CHILI

In a slow cooker overnight on low  
 2 cups Wheat Berries (rinsed well)  
 (Wheat Berries are in the organic foods section)  
 7 cups water (can use 3 C water  
 and 4 C beef broth)

#### Brown

1-1/2 pounds hamburger  
 1 large onion chopped  
 (drain after browning)

#### Stir in

1 green pepper chopped  
 3 ribs celery chopped  
 2 - 16 oz. cans stewed tomatoes  
 with juice  
 1-16 oz. can tomato sauce  
 2 Tbs chili powder  
 1/4 tsp. cumin  
 1 tsp. salt  
 1/8 tsp. pepper  
 Wheat Berries (drained)

Simmer 3-4 hours.

# ALASKA RAILROAD EXCURSION

## MOTORCAR OPERATORS WEST

BY DAN BERG

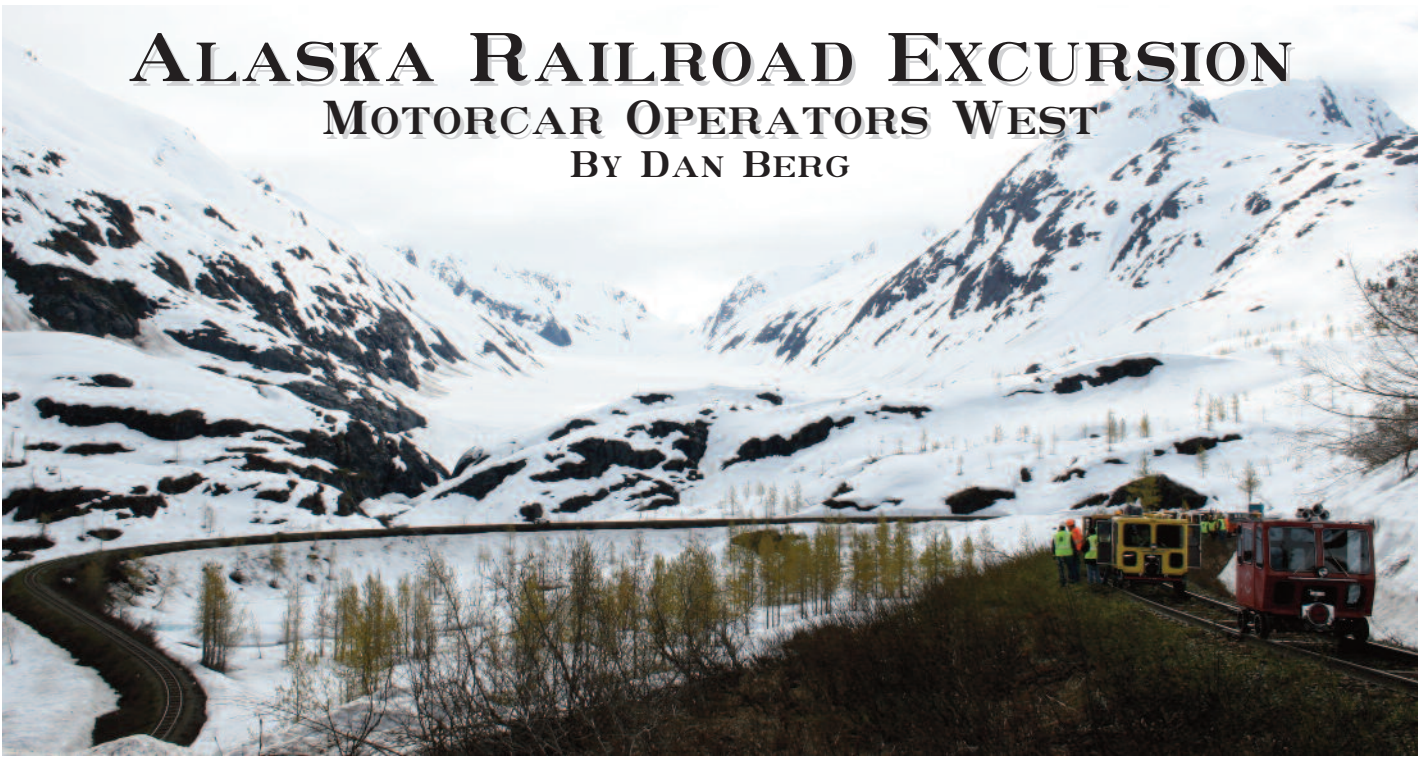


Photo by Bernie Leadon

**This is the Bartlett Glacier loop near the top of the pass between Anchorage and Seward at MP 46.**

The Alaska Railroad Excursion from June 7, 2008 through June 18, 2008 led sixteen motorcars on a 984 mile rail journey from Anchorage to Seward to Denali National Park to Fairbanks and return to Anchorage. Participants traveled eight days on the rails with three days devoted to sightseeing in Seward, Denali National Park, and Fairbanks.

Thirty two motorcar operators and guests arrived in Anchorage using a variety of transportation modes. Nine couples flew to Anchorage. Three couples from the East Coast and three couples from the West Coast drove the Alaskan Highway while one person used the Alaskan Marine Highway.

The most ambitious travel arrangement was made by John Martin of Wasco, California who contracted with Alaska

West Express to haul seven motorcars in two shipping containers to Alaska. The containers were trucked to Seattle, placed on a barge for a ten day voyage to Whittier, transferred to Alaska Railroad flat cars, and delivered to the Port of Anchorage.

The Alaska Railroad is a first rate Class 1 railroad that serves central Alaska. Revenue is generated by its passenger train operation, general merchandise freight trains, regularly scheduled tank trains that carry jet fuel and gasoline from the North Pole, Alaska refinery to Anchorage, and coal trains loaded at Healy, Alaska with South Korea export coal delivered to Seward.

The excursion encountered many trains on its daily north and southbound journey which became a scheduling challenge for the excursion

escorts. Railroad escort Rocky Murrill was constantly seeking track authority from accommodating dispatchers to move the motorcars around passenger and freight trains, and through the track laying congestion between Hurricane and Denali Park.

Interestingly, the dis-

patcher allowed the motorcar group to follow a northbound tank train through this busy corridor to Denali so as not to hinder rail traffic nor interfere with the track laying gangs.

Rather than take advantage of resting during the three lay over days, the group took the opportunity to visit the local attractions. Seward offered cruises to tide water glaciers and viewing the abundant



Photo by Bernie Leadon

**At Hurricane, MP 281.4, a southbound waits on the main. The group takes the siding behind a northbound train. By following this tank train for much of the day, the speeders easily pass through the territory of several work gangs.**



Photo by Dan Berg

**ARR escorts Maintenance of Way Project Manger Dwight West and Roadmaster Rocky Murrill.**



sea life around Resurrection Bay. The day spent in Denali National Park provided the group close encounters with bears, moose, sheep, and birds. The visit to Fairbanks allowed time for a cruise on the Chena River, a view of the Alaska Pipe Line, and an invitation from the Tanana Valley Railroad Museum staff to ride behind their restored narrow gauge steam locomotive.

Traveling through the Alaskan wilderness the excursion experienced a variety of weather conditions. During the first five days of the rail journey the group encounters cool overcast weather influenced by snow and ice blanketing the Kenai Mountains. As the excursion progressed north, it became obvious that the northern interior of Alaska was warmer than the southern tide-water region.

Operators and guests were given the privilege of discovering the awe inspiring Alaskan scenery, the majestic mountains, abundant wildlife, and the experience of riding on a superb Class 1 railroad unavailable to ordinary travelers. The operation of motorcars on the Alaska Railroad mainline was an exciting and memorable adventure.

Motorcar Operators West wishes to thank Alaska Railroad executives Steve

Silverstein, VP of Marketing; Matt Glynn, VP of Operations; and John Solomon, VP of Maintenance, for their cooperation in making this excursion possible. A special appreciation is extended to excursion escorts Rocky Murrill, Division Roadmaster; and Dwight West, Maintenance Project Manager, who looked out for the group's comfort and personal safety.



*Photo by Bernie Leadon*

**Above: Train meet south of Fairbanks. Below: Track gang at Oliver siding near Denali Park.**



*Photo by Dan Berg*



*Photo by Bernie Leadon*

**The Whittier cruise ship passenger train passes the excursion at Girdwood MP 74.5. Turnagain Arm of the Cook Inlet is in the background.**



Photo by Susan Taulbee

Jim Morefield is in the lead on Half Moon Trestle on the former Camas Prairie First Subdivision, now the BG&CM.

## 3RD ANNUAL CAMAS PRAIRIE RUN PACIFIC RAILCAR OPERATORS BY STEVE TAULBEE AND DAVID VOELTZ

*Reports from both Steve and David about this event are combined here. - Editor*

Lewiston, Idaho – May 24-26, 2008. The weather was cooperative, for a change, for this year's run on the former Camas Prairie Railroad, now comprised of the Great Northwest Railroad and the BG&CM Railroad. Thirty cars, and one hi-rail, from eight states and Canada participated.

Saturday's safety meeting was conducted by co-EC's Jim Morefield and Steve Taulbee. Steve introduced Frank Thomas, Track Master of the railroad, who welcomed us and thanked us for participating. At 8:35am the group began the 70 mile trip to Riparia, running down the Snake River on the old 3rd Subdivision of the Camas Prairie.

The scenery included sagebrush, cheat grass on the hills, and two large hydroelectric dams. The government relocated this section of track as part of the dam construction projects in the mid 1970's. They spared no expense, and it was interesting to see motorcar setoffs every mile along the line. We traveled around 30 MPH, and it was fun to do some higher speed running. Some of the operators also learned the importance of good profile on their wheels, as a few cars started hunting at this speed. One wife said she was buying her husband an early birthday present, namely, new wheels for the car!

At Riparia the group turned on the

wye, had lunch, and began the return leg to Lewiston. All went well until we reached Lower Granite Dam at Milepost 39. At that point, the EC's A-car lost a fuel pump, and the M19AA right in front of him came to the rescue. All us popper fans were grinning ear to ear as the little car that could pulled the big car that could not back to Lewiston. To see a video clip of this, go to [www.youtube.com](http://www.youtube.com) and search for "M19AA to the rescue." Can you tell who's yelling "No cameras!" in the video?

At the Sunday safety meeting, Frank Thomas, our host for the BG&CM portion of the excursion, was introduced. Our route today followed the old Camas Prairie First Subdivision east up the Clearwater River 84 miles to Kamiah. The scenery included the Clearwater River and hills dotted with evergreen trees. Upon arriving at Kamiah, the cars were turned, and we ate lunch in the park.

On the return leg to Lewiston we soon noticed bugs in the air. The warm weather in the past few days was perfect for the Salmon Fly hatch, and we soon encountered millions of these bugs. The folks in the open cars had to take care to keep their mouths shut or they would have a protein supplement. At Lewiston the group setoff, and repositioned to Craigmont for Monday's ride on the 2nd Subdivision.

The 2nd Subdivision hadn't been used since last fall. On the previous weekend, a work crew comprised of Jim Morefield,

William Bingman, Steve Taulbee, Sterling Chapman, and three railroad employees, had cleared a number of rock slides and crossing flange ways.

Monday's safety meeting discussed our operations on the 2nd Subdivision, which would go west 17 miles, return to Craigmont for lunch, and then go east 8 miles to Ferdinand. Along the way, we would traverse a 3% compensated grade, 6 tunnels, and many trestles.

Departure west for Bridge 17 via Reubens was at 8:40am. We went through wheat fields and pockets of timber before beginning the descent down the side of the hill for the next eight miles. The scenery was spectacular, looking across the canyon at rugged terrain, and catching glimpses north and west to Lewiston and areas beyond. We turned on a plank crossing at MP 18, and did a reverse move to Bridge 17 for a photo opportunity. After the photos we ran back east uphill passing through Tunnel 1, which is completely dark in the middle, and is 883' long. We stopped on the Half Moon Trestle for another group photo. This wooden trestle is 141 feet high and contains nearly a million board feet of timber. Again, the view was fantastic!

After lunch at Craigmont and a visit to the local museum, we continued east to Ferdinand, crossing the Lawyer's Canyon trestle on the way. This is a spectacular, 290 ft high by 1520 ft long, steel trestle. At Ferdinand we turned our cars and returned to the Lawyer's Canyon trestle for more pictures. After this last photo opportunity, it was back to Craigmont for setoff. Our thanks to all those who helped us on this excursion, and to our railroad hosts. We ran 348 miles in good weather. What a great time it was! See you on the tracks.



Photo by Dave Voeltz

Mary, Thomas, Michael, & Dave Voeltz of Pierre, SD in front of their MT-14.

**PORCUPINE**

# TENNESSEE SOUTHERN RR

BY JAMIE HAISLIP

Columbia, TN – April 26/27, 2008. Fifteen motorcars took part in the first ever NARCOA run on the Tennessee Southern Railroad, billed as the “Davy Crockett and Amish” ride. Atlanta Railcar Transportation coordinators Jim Hughes and Bernie Leadon had this run very well organized.

Saturday’s plan was to run 80 miles south from Columbia, TN, across the state line to Florence AL. We stopped in Mt. Pleasant at the Patriot Rail Tennessee office for a tour of the yard and shops. Leaving town, the scenery quickly turned rural with a large part of the day spent passing Amish farm after Amish farm. Our pilot gave us a very narrative tour, pointing out all of the highlights along the way, including recent tornado damage. The excursion passed several closed factories where jobs have now gone overseas; Murray Bicycle being the most notable. Bad weather delayed our progress forcing us to turn early at Saint Joseph, TN. All in all this was a very peaceful 120 mile ride.

Sunday’s excursion was a 60 mile round trip from Columbia down a different branch to Pulaski, TN. Again, the ride was through picturesque country side with early American towns. Our lunch stop was in Lynnville, TN where we got a warm welcome from the locals. This is home to the Mars Plantation, still farmed to this day. There is a nice railroad museum here, as well as plenty of lunch choices.

Patriot Rail is certainly ramping up the line. They had new train sets parked on several sidings waiting to go into action. Thank you Patriot Rail for hosting us, and thank you Jim and Bernie for a well run event. I hope to ride this line again in the future, and recommend the event to all.



Photo by Jamie Haislip

Lynnville, TN on the Tennessee Southern. The M19, frame right, is on display, not part of the speeder group.



Photo by Larry Crowe

National Railway Historical Society members and their club owned A-car #M561.

## MEMORABLE MISSISSIPPI MILES

BY DENNIS LOCKWOOD

Morehead, MS – May 17, 2008. Members of the Greenville, SC chapter of the National Railway Historical Society set-on their chapter owned Fairmont A-4 motorcar, as part of the Bobby Moreman and Atlanta Railcar Transportation event, on the Columbus and Greenville Railway in Morehead, MS. The motorcar, numbered M561, gives members the opportunity to participate in NARCOA events without owning their own motorcar. In the seven years since the chapter purchased M561, ten members have passed their NARCOA rule book exam.

Moorhead’s claim to fame is where the Southern crosses the Dog, which bears a bit of explanation. The Dog was the Yazoo Delta, affectionately called the Yellow Dog by riders in the early 20th Century. The blues were born in the Mississippi delta, and by 1914 famed blues musician W.C. Handy had written “The Yellow Dog Rag.” The Southern Railway of Mississippi became the Columbus & Greenville, and the Yazoo Delta was scrapped. The original diamond crossing is preserved with a marker in downtown.

After the Saturday morning safety meeting, we were off like a herd of turtles. The Mississippi Delta is absolutely beautiful in May, and the weather was sunny and slightly cool. Crossing cotton and catfish plantations, we vis-

ited the small towns of Itta Bena and Indianola. We lunched in Greenville at the depot, and then entered the Greenville Port Authority property to ride a few miles on a Mississippi River levee. We crossed an old swing bridge over the Yazoo River that presumably has not swung in years.

With darkness falling, and the headlights on, we returned to Moorhead. As we entered town the radio crackled, “Be careful going through downtown Moorhead. A fender bender next to the tracks is drawing a crowd.” Yep, somebody ran a red light and two automobiles tangled. When M561 passed the scene, there were 200 people milling around. I guess people in Moorhead don’t have a lot to do on Saturday night.

Kennedy, AL – May 17, 2008. Sunday’s set-on in the quaint town of Kennedy, AL was at 10:00 AM, following the 120 mile reposition from Moorhead. Here the Luxapalila Valley Railroad trip covered gently rolling Alabama tree-covered hills. Luxapilila means floating turtle. The group started east to Belk, AL, in a very light rain, but the sun soon broke out for another beautiful day. At Belk we turned west for the state line, and traveled to Steens, Mississippi. We saw lots of beaver ponds, a steam locomotive water tender, an American railroad crane, and the passenger coach “Joseph Signaigo.”

At the end of the day, we loaded M561 onto its trailer, and headed back to South Carolina. It was a safe trip and everybody had a great time. Our hats are off to Bobby Moreman, for an excellent run.

**CHIPPY SPUR**

# McCLOUD GOES TO THE SCRAPPER

## FLAG FALLS ON BASTION OF WESTERN SPEEDER RUNS



Clockwise from above: **Work party activity July 10, 2008.** Photos by Editor: **Dave Cook and Dennis Derr** pass the Bartle water tank using a Northwestern to pull fire suppression equipment. Photo by Ron Huey. **Otto and Diana Miller** at Hambone end of track MP 31. Photo by Pam Thompson. Center: **McCloud yard signal.** Photo by Editor.

## LAST McCLOUD Rwy RUN

BY TOM PHAIR

*The McCloud Rwy is in northern CA near the natural landmark of Mt. Shasta - Editor*

I was sitting at my desk, Tuesday, July 8th, getting my paperwork in order for the upcoming Southwest Railcar, Ltd's run on the McCloud Railway, when the phone rang. It was Jeff Forbis, president of the railroad. "Tom, I'm afraid your September and October runs will have to be cancelled. This next weekend's run will be the last. We start pulling up track the day after you finish your run. I've signed a contract with a fellow from Kansas City to scrap then entire line east of town, all 80 miles of it. They're scheduled to start on the 14th, the day after your run."

I had known the end was coming for months, but I still was not prepared for the news. The railroad that was founded in 1897 was now going away! I just didn't want to hear it. But now it really was happening. I thought that I'd better get the news out quick, so that people who hadn't signed up could join us on this last run. I grabbed my roster, and thumbed through

all the names of the California and Oregon NARCOA members. I called as many as I could. My schedule called for me to leave for McCloud the next morning to join other club members gathered for a work party, and get the track ready for the run.

The rail lines east of the town of McCloud have been closed down for the last several years, and the weeds and pine trees growing along the right-of-way are taking over, not to mention the dirt crossings that have been filled in by auto traffic. We had a lot of work to do to get ready for the weekend run.

Otto Miller, Earl Failla, Bo Johansson, Don Stuff, Dennis Criswell, Dave Cook, and myself were joined by our Setoff Editor Wayne Parsons and Nick Rost to form a work party to ready the rails for the excursion. A day and a half later we finished the job and on Friday, July 11th were ready to greet our weekend participants at the set-on. Originally I only had 11 signups

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## MEMORIES OF THE McCLOUD HEYDAY

BY DAVE McCLAIN

The McCloud, one of the best runs in the west, was also the real beginning of riding motorcars on operating railroads. In 1992 Motorcar Operators West landed one of their first major excursions there, and that opened the door for many more events on other railroads. Jeff Forbis, owner of the McCloud, has always been a booster of the motorcar hobby to other railroad managers.

On that first run in 1992, my brother and I brought two un-tested cars: an S-2 two-cycle, and my MT-19 with no paint and no windshield! Both cars operated well the first day, but on the night run the MT-19 quit around Dry Creek. We ended up getting towed to Bartle and return, a distance of about 30 miles. What a cold ride with no glass! The following day we only had the S-2 left for the run to Lookout

*Please turn to page 17*

## LAST RUN BY TOM PHAIR

for the run. But, news travels fast and we ended up with 24 cars ready to make the historic last trip.

At 8:30 a.m., Saturday, July 12th, after our safety briefing, we departed the McCloud main yard and headed east towards our destination, Burney, 60 miles away. At mile 17.5 we stopped at the Medicine Lake road crossing at what used to be the bustling community of Bartle (circa 1900). At one time Bartle had several hotels, a newspaper, mercantile building, stable, and dozens of houses dotted along the tracks. Out in the fringe, a red light district flourished. Today, nothing remains of this little town. At mile post 19.2 we entered the west switch of the Bartle Wye turning south onto the Burney line.

The Burney line is the newest part of the McCloud Railway having been built in 1955 to service the many sawmills in the town of Burney. It was this line that provided the last revenue for the railroad, but with only one remaining mill, and today's heavy car loads it was just too much for the 75 lb rail laid 45 year's ago. Because of this light rail, they had a derailment almost every week up until the end of service. It got to the point that no insurance company would issue coverage. Management closed the line and filed for abandonment in July of 2006.

We stopped again near mile post 31 just past the Pondosa switch. Like Bartle, Pondosa also played a large role in the early days of the railroad. There they had a locomotive shop, a large saw mill, logging camp, and permanent housing along with a number of retail stores. Today the track has been cut off from the little community. Gone are the sawmill and all the railroad facilities there.

After crossing the Lake Briton Bridge, we saw evidence between mile posts 53 & 54 of a very recent forest fire. The fire, caused by a lightning strike, had consumed several thousand acres, but no damage was done to the ties. At around mile post 58 we entered the north switch of the Burney Wye and turned west onto the Sierra line.

The Sierra line is only 6 miles long, and terminates at the Sierra Pacific Sawmill. It was this mill that kept the line alive into the first few years of the 21st century. Since we couldn't enter the mill property, we turned our cars on the road crossing at mile post 4.8, and went back through the wye turning this time south for several miles into the Burney yard. Today

there is nothing left of the many sidings and freight sheds that kept the revenue flowing in the late 1950's through the 1970's. Burney's large lumber community and local agriculture assured the railroad of financial success in those days.

Norman Linn of the McCloud Heritage Museum gave his thumbnail sketch of the Burney yards, and then we headed for home arriving back in the McCloud yard at around 7:30 p.m. Eleven hours of almost non-stop excitement that was worth every minute of it!

Sunday, July 13th, we set out to explore the Hambone and Mt. Shasta lines. At 8:15 a.m., we departed the yard and headed east, just as we did the day before. At the Bartle Wye we took the west switch to head east straight up the hill towards Hambone. We passed the Bartle spring at mile 20, and at mile 22.5 Macintosh Vista, with its world class view of majestic Mount Shasta in the distance. The vegetation is thick as we headed towards Hambone, finally arriving there at mile 31.4.

The Hambone leg is part of an original mainline called the Lookout line, so named because it terminated at a place called Lookout Junction. There it interchanged with the Great Northern, later the Burlington Northern. The McCloud railway originally wanted to build the line all the way to Klamath Falls, OR, but they ran out of money at Hambone and stopped construction there. The Great Northern entered the picture, and agreed to construct the remaining 32 miles to Lookout. The original arrangement was that the McCloud Railroad could have exclusive use of the tracks in exchange for maintenance. This arrangement lasted until 2003, when carloads fell off. A few years later, BNSF pulled up the tracks from Hambone to Lookout, so today the tracks terminate at Hambone, just like they did when it was originally built.

For many years, we had the good fortune of running all the way to Lookout before the tracks were taken up. I have to admit it was some of the most enjoyable sections of rail that the McCloud had to offer. Hambone at one time had engine sheds, a wye, and several saw mills. Today nothing is left except one lonely line shack.

We turned our cars and started back for McCloud. At mile post 20, we stopped at the Bartle spring for lunch. I tapped into the spring using some PVC pipe that had been stashed in the bushes for such an occasion. This gave everyone a chance to taste the fresh mountain spring water that

originally was used to fill the Bartle water tank during the steam age on the railroad.

The break was up too soon, and we had to continue our journey down through the east switch of the Bartle Wye and onto the line bound for McCloud. After around 19 miles, we entered the McCloud yard and continued through the yard wye turning north onto the Mt. Shasta line.

The Mt. Shasta line traverses up over the side of the mountain and then down into Mt. Shasta City, where it interchanges with the Union Pacific. The grade is over 3% in places and requires a switchback to make it up over the top. In days gone by a turntable was used at the top of the switchback, at a place called Signal Butte, to allow engines to be turned to pull their consists down the mountain. Today, only concrete footings remain where the turntable was located. We turned our cars at a crossing near the end of the switchback, and ascended up to the summit.

At mile 7.2 is the summit, Ski Park Hwy crossing, and at this point we only had to descend a few miles into the Mt. Shasta City area. The Mt. Shasta line, a total of 16 miles, will remain intact to accommodate the railroad's dinner train that will continue service for the time being. We turned our cars at mile 14.2, about half mile short of a very busy Mt. Shasta street crossing, and headed back up the mountain to Signal Butte. Again at the end of the switchback, we turned our cars and descended back down the grade and into the McCloud's yard thus ending "The last run on the McCloud Railroad".

As we all loaded up our equipment and got ready to begin the long drive home, a strange level of excitement came over me. We had just finished two long days of riding the rails, and I suddenly realized these last few days had to be two of the best days I've ever experienced in the many years I have worked there.

I have been associated with the railroad since the early 1990's, having spent countless days working on the track, erecting station signs, mile posts, whistle boards, cutting brush by hand, running the large Kershaw brush cutter, and even clearing snow with the Plasser Snow Plow. Back in the mid 1990's our work party dug over a mile and half of trench and buried 4" pipe to bring water from the Bartle spring to the water tank. Now the track was being torn up. It was difficult to comprehend. But, do you know what? The memories of this line will stay with me for the rest of my life.



Mike Gravel caught this often photographed view of the Crawford Notch Station, May 28th, on the Conway Scenic Railroad excursion, North Conway, NH., Warren Riccitelli Excursion Coordinator. A similar shot was on The SETOFF cover in Nov. 2005.



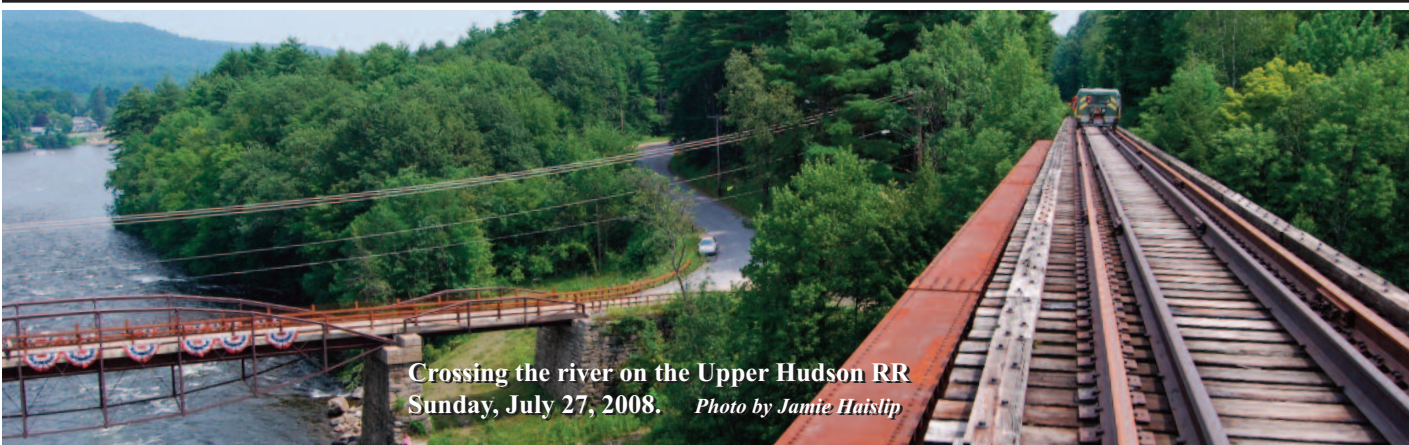
Central Pennsylvania Excursions ran the Lycoming Valley Railroad on June 7th both east and west from Williamsport to Muncy and Avis, PA. Above: Two cultures meet at the Muncy turn around point in front of the Kooper Tie plant, where old railroad ties are burned to generate electricity. Right: Ernie Buyok from Lancaster, PA, operates on a soon to be lifted portion of the rail.

*Photos by Jamie Haislip*



Elkins, WV, June 21/22, 2008. The West Virginia Central, billed as the most scenic railroad south of the Canadian Border, is well worth it even with today's gas prices. Paul Rujak, Appalachian Rail Excursions, is the coordinator for this scenic run along rivers with steep rock cuts and wonderful mountain views. The tracks are in very good shape for the passenger excursions, and freight trains, that run here full time. Above right: One passenger train that ran by us was the Cass Scenic Railroad pulled by the Western Maryland #6 Shay just out of the shops. Above left: A pair of Western Maryland F units and a BL-2 unit pull another excursion headed up the mountain.

*Photos by Jamie Haislip*



Crossing the river on the Upper Hudson RR Sunday, July 27, 2008. Photo by Jamie Haislip



## MEMORIES OF THE MCCLOUD BY DAVE MCCLAIN

Junction. Everyone knows that the poppers should run in the rear. As luck would have it, we were behind an MT-19 that had a major breakdown. When that car went under tow, we ended up in the lead, and were able to maintain track speed with the hy-rail! All of my friends were jealous, as the lead was the place to be, and my running experience was in its infancy.

Over the years I had a chance to become a coordinator myself. Denny Anspach mentored me. One of his ideas was to set-on at Burney, run all the way to Lookout Junction for lunch, and return in one day, a total of 190 miles. If participants wanted to run the wheels on the rails, this was their real chance. We would always return by about 7:30 pm, giving us at least 10 hours of actual running time.

Beginning on one of these Burney trips, Jeff Forbis started letting motorcar excursions run without the usual railroad escort. I would always stop in McCloud to pick up my track orders, the day before, sharing with the dispatcher what we would like to do. I tried to schedule our runs when the McCloud was operating their excursion steam locomotive #18 to Burney. This would create photo run-by opportunities, as we waited in the hole for the passenger train. These meets were a delight for both the motorcar operators and the train riders. Of course, the coordination of our movement with the train was possible because I had my radio programmed for the McCloud road channel. I would have radio contact with the dispatcher and all trains.

After the track removal by BNSF, I set up a Memorial Day weekend run that included an exciting night run back to Burney. Starting at Burney, we ran to Lookout Junction and then west to McCloud for dinner at Timothy's Restaurant. We rolled into McCloud about 5:45 pm, secured our cars, and waited for the train to leave.

The dinner train this evening was very special; a run to Bartle with the #18! Engineer Malen was at the throttle whistling out of town, with five cars loaded with hungry patrons.

The 50 motorcar riders walked across the street to have dinner. With so many people, we were about 15 minutes late getting back to our cars. I had just turned my

radio on to hear Engineer Malen trying to contact me. He was already at Bartle, 18 miles east, waiting for us to run by him. We were late, and he was early! I told him that it would be fine for us to wait at McCloud for his return, which would be around 9 pm. With that wait time, our return to Burney would be around midnight! He wanted us to embark on our way back to Burney, so that we would not be out on the track so late. I practically pleaded with him that it would be fine for us to wait in the hole at McCloud for his return, but he instructed me that we were to leave immediately, if not sooner, and that he would stay in contact to follow our progress.

Now the heat was on! I started run-



*Photo by Paul Waegele*

ning, telling everyone to get ready to go. Two cars would not start, causing delays while they were switched on the wye to go into tow. With Paul Waegele in the lead, the group started out of town about 8:15 pm, everyone getting up to track speed as quickly as possible.

Three miles out of town, Malen radioed that #18 was not waiting any more, and that he would be heading west at restricted speed to meet us. I was frantic at this point, knowing that there was only one spur between the motorcars and the train, Dry Creek, MP 11. Rolling down the track, towing a dead car, radioing Paul for the condition of that never-used spur, keeping tabs on the location of the dinner train, I had my hands full! Malen knew the spur was our best option. He would stop short of Dry Creek, and we would not pass Dry Creek until told to do so.

Paul arrived at the switch, and found that it was spiked! He and others started looking for hammers, bars, anything anyone had, to work on that frozen switch. If he could not move those points, then we were going to set cars on the ground at the crossing just to the west, and clear for the

train that way! When the train was about 3 miles from the switch, Paul finally came up on the radio, saying the points were loose, and being moved to position for the spur. Cars started rolling into the spur, one by one, parking bumper to bumper! As the last car, I was rolling east at speed with two miles to go, blowing the whistle giving Paul a sign that as I was getting close. We were hoping to all fit on the spur! Everyone was working as one. Arriving there, I took the spur, and with only about three feet of clearance of the main line, we lined the switch! I jumped on the radio to tell #18 that our group was in the clear with the switch at Dry Creek was lined and locked for the main! WE HAD MADE IT!

Malen immediately blew #18's whistle. He was less than a mile away, pushing open the throttle, and increasing to track speed. In near darkness, everyone lined up to watch #18 roll by with the passengers waving in excitement to see us. We then backed out onto the main, repaired the dead cars to operating status, checked our lights, and whistled off to Burney. We arrived at end of track around 11pm, having saved an hour leaving when we did.

Sunday, we had our safety meeting, and after thanking everyone for such a great job the night before, we made plans to meet #18 again. Engineer Malen and I agreed on Pondosa siding. The switch there was known to be in good working order, as the site was a good location for a run-by both directions. Things went without a hitch. Malen really smoked it up for us as he rolled by at speed for what proved to be the last time we had a steam meet on the McCloud. He appreciated the hard work we all did the night before, and rewarded us with the thrill of a great show.

2006 was my last year for coordinating runs at McCloud. Derailments and the use of the tracks for UP car storage made what runs we could do somber, and just not the same. I was not able to make the final run, but many cars enjoyed the sunset on those beautiful rails. The scrappers started on July 14th, and will leave us only the memories of the thousands of motorcar miles that we have enjoyed through the years. My many thanks go to Jeff Forbis for all of his efforts on behalf of our western clubs. There will never be another railroad like his McCloud.

**BARTLE**



Photos by David R. Busse

# NEED FAIRMONT PARTS? LET BROWN HANDLE IT.

BY DAVID R. BUSSE

Mention the words “Fairmount Park” to anyone in the St. Louis area, and you’re likely to get directions to a well-known thoroughbred racetrack on the Illinois side of the Mississippi River. To the readers of *The SETOFF*, a more significant “Fairmount park” of sorts also exists on the Illinois side of the St. Louis metro area, and just a stone’s throw from the horse track.

Welcome to Brown Railroad Equipment, Inc., this country’s sole purveyor of the remaining supply of spare parts from the inventory of Fairmont Railway Motors, Inc., and a repository for 200 used motor cars and other assorted railway track maintenance equipment, just waiting for new owners. It’s all under lock and key in a secluded industrial area north of Granite City, Ill. It’s not a park-like setting, but to a motor car restorer, this is the kind of place vacations are built around.

Need a new piston for your motor car restoration project? A windshield? Radiator? Brake shoes? Those hard-to-find Fair-

mont drive belts? Canvas curtains? Wood parts? It’s all here, cataloged, computerized and available for sale, utilizing a 1988 Fairmont factory price list. Call Dan Brown with a part number, visit his web site, or make an appointment to stop by.

There’s even a rack full of used Fairmont track drills. “Railroads don’t need ‘em anymore with all the welded rail out

alog? Indeed, your phone calls to Brown Railroad Equipment will not be handled by an offshore contractor, or a computer, and serious inquiries will probably be handled by Dan Brown himself, who gladly shares his wealth of information about motor cars, and railroads in general.

The first-time visitor, unwise to railroads, or to the motor car avocation, might



At the back of the yard are a dozen trailers filled with parts.

look at the surroundings here and call it a junk yard. Among the several acres are perhaps three dozen motor cars in various states of repair from Canadian National, BC Rail, Santa Fe, BN, CSX, and other motor cars, trailers, tamping equipment and even a couple of jet-driven snow blowers, all products of the Fairmont factory in Minnesota and now looking for a home. Junk? It all looked restorable and operable

there, but I bought them for a buck apiece...” he says wistfully.

It’s not a charity operation, but ask yourself what other products you have shopped for lately using a 20-year-old cat-

to a railfan visitor recently.

“Motor car enthusiasts are welcome to stop by and see what they need” says

**HAMBONE**

Brown, a former Wabash Railroad employee, who says he is more than happy to help visiting motor car restorers and operators with their used part “hunts.” “Just call before you visit,” he says. Of particular note are the inventories of sheet-metal cab components, in both brand new and good/used condition.



For liability reasons, Brown will sell any used Fairmont parts except wheels. Those are still available brand new from Fairmont/Harsco. Brown’s Madison County, Illinois, location is smack dab in the middle of the nation’s most notorious venue for filing of liability lawsuits, so the rusting wheels on the cars and scattered axle sets in Brown’s yard will never see motor car use on the rails again.

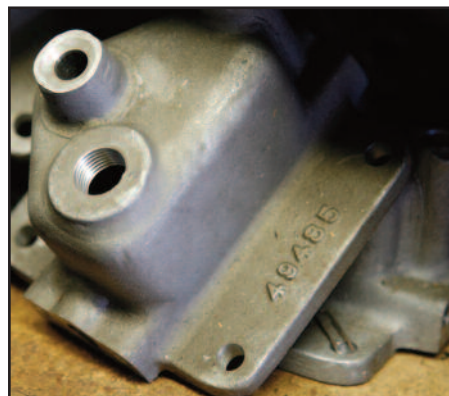
Take a look at the photos and imagine just what might be here that you need for your current restoration project or your spare parts box that you “can’t leave home without.”

Examine NARCOA’s schedule of motor car trips and make it a point to plan a slight detour in your travels to the St. Louis area to arrange a visit. Or make a special trip. Bring your want list, tools, your grubby clothes, and a checkbook. If you are really interested in finding parts that will not be available forever, take a suggestion from the UPS ads and “...let Brown handle it...” This is all that’s left, and the hobby will be the poorer once it’s gone.

And if you know anyone who needs a jet powered railroad snowblower, Dan Brown can make you a heck of a deal. They burn a lot of fuel...

*David R. Busse is a Photojournalist for KABC-TV in Los Angeles and a contributor to “Trains” magazine.*

**Above:** New cab fronts and tunnel decks are stored in the trailers along with frame and support brackets of all types. M9’s and MT19’s in the yard. An engine plate in Spanish. **Below left:** Dan Brown points out mystery part number 49485 (center). Dan doesn’t know what it’s for, and no visitor has identified it either. **Below right:** Next to the chain idler sprockets are “work in process” castings that await final machining. Pistons for Fairmont motors occupy space next to Timken bearings in a Fairmont box while fly wheels of all types spin around on the floor.



# KATY'S MOTORCARS

## A SAFETY MAN REMEMBERS

BY LEON SAPP

As a Missouri-Kansas-Texas Railroad (MKT), or Katy, 'Safety Man' in the late 1960's I spent many hours in motorcars, and covered most of the railroad meeting with section gangs at their work sites. Later, as a Trainmaster, I often rode with the track inspectors out of my Franklin, Missouri terminal. That was long before hy-rail vehicles were entrusted to Trainmasters.

The only way one could see his territory was from the cab of a locomotive or the seat of a motorcar. After my regular Monday morning phone call with the Superintendent, I would catch a ride with the northbound track rider leaving for his weekly inspection trip. I would ride with him to the meeting point with the first train, on which I would return to Franklin. It was a good way to see my railroad east of Rocheport, and certainly the best way to conduct brief safety meetings with the widely scattered gangs, station agents, and train crews plying the line. On Friday I would reverse the process, riding the morning southbound train out to wherever we met that track rider on his way back.

On many occasions I would operate the car while the Inspector walked ahead inspecting the track, or on a return trip while he jotted down notes on his report. I once accompanied a run over the Moberly Branch, but after being constantly whipped by the thick brush and weeds, and derailing on several road crossings, I wished I had stayed in the office. I logged many, many miles in the small cars, but had reason to regret the choice on one occasion when a broken drive belt stranded the two of us in a cold spring drizzle, and we had to push the thing several miles to the next town. It's a good thing no one suggested that someday I would actually want to buy a motorcar, and then pay someone to let me ride in it. My reaction might have been violent.

Katy Section Gangs were always quick to modify, and adapt their cars to suit

their particular situation. Winters along the Missouri River can be brutal, but our track riders were inventive in constructing weather tight cabs. Management looked the other way while many bolted on plywood and aluminum sheeting, rather than brave the elements in nothing, but the original canvas side curtains. The Katy did not invest in expensive options such as heaters, but one of our track riders mounted a small propane burner in his little M-9 'thumper'. When the fumes made him ill, he set about



Photo by Leon Sapp

rigging a belt driven generator, and a small electric heater that at least helped cut the chill. The small engine would hardly pull itself with the extra drag, but the flat gradients east of Franklin were manageable, and he was still using it when I left the subdivision.

When the old Ford flathead gave up the ghost in the Wichita Falls bridge and buildings gang car, they replaced it with a big Chevy V8. For a brief time they enjoyed the most powerful and potentially the fastest motorcar on the railroad. Every Section Tool House, and most depots, kept a drum of gasoline on hand to replenish the thirsty little cars. Even so most cars carried an army surplus jerry can, especially those on the Oklahoma City Subdivision, where supply points were few and far between.

In later years the Katy purchased a bell with each new car, but many gangs would make a visit to a local salvage yard, and come back with an electric car horn or two. The first rotating warning beacons on the Katy were not on locomotives; instead several were bolted onto roofs of motor-

cars by their crews. The North Jefferson Section Gang outfitted their car with a spot light to help with those late night broken rail repairs. When portable radios came into service, small rooftop antennas began to appear.

Some alterations were a little more personal. In a whimsical moment, one signal maintainer pinstriped some white walls on his little M-9 thumper. Union or Lodge stickers were common on many windshields, and it was not unusual to find a picture of a wife or girlfriend taped to a dashboard. One die-hard football fan tried to fly his Alma Mater's flags, but ran afoul of his grumpy trainmaster (me) before he could get out onto the main line. The Beaver, Meade, & Englewood (between Beaver and Keyes, OK) crew wired an impressive set of stag horns to the front of their car, and there were rumors of a suspicious gun rack during one Pheasant season.

Depending on when it had been purchased, Katy cars usually came in orange, yellow, silver, or a combination of those colors. Repainting depended more on the whim of the foreman, and what color was on sale at the time, rather than a set standard. I have been told that one Oklahoma Subdivision car sported a flashy Fire-Engine-Red scheme with white stripes. The Katy numbered their cars, but the system always remained a mystery to me, and may have simply been sequential.

The Katy depended on the motorcar right up to the merger with Union Pacific using various models of Fairmont and Northwestern. Some dated back 50 years or more, surely a testament to the ruggedness and reparability of the old cars. Katy Railroad Historical Society member Ray George managed to catch one at Durant during the last years of independent operation, and several other photographers captured the little cars at work right up to the day the Katy Flag came down for good. Sadly, after the merger, all were gathered up and sent off to auction.

# FAIRMONT PLANT MANAGER KEN LEY

## WHAT HAPPENED TO THE BUSTER KEATON SPEEDER? CANADIAN FAIRMONT MOTORCAR BIRTH PAPERS

BY WAYNE PARSONS

In 1961, at the age of twenty-two, Ken Ley went to work for Fairmont Railway Motors, assembling motorcar frames in the company's Toronto, Ontario plant. The building had four areas: assembly, shipping/receiving, general stores, and manufacturing. The manufacturing area made the frame, tunnel housing, and draw bars. All motor parts, wheels, and transmissions, came from the Fairmont, Minnesota plant for assembly in Canada. Like everyone else, Ken started at the bottom, and worked his way up.

He progressed from car frames, to tunnel housings, to engine assembly, and to final car assembly. Workers assembled the ROC engines from scratch using U.S. parts. The fly wheel and main engine assemblies received a coat of red paint. The water jacket, studs, and water hopper got silver paint. Building cars in runs of 10 to 20 at a time, Ken remembers the seven step sequence as: 1) axles, bearings, and wheels 2) brake shaft 3) battery box 4) wooden lift handles with a metal edge wear strip 5) frame assembly 6) adding the tunnel housing and painting the car body 7) final assembly included bolting in the finished motor, and adding the desired accessories such as lights, front windshield, canopy tops, and horns.

Since its 1929 founding, the Canadian company, known as Fairmont Railway Motors, Ltd., was close knit and traditional. When one person retired, a new person hired in at the bottom. Promotions came from within; employees worked their way up the ladder. There was a pension plan. A Fairmont Vice President managed the plant. Each year the President of the parent company came from the U.S. for the Christmas party. There he would update the staff on the company's business. Fairmont was a member of the Toronto Railway Club, made up of area railroads and

railroad supply companies. Ken, and other Fairmont people, went to the club's annual golf tournament and fishing derby many times. Another member of the club was Sylvester Manufacturing Co. that made motorcars very similar to the Fairmont ones. Later, the maker of Beaver motorcars joined the Toronto Railway Club.

When Ken Ley started at Fairmont, the product line was the M19 G & H cars and the C-7. Fairmont introduced the MT-19 in 1966 and in 1967 the MT-14. The

sights, surviving many adventures, all the while pulling an endless supply of props from the two tool boxes. At the end of filming, the production company returned the car to Fairmont of Canada. According to Ken Ley, after restoring the car to new condition, Fairmont sold it out of open stock. The final buyer, and disposition of the car, is unknown!

In 1961, when Ken Ley joined Fairmont, the company was located on Islington Ave. in Toronto. In the mid 1970's the company moved to nearby Malton and improved efficiency by retooling to make 95% of the car parts in Canada. Ken continued moving up through the ranks holding in succession foreman jobs in manufacturing, Hy-rails, and inventory.

By 1979 he was the plant supervisor when Harsco and Fairmont merged. Ken says that each company claimed they took over the other. The merger was a sign of the changes in track equipment technology. The one change motorcar enthusiasts know best is that Hy-rails replaced motorcars,

and the Toronto plant was still making mostly speeders.

In 1989 the announcement came that the plant would close in just 30 days. Big dumpsters arrived to receive trash from the clean up. According to Ken, he returned to the office, after a day off, to discover all the boxes of motorcar build-cards gone. Those build-card records included the car models, serial numbers, and purchaser information. When the same fate threatened the order books, Ken acted to preserve them. Today he searches those 12 ledger books to provide "birth papers" for all the Canadian Fairmont motorcars. You can contact him at 1204 Old Victoria Road, Bracebridge, Ontario P1L1X1, Canada or 705-646-1492 or ken.ley@sympatico.ca.



Photo provided by Ken Ley

**This is the last MT-14 built in Canada: Dec. 4, 1987, car #254761. The engine is painted light brown indicating that it is an Onan B48G.**

Canadian plant assembled the new models as before with a mix of locally made frames mated to Onan engines and Fairmont transmissions imported from the U.S. Ken says that at times demand for the MT models was so great that Fairmont imported complete cars from the U.S. Therefore, you might have a Canadian speeder, with a fiberglass body, that really started out as a U.S. car. Ken says Fairmont never kept records good enough to know which were which.

One of the most amazing lost records involves the M19-H open car, with rubber wheels, used in the 1965 short comedy "The Railrodder" starring Buster Keaton. The National Film Board of Canada produced this 25 minute film to promote Canadian tourism. Keaton travels the rails across Canada in an open speeder seeing

**SLAGGER**

# WHY SPARK ARRESTORS?

BY GLEN FORD



**Left: stacked disc type. See <http://www.jacksmallengines.com/strapmain.cfm> for a good example. Center: the most popular is NAPA 1 1/2" ID and OD part number 35807. Tailpipe for center arrestor is 41784. Right: NAPA 2" ID and OD is part number 21578. Adapter 41886 goes from 1 1/2" pipe to 2" ID. Tailpipe is 42536.**

I am often asked why spark arrestors are required on motorcars at excursions. Motorcar Operators West (MOW), and the other western states clubs, have this as a requirement in an effort to prevent wildland fires. Several of the recent spectacular Southern California wildfires were started as a result of power lines down. Each one of the big three California utility companies is now in court with California Department of Forestry and Fire (CAL FIRE) lawyers settling up the cost of the fires they caused. In California an individual or entity can be charged with starting a fire and be fined or made to pay back the cost of suppressing the fire.

An Engine Company costs \$150 / hr.

A bulldozer - \$55 / hr.

A 15 person inmate hand crew - \$90 / hr. (the inmate gets \$1 per hour.)

A chief officer - \$50 / hr.

Wildland fires are fought and won on the ground. Nevertheless, as the fire grows in size and intensity aircraft are required, and the cost really goes up. During the week of October 22, 2007 CAL FIRE aircraft flew a total of 800 hours and dropped 1.15 million gallons of retardant.

The Air Tactics aircraft that controls airspace over the fire costs \$734 / hr.

A Bell UH-1 helicopter - \$936 / hr.

The S-2T 1,200 gallon Air Tanker - \$2,649 / hr. plus the cost of retardant at \$0.79 / gal.

DC-10 12,000 gallon Air Tanker - \$26,500 / hr. with 3 hour minimum.

Individuals may also face charges if homes are lost or firefighters are killed while fighting the fire. The MOW Board of Directors and meet coordinators feel strongly that the spark arrestor requirement protects the environment, the public, our club, and its members from the devastating effects of wildfire.

Here is some technical language about spark arrestors. A spark arrestor is a device which traps or pulverizes (to a size below 0.023 – inch diameter) exhaust particles as they are expelled from an exhaust system. The arrestor shall have provisions for the easy disposal of the accumulated particles without removal of the clamping or mounting devices from the stack, pipe, or manifold. Screen type devices shall provide for the easy removal and cleaning or replacement of the screen.

For motorcar use I recommend the "cyclone" type that pulverizes the particles by centrifugal force. It will have a band around it like a hose clamp or a pipe plug. This is the clean out port used to remove the accumulated particles. Be sure the pipe plug, or hole that the clamp covers, is mounted downward to facilitate proper clean out. At the end of the season the clamp is loosened exposing the hole, or the pipe plug is removed, and while the motor runs, all of the pulverized particles blow out on to the garage floor.

The spark arrestor may be placed after the muffler on Fairmont cars with Onan motors. Nelson and Hapco make suitable models. They are about half the size of the Fairmont muffler. I prefer to replace the Fairmont muffler with a combination muffler/spark arrestor made by Onan for generator application. The model number is 155-1258.

Two cycle cars should not use the screen type or stacked disc type of spark arrestor. They may clog up and affect performance.

*Glen Ford lives in Northern California and works as a Fire Captain for the California Department of Forestry (CAL FIRE). Glen, a NARCOA Certified Excursion Coordinator, is President of Motorcar Operators West.*

# RIDING WITH JOE

BY JIM MCKEEL

Joe Speeder was riding along nicely on the excursion, enjoying the fantastic scenery along the rail line that follows the very scenic river. The excursion was going smoothly and everyone was enjoying the fabulous trip. The weather was perfect.

Joe reached in the bag beside him to grab his second Tim Horton's donut and took a big bite out of it. It was then that it hit him - the realization that he had failed to top off his fuel tank before beginning this excursion. Joe was pretty well known for running out of gas on excursions, usually several times through the season. He didn't want to let that happen to him again today. He picked a good spot near the end of a long straight stretch of track and rolled to a stop, automatic brake light in operation and red flag extended from the side of his motorcar.

Wanting to get underway again as fast as possible, Joe left the motor running and grabbed his can of gasoline. He quickly dumped the gas in the tank, and was once again underway with only a couple of minutes delay. Heck, the lollygagging car behind hadn't even caught up yet! Joe smiled as he finished off his donut thinking to himself that he had outsmarted them this time. He was not going to run out of gas on this excursion.

The excursion concluded with all cars returning safely to their starting point a couple of hours later. The operators all helped each other load up their cars, said their goodbyes, and headed for home. Everyone had enjoyed another successful, and very enjoyable day on the rails.

Did Joe Speeder violate any NARCOA rules in this scenario? If so, which rule(s)? What should Joe Speeder have done differently, if anything?

to find Joe and his car immobilated. behind could have finally caught up only The lollygagging car running the engine while fueling motor- Rules., "Smoking, having open flame, or Section II of the NARCOA Book of of his motorcar. Joe violated rule #10, gine before pouring gasoline into the tank Joe Speeder should have shut off his en-

**KINYON**

# REDUCING RADIO NOISE

BY JOHN REYNOLDS



Many of us in NARCOA use aviation style headsets to talk to other cars on the radio, and to our passengers over the intercom. I purchased high quality aviation headsets, and installed an intercom with radio interface in our enclosed MT-14 last year. On the first trip the radio and intercom worked great during initial radio checks prior to departure. Once we got underway my ability to communicate rapidly deteriorated. Above about 20 MPH, although my signal was reported as good (the radio was putting out sufficient power), the background noise from the car was louder than my voice to the point

where I couldn't be understood.

How can this occur when our aviation headsets have noise canceling microphones? The short answer is that above a certain sound level, the microphones lose their ability to cancel out the background noise. Then the noise, along with your voice,

is transmitted creating what is called a poor signal-to-noise ratio.

There is an easy solution to this problem. Oregon Aero sells a product called a MicMuff®. It consists of a leather sleeve

with two small holes, one on each side, and a replacement foam microphone cover. Installation takes five minutes. On the first trip the results were truly remarkable. At track speed my radio sounded the same as when the car was stopped with the engine off!

To learn more, contact Oregon Aero at 800-888-6910, or visit their web site at <http://www.oregonaero.com>, or simply Google "MicMuff." There are three different models: Electret, Amplified Dynamic, and Military Dynamic. Most of us want the cover for the Electret type microphone, product #90015 (see Oregon Aero photo at left). The cost is \$14.00 each for a kit that fits David Clark® and Sigtronics® headsets. There may be other products available, but I can attest that this one works.

**DRY CREEK**

# POTTY-CAR ETIQUETTE

BY STEVE TAULBEE



Photo by Steve Taulbee

## WHY DIDN'T I THINK OF THAT?

BY JIM SPICER



Ever wish you had a dome light, but don't want to run a wire from your dash to the roof? A simple solution: use the wiper wire. (How often do you want a dome light and windshield wipers on at same time?) Simply install a single pole double throw switch in the line to your wiper. Connect wire from dash to center terminal, wire from one end terminal to wiper, then other end terminal to dome light.

Photo by Jim Spicer

As the owner of an A car, I occasionally pull the potty car. For those of you who aren't familiar with this language, it is a trailer (push car) with a portable toilet on it that is pulled behind a motorcar or hyrail. There are several things to remember about the use of this wonderful addition to an excursion.

It's not polite to cut in front of another person who is already standing in line. They probably have to go as badly as you do. If you are confused, ask where the line ends, and by all means wait your turn.

If there is no line, and the potty break is about over, tell the driver of the car pulling the throne if you are going to use it.

He needs to know. If he doesn't, be prepared to sit and enjoy the ride. Remember, such a ride not only will be embarrassing, but it will probably also be a little uncomfortable!

Don't be afraid to share appreciated supplies. On a recent run one of the ladies set a container of handy-wipes on the potty during a stop. These, and other such items, really come in nice.

When it is time to turn the potty car, or to load and unload it, please help. A couple of extra hands make the task go more smoothly. Finally, express thanks to the operator pulling it. His efforts help make your ride much more comfortable!

*Hank Brown, Area 6 Director and Excursion Coordinator extraordinaire, died June 16, 2008 at the age of 65 following a three-year battle with cancer. The SETOFF received several long tributes to Hank. Edited here are those tributes along with some postings from the e-mail lists. The placement of these heartfelt memorial messages next to the excursion announcements is in honor of Hank. - Editor*

He served on the Judicial Committee, was a Board of Directors member, and served as Area Insurance Representative. Hank will be especially remembered for the many excursions he planned throughout the US, Canada and Mexico. Our hearts and prayers go out to his wife, Carol, and his family. He will surely be missed by all who knew him. *Warren Riccitelli, Jr.*

Many of you surely have no idea how much of our hobby was, and will forever be, influenced by Hank. He was an avid motorcar and train buff with no equal. My mentor and friend, it was a great honor and privilege to have known you. *John Gonder*

Hank was a giant in this hobby. Who else could have organized the coast to coast Canada trip that he did? I will really miss him. *Dick Ray*

When I first visited a NARCOA Annual Meeting you [Hank] took the time to pick me up at airport. You showed immediately what a great, and interesting man you were. Your smile made the day on a number of tough issues at subsequent meetings. *Pat Coleman*

What I remember of Hank is his ability to make everyone around him feel welcome. I met him when I was the Area 4 Director. At that time, I was new to the hobby as compared to other board members, and it was Hank, with his quick wit who said, "come on in and meet everyone!" *Rick Tuffs*

He was born on December 7th, 1942 in Hinsdale, Illinois. Hank went on to serve his country in the Navy during the Viet Nam war. He married the love of his life, Carol Cutler, on July 6th, 1963, and they shared their lives for 45 years. Hank was a born leader. He was a supervisor during his 28 years with the Madison Bus Company and the proprietor of the Shorewood Realty Company. Upon retiring from the bus company, Hank and a friend

started a business called the Train Guys, building model railroads for people in their homes with much success. Hank was a member of the South Central Wisconsin Division of the National Model Railroad Association, serving as President for two terms, and on the Board of Directors for more than 20 years.



*Photo by Mike Heaton*

**Hank and Carol Brown.**

Hank and Carol formed Wilderness Tours, a motorcar excursion company and delighted people for 17 years with fantastic tours. I believe the contents of this farewell are quite clear. Hank's passion in life since he was a young boy was Trains, Trains, and Trains. He will live in my heart and thoughts forever. I write this letter with a large hole in my heart, because not only was Hank a fellow railroader, but next to my wife, MY BEST FRIEND. Good Bye Hank and start setting up those Motorcar trips in Heaven. *Dan Hiller*

Hank Brown opened Central Montana Rail with his Six railroads in Eight Days tour in 1991. - *Jan Taylor*

We attended the funeral ceremony which was more like a celebration of his life, and a remembrance of what he has meant to all who attended. Many of the people he built model railroads for attended as well as ... people from the Beaver Bus Company where he was voted "most congenial driver," so I guess that makes Hank "Mister Congeniality". During the afterwards ... often tears punctuated the conversations, and while men try not to shed tears in public, I saw no attempt made to hide tears for someone so well re-

garded as the "Hankster."

I was never disappointed in any trip of Hank's. He was one of the few organizers that could see that my homebuilt was not rolling junk, and even after I bought a "same old, same old" MT19 pumpkin on wheels, Hank continued to ask me to bring the Zephyr (my homebuilt).

Hank and I were kindred spirits of a world far removed from trackcars. We both loved the wild forests and waterways of our wondrous world, and we both enjoyed reading about the lives of wilderness people and animals. He was one of the MOST genuinely "people persons" I have ever met.

On my last visit, as I boarded the bus to take me down to Amtrak in Chicago, I had the sick feeling that this would be the last time I saw him. We hugged each other and when we shook hands I put both my hands on his, and tears started to moisten both our eyes, the hidden unspoken message was clear. I started to say something about the situation, but Hank, being the upbeat guy he was, cut it short saying, "let's not go there." We exchanged something very personal, we told each other "I love you," something men don't generally say to each other which made this parting something I will never forget.

For many of us, track car riding was secondary to the personal relationship with him. Many can say that Hank was "their" best friend. At the funeral, several men like Dan, Mike and Fred Furminger, told me that they had indeed LOST "their" best friend.

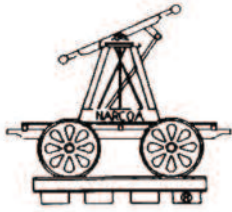
One of Hank's memorable phrases was, "It's been a great ride." He enabled me, and many others, to visit remote places that we would never have considered going to on our own. While we surely mourn the loss of his companionship and the blessing he was in our lives, his legacy lives on, and will continue to live on for many of us, in vivid color. What wonderful memories he gave us.

In our suffering humanity we cannot fathom why God would call away a man who so many loved and admired. On my trackcar, you will find an inscription old time riders may remember, "Follow Hank, he knows the way."

*Bill "Mad Dog" Kozel*

**MC CLOUD**



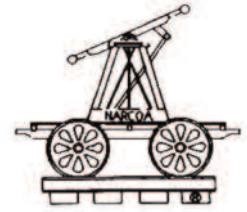


# NARCOA EXCURSIONS

## AS OF AUGUST 14, 2008

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

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



**September 12 -14, 2008 - CO/NM Cumbres & Toltec Scenic Railroad** (3 ft narrow gauge). Heart of the Heartlands will be hosting a three-day excursion on the Cumbres & Toltec Scenic Railroad (3 ft. narrow gauge) out of Chama, NM on Sept. 12 thru 14, 2008. Set-on late Thursday, Sept. 11, 2008 in Chama, NM. This excursion will cover over 300 miles over the three day period and will include a steak dinner at Osier Station on Saturday evening. Contact the Excursion Coordinator for additional details. Excursion Coordinator: Jim McKeel, 9742 Yosemite Ct., Wichita, KS, 67215-1531, phone: (316) 721-4378, e-mail: cp2123@cox.net Cost: \$350.00 per car plus \$30.00 per person. (The \$30.00 covers the steak dinner and drinks/snacks for five additional breaks at Osier Station.) Make checks payable to "Jim McKeel". Deadline for registration and payment: Monday, September 1, 2008. NARCOA Rules compliance, Insurance and Certificate of Examination card, spark arrestors and wheel chocks required. No smoking on railroad property except on the platform outside the Osier dining facility. No pets. No children under the age of 16. Lodging and meals (except for Saturday evening steak dinner) are on your own. There is a 25 car limit for this excursion. No mentoring of new operators on this excursion.

**September 12 -14, 2008 - MI FULL - waiting list only. Great Lakes Central RR** Clare, MI and run south to Ithaca and return on Friday, then northwest to Traverse City on Saturday, with return to Clare on Sunday. The entire trip will cover approximately 275 miles. The excursion fee of \$375 covers the railroad fee, overnight accommodations for 1 night in Traverse City (Sat., Sept. 13, 2008), ground transportation in Traverse City, and other miscellaneous excursion costs. Participants will need to make their own lodging arrangements in Clare for the nights of September 11 and 12, 2008 and should do so as soon as possible. Registration materials, complete details, itinerary, and maps will be sent upon receipt of the excursion fee. This is a NARCOA insured excursion and NARCOA rules apply. There is a 25 car limit. To register, send a check for \$375.00 (Payable to Great Lakes Railcars) to Michael P. Ford, 7712 Carpenter Court, Plainfield, IN 46168-8035. For questions or further information, contact Mike at (317) 839-9320 or via e-mail (mford@indy.rr.com).

**September 13, 2008 - CA Sierra RR** Saturday, September 13 - the Sierra run from Oakdale to Jamestown and return. The cost of the run is \$140 per car. Please send your check payable to PRO to Steve Paluso, 2878 Rosario Court, San Jose, CA, 95132 with a SASE. If you have any questions, you can email Steve Paluso at sbpaluso@aol.com or call (408) 956-8070 between 1:00 pm - 7:30 pm. Please no phone calls after 7:30.

**September 13 -14, 2008 - WA Pend Oreille Valley Authority Railroad** in conjunction with Newport, Washington's "Pend Oreille County Heritage Days." Saturday morning the excursion begins on POVA's Newport-Dover section (58 miles round trip). We will return around noon. Saturday afternoon participants are asked to help give rides to residents participating in the Heritage Days event at the Newport Depot. Sunday the excursion will continue on POVA's Newport-Metaline Falls section (124 miles round trip). The cost of the excursion is \$125. Preference will be given to those who participate in the Heritage Days activity. Limit 30 cars. Total track mileage will be approximately 162 miles. All NARCOA rules and guidelines are in effect. Operators must have NARCOA insurance and operator's certificates. Spark arrestors are required. Make checks payable to PRO, but mail them to Co-excursion Coordinator Bill Taylor, 917 Parkview Way, Missoula, MT 59803. Information packets with set on and lodging specifics will be mailed upon payment of the excursion fee. No

**The answer to the railroad quiz is:** the McCloud Railway Co. that was previously known as the McCloud River Railroad. Listed are the east to west points for the Hambone - Lookout line. This track is in the process of being pulled up following the last motorcar run there on July 12/13, 2008. Source: Altamont Press "California Region Timetable" No. 8, March 8, 1997, p71.

reservations accepted without payment. Fees are non-refundable after September 1st. For more information call (406) 721-2351 or email wtaylor@bresnan.net or Co-Excursion Coordinator Bob Shanklin at bobvi@conceptcable.com .

**September 14, 2008 - Stockton Terminal & Eastern Railroad** MOW and the Recreational Railroad Coalition will sponsor a one day excursion on the Linden Branch of the ST&E in Stockton, California. There will be at least Two Round trips for a total of 40 miles and a later run through town and back out to Linden for the diehards. Lunch will be in the STE office yard. Fat Freddy and his famous hot dogs will be on site. The cost for this excursion is \$35 per car. This is a NARCOA insured event and all NARCOA rules will apply. For trip details please email Dave Balestreri at dbalestreri@softcom.net or call (916) 531-7536. This excursion is near the Sierra RR run which will be held by PRO on Saturday, Sept. 13 and will round out a great motorcar weekend.

**September 19, 2008 - CO Creede Branch, Denver & Rio Grande Railway** Historic Foundation Set-on at South Fork, CO, travel to Creede, CO, a distance of 23 miles and return to South Fork the same day. Speeder limit will be 25. Cost: \$125.00. NARCOA rules and insurance will be in effect. Spark arrestors will be required. Jon Keeling will be EC. Contact Philip Walters, PO Box 57, Mancos, CO 81328 (970) 533-7177 or pwalters@frontier.net

**September 20, 2008 - OR Wallowa Union RR** The Wallowa Union Railroad will be celebrating its Centennial on September 20, 2008 and would like to invite any rail car groups that might be interested to ride on our line that day. The celebration will take place in the town of Wallowa, which is located in NE Oregon. Rail cars can put on in Island City (near La Grande) or they can put on in Joseph and run to Wallowa. If anyone is interested, I can give more detailed information. Mary Ann Keyser, Coordinator, Eagle Cap Excursion Train, Wallowa, OR 541-886-3200

**September 20, 2008 - GA Blue Ridge Scenic RR** Mineral Bluff, GA to McCaysville, GA - Approx 30 miles round trip. Supper stop in McCaysville. NARCOA rules apply. Set on Mineral Bluff on main line at the depot, at 4 PM, Safety Briefing at 5 PM. Do not set on until permission is given by EC. Price: \$5.00 per car active Blue Ridge Scenic Railroad Volunteers. All others \$10.00 per car. Coordinators: Carl Hymen (706-455-0492, Scottie Wershing (828) 644-5204, Ron Long (706) 632-9736. Email: aherron@tds.net

**September 20, 2008 - IA Appanoose County Railroad** Centerville, Iowa - The First Iowa Division announces a ride on the Appanoose County Railroad. Set on will be at 6:30am just south of the water tower in the southeast part of town with an 8:00am departure. We will travel 35 miles north to Albia on a well-maintained combination of welded and jointed track. This line also crosses the IC&E Kansas City - Quad Cities mainline and we might see a train there. Cost of the ride is \$35. Motels are the Super 8 (800-800-8000) and Motel 60 (800-437-7271). Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. Contact Carl Schneider at 515-967-5181 or e-mail motorcarl@mchsi.com for more information. This is a NARCOA-insured ride and all NARCOA rules apply.

**September 21, 2008 - OH Akron Metro Transit Authority Green Line** Ohio Valley Railcars invites you to participate in riding the 46 (approximate) round trip miles of the Akron Metro Transit Authority Green line beginning in Canton, OH and going to Akron, OH. Compliance with NARCOA and OVR rules is required. With the return of your registration, you will be sent a map and required NARCOA paperwork. Registration deadline is Sept. 10 Set on at 7:00 a.m. Experienced operators only. If you need mentoring, please call before sending in form. We will have many busy crossings. Excursion details are subject to change. Ohio Valley Railcars c/o Alan Wilber PO Box 368 Hartsville, Ohio 44632 330-877-6961 6-9 PM or email AWRAIL-CAR@aol.com Fee: \$35 Checks payable to Ohio Valley Railcars

**September 19 - 21, 2008 - NC Great Smoky Mountains RR** This is our GSMR RAILFEST 2008 RUN where we give rides and display our cars during the three day festival and then ride our motorcars in the late afternoon/early evening covering the entire GSMR line in segments over the three day period. Set-on will be in Bryson City, North Carolina. Total round trip miles for all days combined will be at least 100 miles. Cost for this three day event is: \$50.00. For a sign-up form or more info contact: E.C. Tom Falicon, 1227 Sawmill Creek Rd., Bryson City, NC 28713, Ph: 828-488-8063 or email; Rail-dawg@gte.net

**September 19 - 21, 2008 - SD Black Hills Central RR** Fall 2008 Black Hills Central RR motorcar ride. Cost: \$45.00 per motorcar, 15 motorcar limit. Set on will be at 3:45 pm Friday, with a 6pm departure evening run to Keystone, SD. Keystone is approximately ten miles from Hill City. Saturday we will make two runs to Keystone during the day and Sunday we will have a morning run to Keystone followed by setoff. Total track mileage for this excursion will be approximately 80 miles. NARCOA Insurance is required by all motorcars. All NARCOA rules will be applied. Checks should be made out to "Rocky Mountain Division". Contact: Lynn French email: flf450@aol.com Mail- 38688 Indian Head Lane, Crawford, CO 81415 (970) 921-7700 More details can be found at [http://www.rockymountaindivision.com/black\\_hills\\_2008.htm](http://www.rockymountaindivision.com/black_hills_2008.htm)

**September 20, 2008 - IA Appanoose County Railroad** Centerville, Iowa - Set on will be at 6:30am, 8:00am departure. We will travel 35 miles north to Albia and return. Cost of the ride is \$35. Contact Carl Schneider at 515-967-5181 or e-mail motorcarl@mchsi.com for more information including motel information. This is a Narcoa-insured ride and all Narcoa rules apply.

**September 20, 2008 - CO San Luis Rio Grande & San Luis Central** Alamosa to Center, CO - Set-on at Alamosa, CO on the SLRG, travel to Sugar Junction at Monte Vista where we switch onto the SLC and travel to Center, CO then we return to Alamosa the same day. The distance from Alamosa to Center is approx. 28 miles. Speeder limit will be 25 Cost: \$85.00. NARCOA rules and insurance will be in effect. Jon Keeling will be EC. Contact Philip Walters, PO Box 57, Mancos, CO 81328 (970) 533-7177 or [pwalters@frontier.net](mailto:pwalters@frontier.net)

**September 20 - 21, 2008 - NY New York Susquehanna & Western Railway, Syracuse Branch** 2-day run over the NYS&W Syracuse Branch September 20 and 21, 2008, 160 round-trip miles between Chenango Bridge, NY and Syracuse, NY. Saturday we will be running roundtrip from Cortland, NY to Syracuse, NY where lunch will be on your own at Sunday we will run roundtrip from Cortland, NY to Chenango Bridge, NY, lunch will be deli sandwiches for an additional \$9.00 per person. We will be stopping at convenient locations for bathroom breaks and a portable bathroom will be available. Operators and riders under 18 are not permitted by the railroad. The trip fee is \$120.00 per car which includes the railroad's per car fee. There is a 40 car limit. This is a NARCOA insured excursion, and all NARCOA rules will apply. This is a non-mentoring run. ECs for the trip are KC Smith and Chris Vitz. For trip details contact the VRA at 80 Royal Avenue, Hawthorne, NJ 07506 Tel: (973) 238-0555 or email to: [volunteerra@yahoo.com](mailto:volunteerra@yahoo.com). You can also sign up and pay for the trip with a major credit card via our website at <http://www.vratrips.org> *On August 5th, 2008 we were notified by the NYS&W that ALL operators must pass a Northeast Operating Rules Advisory Committee (NORAC) guidelines training class and test prior to the event. If you have a current NORAC certification please mail us copies that we can forward to the railroad. A four hour class with pizza dinner will be offered Friday night in Cortland, NY prior to the next day's trip. To attend the event operators MUST attend the class and pass the test. We are sorry for the inconvenience, but this is a new requirement of the railroad. Your NORAC certification will be good for one full year.*

**September 21, 2008 - CO San Luis & Rio Grande RR (LaVeta Pass)** Set-on at LaVeta, CO and travel over the pass to Blanca, CO a distance of 42

miles. Return to LaVeta the same day. NARCOA rules and insurance will be in effect. Speeder limit will be 25 Cost: \$125.00 per speeder. Sweeps, wheel chocks, spark arrestors will be required. Jon Keeling will be EC. Contact Philip Walters, PO Box 57, Mancos, CO 81328 (970) 533-7177 or [pwalters@frontier.net](mailto:pwalters@frontier.net)

**September 25 - 27, 2008 - IL 2008 NARCOA Annual Meeting** Sheraton Gateway Suites, 6501 North Mannheim Road, Rosemont, IL 60018 This meeting is open to all paid NARCOA members. Any member wishing to address the board, or add items to the agenda, must contact Warren Riccitelli at (401) 232-0992 or [warren.riccitelli@verizon.net](mailto:warren.riccitelli@verizon.net). To secure a hotel reservation at the NARCOA rate, contact Carl Anderson at 847-882-5329 or [ca636@aol.com](mailto:ca636@aol.com).

**October 04 - 05, 2008 - CO Leadville, Colorado & Southern RR** This excursion starts in Leadville, CO and continues up above tree line at 11,000ft, near Freemont Pass and the worlds largest Molybdenum mine at Climax. Please be aware of "Mountain sickness" and weather changes can happen very quickly here also. Please be prepared. NARCOA Insurance is required by all motorcars. All NARCOA Insurance is required by all motorcars. All NARCOA rules will apply. Forest Service approved spark arrestors REQUIRED. Cost: \$70 per motorcar. Lodging and food are on your own. Contact: Gus Mocilac [gus\\_mary@comcast.net](mailto:gus_mary@comcast.net)

**October 04 - 05, 2008 - NC Aberdeen Carolina & Western Railway.** Railcar Operators of the Carolinas (RO-C) will host a motorcar excursion with Aberdeen Carolina and Western Railway (ACWR) located in Star North Carolina on October 4th and 5th. Mileage for the event is approximately 132 miles for both days. Saturday's ride is 88 miles round trip and Sunday's ride is 44 miles round trip. There will be a 25 car limit, a waiting list can be provided. The cost for this two day event is \$100. All NARCOA rules will be strictly enforced. This is a non-mentoring event. Radios are permitted on the NARCOA frequency only. Railroad and trip information: Rick Tufts, [rtufts@nc.rr.com](mailto:rtufts@nc.rr.com) EC: Carey Boney, [careyboney@embarqmail.com](mailto:careyboney@embarqmail.com) Tom Stallings, [tomstallings@coastalnet.com](mailto:tomstallings@coastalnet.com)



Photo by Perry Simants

**Mt. Shasta is shrouded in mist as the last run east prepares to leave the McCloud Rwy shop on Saturday, June 12, 2008.**

**October 04 - 11, 2008 - AZ 2008 Southwest Rail Tour** - Arizona Eastern Rwy, Grand Canyon Rwy, Copper Basin Rwy, Apache Rwy. October 4,5,6, 2008- Arizona Eastern Railway and the Clifton Subdivision. Dave McClain, Excursion Coordinator, Pacific Railcar Operators. The Southwest Rail Tour begins at Safford, AZ. Arizona Eastern Railway excursion will run to Globe and return on Saturday October 4, 2008. A 168 mile round trip. The excursion will continue on Sunday, October 5 with a 78 mile round trip run to Bowie and return to Safford. The excursion will drive to Lordsburg, New Mexico on Sunday evening. On Monday, October 6 a 140 mile round trip run will be made on the Clifton Subdivision from Lordsburg to Clifton, AZ and return. October 8, 2008- Grand Canyon Railway. Dan Berg, Excursion Coordinator, Motorcar Operators West. After completing the Arizona Eastern Railway excursion the Southwest Rail Tour continues with a travel day to Williams, AZ on Tuesday, October 7, with the set on in Williams scheduled for Tuesday afternoon, October 7 between 3pm and 5pm MST. On Wednesday, October 8 the excursion will leave Williams and run to the South Rim of the Grand Canyon and return for round trip of 127 miles. A noon layover at the Canyon's South Rim will give operators and guests the opportunity for lunch and sight-seeing. After the set off the tour will travel to Hayden, AZ for the Copper Basin Railway excursion. The Grand Canyon Railway management requires all participants to wear long pants, work boots and safety glasses. No pets will be allowed nor smoking permitted on railway property. Cost of the excursion is \$240. Please send your NARCOA Certificate and Insurance numbers, signed MOW General Release and Agreement forms, along with a \$240 check made out to MOW and a self addressed 42 cent stamped envelope to Dan Berg, 2017 Mule Creek Rd, Las Vegas, NV 89134. For more information contact Dan at (702) 341-8617 or email at [dabajb@anv.net](mailto:dabajb@anv.net).

**October 04 - 07, 2008 - ME FULL – join waiting list. Downeast Tour Part 1 - Montreal, Maine & Atlantic Railroad** – On Oct 4-5, NERCA will present a fall excursion from Searsport to Millinocket. The railroad will be showing its fabulous fall colors starting on the Maine coast and travel to Millinocket near Mount Katahdin on this two day overnight excursion. Overnight accommodations will be in Millinocket. Seton will be in Searsport. RT mileage is 214 miles. This is a non-mentoring excursion. No Hy-Rails. Excursion fee of \$350 includes Saturday dinner, Sunday box lunch and gas coupon.

**Downeast Tour Part 2 – On October 6th**, we travel to the Downeast for a firsthand look at this new Scenic Railroad. This is the surviving part of the Calais Branch the remaining will be ripped up for a trail. Total mileage is 60 RT miles. We will travel from Washington Junction to Brewer. Mentoring allowed. No Hy-Rails. Excursion fee is \$60.00. Part 3 – Rail Rails – (ex-Belfast & Moosehead Lake Railroad) - On October 7th, we travel to Unity for an excursion on the former Belfast & Moosehead Lake Railroad, Recently reverting to state of Maine control. Total RT miles are 50 miles and will include the entire line. Mentoring allowed. No Hy-Rails. Excursion fee is \$45.00. Downeast Tour – all 4 days \$455.00 Extra Persons – 22.50 ea. Excursion coordinators are Warren Riccitelli / Al Elliott, for more information contact Warren Riccitelli @ (401) 232-0992 or warren.riccitelli@verizon.net.

**October 11 - 12, 2008 - WV West Virginia Central** Appalachian Rail Excursions is pleased to announce a motorcar run on the West Virginia Central in Elkins West Virginia for October 11-12, 2008. Come ride the most scenic railroad south of the Canadian border. Travel West Virginia's ex CSX, B&O, and Western Maryland Railroad through mountains and along streams on a railroad flanked by some of the best scenery in the east. On Saturday we will start at Elkins West Virginia at the former Western Maryland Depot and travel south to Spruce. At Spruce we will switch to Cass Scenic Railroad's Spruce connector. We will travel the 1.5 mile track to Old Spruce where we will meet Cass Railroad's Bald Knob Train. This is approximately 120 round trip miles. The cars will remain on the tracks at the Western Maryland Depot with a security guard watching them. On Sunday we will travel north to Belington and onto Tygart Junction where the WVC interchanges with P&LRR (formerly CSX's Cowin Sub). At Belington you can check out the West Virginia Centrals equipment. Sunday's run is 60 round trip miles with a possibility of 20 additional miles. **THIS IS NO-MENTORED RUN. ONLY EXPERIENCED OPERATORS. NO HIGH RAILS.** All NARCOA rules apply. No Sneakers, over the ankle hard soled shoes are required by the railroad at all times. There is a 40 car limit for this run. Box lunches will be available on Saturday for an extra fee. Set on is at the Western Maryland Depot. For more info and registration: EC - Paul S. Rujak Phone:304-670-4099, 786 Hudson Hill Road E-mail: psrujak@yahoo.com Weirton, WV 26062-5584 No e-mail or phone registrations accepted! Cost is \$135

**October 11 - 12, 2008 - QE Chemin de fer Charlevoix Inc.** CLUB RAILCAR QUÉBEC is pleased to invite you to ride along the North Shore of the St. Lawrence River and pass the fabulous Montmorency Falls or the Ste. Anne Basilica in Beauport. Participant will travel 92,1 miles each day between Québec City & Charlevoix. We are trying to get prices for rooms on Saturday night. This ride must be fully booked by September 3, 2008 and we shall advise you by that date. We wish to get at least 30 to 35 cars. Trip fee is \$235. Ken Annett will be the E.C. All NARCOA rules and insurances will apply. Lodging and foods are on your own but we might stop near a restaurant (on Saturday and on Sunday) and will confirm on time. This is the first ride organized by the Club RailCar Québec. Please, made check payable to "Club RailCar Québec" or pay with VISA or MASTER CARD if necessary: send your name, numbers and effective dates in two different E-mails or into a labelled letter. No checks will be processed before September 8, 2008. It's October; so bring warm cloths and boots. Thanks, Louis-François Garceau (traq@sympatico.ca) - Secretary, Club RailCar Québec - 5408, rue de la Rap-

sodie, Charny (Québec) - G6X 2Z6 - Canada. Phone: (418) 832-1502; leave a message.

**October 11, 2008 - PA/NY Wellsboro & Corning Railroad.** Note: Railroad is under new management and this trip is not confirmed – Ride the 70 miles RT of the Wellsboro & Corning Railroad from Wellsboro, PA to Gang Mills, NY and back. Former New York Central. Proof of NARCOA insurance required, all NARCOA rules will be enforced. Registration fee - \$55.00. Note: All CPE rides are rain or shine. No cancellations due to weather. Hard soled shoes required, no sneakers or sandals. Children must be closely supervised at all times. Send check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: (570) 538-9050 or email firefighter5@jlink.net

**October 18 - 19, 2008 - NJ New York Susquehanna & Western Railway, Southern Division.** On Saturday the participants will travel approximately 100 round-trip miles between Riverdale, NJ and Warwick, NY. On Sunday we will run approximately 60 round-trip miles between Riverdale, NJ and North Bergen, NJ. Operators and riders under 18 are not permitted by the railroad. Trip fee of \$120.00 per car includes railroad costs. Lunches will be deli sandwiches on both days for an additional \$9.00 per person, per day. ECs for the trip are KC Smith and Chris Vitz. There is a 40 car limit. This is a NARCOA insured excursion, and all NARCOA rules will apply. This is a non-mentoring run. For trip details contact the VRA at 80 Royal Avenue, Hawthorne, NJ

07506 Tel: (973) 238-0555 or email to: volunteerra@yahoo.com. You can also sign up and pay for the trip with a major credit card via our website at <http://www.vratrips.org> On August 5th, 2008 we were notified by the NYS&W that ALL operators must pass a Northeast Operating Rules Advisory Committee (NORAC) guide-



Photo by Matthew Shuman

**Last visit to the McCloud Rwy yard at Burney, CA - site of many event set-ons.**

*lines training class and test prior to the event. If you have a current NORAC certification please mail us copies that we can forward to the railroad. A four hour class will be offered Friday night prior to the next day's trip. To attend the event operators MUST attend the class and pass the test. If you have attended a previous class and have a current NORAC certification you will not need to attend. We are sorry for the inconvenience, but this is a new requirement of the railroad. Your NORAC certification will be good for one full year.*

**October 18 - 19, 2008 - GA Georgia Southwestern RR** Saturday: Shellman, GA to Eldorado (Bainbridge), GA - 114 RT Miles. Sunday: Shellman to Dawson to Shellman to Eufaula, AL - 93 RT Miles - We will run from Shellman east to Dawson, turn and continue West back thru Dawson all the way to Eufaula, AL. Requirements: You must be a member of NARCOA, have NARCOA Insurance, and have passed the Rules Test. All cars will be inspected. All NARCOA rules will apply. No refunds after September 18, 2008. All operators and passengers must wear a Safety Vest/Shirt while on railroad property. A mobile VHF radio capable of receiving railroad frequencies is strongly encouraged. Please make your check for \$150.00 payable to: Atlanta Railcar Transportation LLC c/o Bobby Moreman - EC, 3520 Cold Springs Lane, Chamblee, Georgia 30341. Full refunds before September 18, 2008. There is a strict limit of 35 motors and a waiting list will be established. moreman@mindspring.com More info at <http://saalembranch.nfshost.com/motorcar/>

**October 24 - 26, 2008 - UT Heber Valley Railroad** There is a 35 car limit for this run; cost per car is \$85. There will be four round trip runs from Heber City to Vivian Park and back. Set on will be Friday afternoon at 5:00 pm. There will be a Friday sunset run. Saturday, there will be two runs, the first a sunrise run and the second a noon run. There is a picnic ground available at Vivian Park and gourmet Box lunches are available from the Railroad. Total track miles for the four runs will be approx. 128 miles. Spark Arrestors will be required. NARCOA Insurance is required by all motorcars. All NARCOA rules will be applied. Checks should be made out to "Rocky Mountain Divi-

sion". Contact: Lynn French email- flf450@aol.com Mail- 38688 Indian Head Lane, Crawford, CO 81415 (970) 921-7700 More details can be found at [http://www.rockymountaindivision.com/heber\\_2008.htm](http://www.rockymountaindivision.com/heber_2008.htm)

**October 25, 2008 - IA Iowa River Railroad** Eldora, Iowa - Marshalltown to Steamboat Rock, about 70 miles round trip. We plan on possibly riding the line twice if time permits. Cost of this ride is \$45 per car. The set on time will be at 7:00am with an 8:00am departure.. Dave Pratt (515-674-3803) is the Excursion Coordinator for this ride. Contact Carl Schneider at 515-967-5181 or e-mail motorcarl@mchsi.com for more information including motel information. This is a Narcoa-insured ride and all Narcoa rules apply.

**November 1 - 2, 2008 - GA Chattooga & Chickamauga RR** Saturday: Central of Georgia Line, A portion of your trip will be through a part of the Chickamauga National Battlefield - Approximately 90 miles RT. Sunday: The TAG Line. Kensington to Chattanooga and return - Approximately 42 miles RT. You must be a member of NARCOA, have NARCOA Insurance, and have passed the Rules Test. NARCOA approved Hi-Rail Vehicles OK. No refunds after October 1, 2008. All operators and passengers must wear a Safety Vest or Safety Shirt while on railroad property. A mobile VHF radio is strongly encouraged. The cost for both days is \$150.00. This year I am not able to divide up the days as in the past. There is a limit of 35 motorcars for this fall color adventure on rails. Please make your check payable to: Atlanta Railcar Transportation LLC c/o Bobby Moreman - EC, 3520 Cold Springs Lane, Chamblee, Georgia 30341. No refunds after Oct. 1, 2008. [moreman@mind-spring.com](mailto:moreman@mind-spring.com) More info at <http://saalem-branch.nfshost.com/motorcar/>

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

**November 1, 2008 Texas State Railroad.** Come and ride the historic Texas State Railroad from Rusk to Palestine, TX. Sponsored by Gulf Motorcars the run of 50 miles round trip will be during the prime fall colors of the area and will begin with a set-on at 6:30 am at the Railroad Shops in Rusk with a lay-over at Palestine where a museum and static exhibits including the famous T&P 2-10-4 locomotive that pulled the Freedom Train will be on exhibit. Box Lunches will be available for purchase at Palestine. The run will be in conjunction with the railroad's own Steam or Diesel Passenger Trains and there will be plenty of photo opportunities. NARCOA event, \$100 per car. Event Coordinators are Kelly Ricks and John von Briesen, [mt19a2@verizon.net](mailto:mt19a2@verizon.net).

**November 1 - 2, 2008 - NH Annual Snowflake Run** For our fourth year, NERCA will be working in conjunction with two great railroads, the New England Southern & Hobo Railroads for an exciting and beautiful late fall excursion in the White Mountains. This late in the year, we are playing with Mother Nature and the potential of winter weather. This is a welcome change from the heat and humidity of the annual Hobo June run. Seton will be in Concord, NH and travel north thru Tilton, Laconia, Weirs Beach, Meredith, Plymouth, and Thornton before arriving for our overnight stay in Lincoln. Event fee of \$325 includes excursion, overnight accommodations, continental breakfast and the famous Hart's Turkey Farm Turkey Dinner in our hotel, Roast Beef also available. Extra dinners are \$20.00 per person in advance. Total mileage approximately 146 miles. This event is sponsored by NERCA. NARCOA insurance and all NARCOA rules apply. Safety vests required on all participants. Hy-Rails by prior permission only. Excursion Coordinators: Warren Riccitelli / Al Elliott Contact: Warren Riccitelli, 39 Jacksonia Dr.

North Providence, Rhode Island 02911 Phone: (401) 232-0992 or [warren.riccitelli@verizon.net](mailto:warren.riccitelli@verizon.net)

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

**December 06, 2008 - PA North Shore Railroad ANNUAL TOYS FOR TOTS RIDE** - Ride the 86 miles RT of the North Shore Railroad from Northumberland to Berwick and return. As part of the fee for this ride, please bring a new, unwrapped toy with you for either a boy or a girl. The Toys for Tots folks will be on hand to collect the toys. We hope to have good press coverage for this event. The public will be invited to bring a toy also and to see your motorcars. There will also be prizes for the best Christmas theme decorated motorcars. Proof of NARCOA insurance required, all NARCOA rules will be enforced. Registration fee - \$55.00. Note: No cancellations due to weather. Hard soled shoes required. Children must be closely supervised at all times. Send check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: (570) 538-9050 or email [firefighter5@jlink.net](mailto:firefighter5@jlink.net)

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

NC 28713, 828-488-8063, [raildawg@gte.net](mailto:raildawg@gte.net)

**First & Third weekends of each month - NC Red Springs & Northern Railroad Excursions** Held On A Monthly or Bi-Monthly Basis 2008 season - Railcar Operators of the Carolinas (ROC) invites you to ride 12.5 miles on the Red Springs & Northern Railroad in Red Springs, Located near Fayetteville, NC and 17 miles west of Lumberton /US 95 on Hwy 211. NARCOA rules are in effect. Trips are mainly on Saturday starting in Red Springs and going north to Parkton, NC and return. Cost is \$20/day or ROC membership of \$50/year. Contact person: Carey Boney - EC, 1605 Powers Road, Wallace, NC 28466. Tel: 910.285.7489 or [careyboney@embarqmail.com](mailto:careyboney@embarqmail.com)

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

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

## NO CALENDAR THIS YEAR?

### NO PHOTOS HAVE BEEN RECEIVED !

Without your shots there will not be a 2009 calendar! The deadline is October 15, 2008. Please send your camera resolution photos in .jpg format on a CD to The SETOFF Editor by mail.

Please mark the envelope "2009 calendar."

Please include caption information, such as the railroad name and location, and who took the photo. Please support the 2009 calendar by burning a CD and sending it in now!

# WANTED

**WANTED NJ - BMC2 Beaver car hydraulic tank.** Do any of you out there have a hydraulic tank or other parts for a BMC2 so I can complete my car? Thanks. Craig W. Hartman, Kinnelon, NJ 07405 hartindinc@aol.com 973-838-4456 973-838-3630 fax

**WANTED CO - Air Filter Housing for an B48G Onan.** I have the base, just need the top. BTD1972@msn.com Thanks, Brian Delaplaine

**WANTED FL - Plans, pictures information** and any parts available to construct a 3 ft gauge pump car. Jim Garner JGrrman@aol.com 904-264-5564

**WANTED CO - Turntable for MT-14.** Contact Robert Small robmsmall@comcast.net Thanks for any help.

**WANTED OR - Cast aluminum plate for turntable.** Please contact Bob Baker at: rwbtoy@msn.com.

**WANTED OH - One 18-20" wheel.** I am looking for one wheel that is 18 to 20", It can be less than 1/8" thickness left. Thanks Tim Fox Email fox0385@yahoo.com

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# FOR SALE

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

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

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

**Two axle motorcar trailer (PA)** capable of carrying two inspection or two gang cars. I'd like to TRADE it for a trailer that can haul one motor car as I've reduced my fleet. Possibly could bring it to a NERCA meet and make the trade. Excellent condition: painted last year, newer tires and bearings. Jon Kirchanski genrail1@verizon.net 866.857.3013

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

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

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

**A4 Total ground up restoration** with no expense spared, located in Morganton, GA.. It has been stored inside and is NARCOA ready. All new body parts, hydraulic turntable, 3 air ride seats, 2 stationary seats. Nicest car I have ever owned. Trailer is custom built with all steel, electric brakes, Ramsey 8,000 lb winch, 2 new batteries. \$13,500. Will consider taking an MT 19 in trade. Additional pictures on request. Carl Hymen, 706-455-0492. aheron@tds.net

**Stand and loading ramps for pickup or flat bed truck.** (CA) This originally came from the So. Pacific R.R. This is pre Hyrail. Just bolt it in to the bed of your pickup and winch up your speeder. This is nice here in California where you won't be limited to 55 mph pulling your speeder on a trailer. Fits MT-19 -S-2 cars. Needs paint and little TLC. \$500 plus shipping. Can be picked up in Redding Ca. LyleBreese 530-275-0639

**1982 Fairmont S-2 (IA)** in great original condition. Good wheels, tow bar, radio hookup, 4 fairmont style seats. Starts on first or second crank. Pick up at farm in central Iowa close to I-80 and I-35. Wayne Rimathe Slater, Iowa. Phone 515-228-3019

**Signal Maintainers Cart** - (TX) Consist of 5 pieces - Powered by small dirt bike motor and wheel - New Motor has never had gas or oil - Padded seat is a tool box - frame separates in middle - Good conversation piece - Asking \$1000 \$600 or best offer - FOB Georgetown, TX - Email: turnercb3@aol.com - Call Charles Turner 512-750-8115.

**Pair of Fairmont A -8's** - (NC) Here's a chance to own the largest Fairmont motorcar made. Yellow car is off Aliquippa & Southern Rwy and the orange car is off the Clinchfield RR. Six cyl Ford, Four wheel drive, Disk brakes, one has a factory TT. There is about a car and a half here between the two of them. \$11,500.00 for the pair. Please email me for a complete sheet of details. **Standard Gauge Cart.** one axle slightly bent at hub. Axles have bolt on wheels on one side, differential type wheels/hubs on the other side. \$375.00 **Fairmont A-4 - Former CN car,** Ford industrial 4 cyl engine, Everything needs to be gone through, but this is a good, solid car for rebuilding, I've never started the engine but everything looks sound. Sold: as is. \$3,500 **MT-14 Narrow Gauge Axle Set** - Take that old Mt-14 you have out back and turn it into a narrow gauge car for scenic runs on the D & S and the C & T. \$350 plus shipping. Contact; Tom Falicon, Bryson City, NC 828-488-8063, Rail-dawg@gte.net

**Fairmont A3-C gang car.** (CO) From the Colorado & Southern Railway, this car will make an excellent restoration project and appears complete except for fuel tank. Included is an extra set of four 5/16" thick Fairmont wheels, copies of various Fairmont A3-C flyers, and an A3-C manual recently purchased from Fairmont (Harsco). Located in Pueblo, CO., the car is available for \$2,200 o.b.o. Additional photos available upon request. Contact Doug Sumner @ 719-545-9752 or drgw478@msn.com.

**Restored Rock Island S2** - (IA) This car spent its life around Greene Iowa on the old Rock Island. New lumber (still have the original with car number). Engine gone through and runs nicely... evaporator has a ding but it may have been repaired as no leaks so far. New wheels, brakes good, new leather belt, installed new seats, crank goes with it. A fire extinguisher and first aid kit and you'll be ready to ride the rails. The windshield and roof go with it. \$5000. Contact: Bryan Shupe, St. Ansgar, IA 50472, Phone: (641)425-9191

**FREE - Decals For Copper Canyon Trip** - For those who were able to enjoy the Copper Canyon Trips with Hank Brown, Keith Mackey or Al McCracken, Al has some peel-off decals available. "El Trenecita que puida Ferrocarril Mexicano Copper Canyon Speeder Tour" Send Al a SASE and a short note and he will gladly mail you one. Al McCracken - 2916 Taper Ave. - Santa Clara, CA 95051

**MT19 CN car,** (MI) Onan with foot clutch, new Les King seats and double roller chain, restored 2 yrs ago, been on 2 Narcoa trips, Narcoa ready with real nice tow bar. Eric J. Keough, 111 Autumn Trail, Marquette, MI 906 360 9960 \$6500

**Fairmont M-19 (PA)** age is unknown, believe that it was made for Canadian Pac. The car is NARCOA ready, and has been on several runs over the last 2 years. You add the flags, first aid kit and the tow bar and you are ready to go. New wiring in 2007, brakes are new, wheels well within tolerance. all glass, wipers and motors. New Lights, some spare parts, 2 tool boxes (1 not to good a shape) 2 Document hoppers Need to sell this car so I can pay for the next one I'm getting. Asking \$3,000 In the Pittsburgh, PA

**FL - F - M 40B parts and bulbs** 1 front axle and 1 rear axle unused but some surface rust, \$250. 2 used pistons \$25. 1 pr. unused aluminum bearing housings for the drive wheel shaft, \$60. 1 timer for a Sheffield model 54 or 84 car, \$40. bulbs for Fairmont hand lantern, #1491 and for 6 V tail lights, markers # 63. Jay Boggs email: boggsrr@bellsouth.net

**Fairmont 1952 M9-G and Trailer** - (KS) This spring suspension speeder has a 1 cylinder, 2 cycle engine. Restored with windshield wiper motors, side/rear curtains, wheels, brakes, seats, large muffler, trailer with electric winch & battery, spare tire, travel/storage cover. The two custom storage boxes on the front of the car are real handy. I added the electric control panel and wood box that has: AM/FM adio/cassette player; 50W VHF transceiver for group communications; volt meter; engine hour meter (now at 101 hours); fuel gauge; two stereo headsets with microphones for the intercom, radio, and transceiver; stereo speakers; variable air horn control; fuse panel; front storage door open warning light; and two 12V accessory sockets. I built this feature rich motorcar to last a long time and at a high investment; I did not anticipate that my efforts would be stifled by my bad knees and legs. I will gladly email anyone a DETAILED and PICTURE LADEN document about what you get and need to know about this car (44 photos including electrical diagram); email me to down load the 3MB pdf document. Price is \$7000 for car and trailer located in Wichita, Kansas. William Kinney, wkinney@cox.net, 316-744-3565.

**1 MT-19, 2-MT-14's with fibreglass cabs.** (AB) Ex CN cars, basically complete, need some glass, new fuel tanks etc. \$1500 each or \$3500 for all 3. EX-CN HD push car has steel toolboxes and steel frame. Ideal for service work or remove toolboxes and mount Porta-Potty. Has 10,000lb rating. \$600 FOB Edmonton, Alberta, Canada. Contact Bob @ bobcantin@cruzinternet.com for more pics and info.

**1946 M19 Fairmont Open Car** and ROD (Roller Bearings) engine. (MI) \$3000. Runs Great and ran E&LS and Great Lakes Runs in MI recently as well as others. Selling due to lack of time and no interest from my wife in going on the longer runs, so offering car for sale but still always a Narcoa member as have so many friends in the hobby. Engine is very strong and has a 12 volt charging system with a voltage regulator to step down to 6 volts for the coil. Wheels all good, brake lights and headlight all work good. This car is mechanically sound and ready to roll, you may wish to paint the upper part of the car, underneath was all painted in floor restoration, I just never got around to it. I have the cab that originally came off the car and it goes with it, its an older pointed nose cab, I can send pics of this and many other pics if you email me at camelot35@hotmail.com or call 231-796-5495

**Original Factory Operators Manual for Waukesha ICK engine.** 100% beautiful. \$45 plus shipping. Reproduction - Waukesha engine ICK Parts List. 36 pages \$20 plus shipping. General Instructions for the Waukesha Engine. Reproduction. Lots of pages 1/2 inch thick!! \$25 plus shipping. Paul Goldzung, Columbia, TN 931 583-9105 or pprockytop@aol.com

**Fairmont Axle Belt Pulley** (AZ) - (2) New Original Fairmont M21581K Axle Pulley, fits M9, M15, etc. cars. Price \$200.00 plus shipping cost. Contact: Dudley Newman, 4232 N. 35th St., Phx. Az. 85018 Phone: (602) 952-0035 E-Mail: rr.man@cox.net

**Heavy duty push/drive on turntable** - M19/MT19 or other small cars turntable home made \$200.00 OBO Located near Atlanta, Ga. Pick up or delivery of items must be set up by buyer. Stanley Wilson 770-401-9358 boilerplant2001@yahoo.com

**Fairmont M-9 windshield**, part #76176, in good condition. \$200.00. Fairmont M-19 roof and rear support. Will require 8 holes to be welded shut and rear "v" support to be riveted to roof. \$200.00 Located in Pueblo, Colorado. (719) 545-9752 or drgw478@msn.com.

**CR7** - This car was completely rebuilt in 2005 including the engine. Lots of pictures available upon request. This Canadian car was built in 1975 and has an ROC engine, upgraded to a solid state ignition. Completey NARCOA ready and comes with a radio antenna to hook up to your NARCOA radio.

Asking \$4000 or offers and have receipts for all parts put into car (have nearly \$4500 invested excluding labor). I will be traveling from Pierre, SD to Riley KS the second week of August and can deliver free of charge along the route. Feel free to contact me for more information or pictures. Dave Voeltz, Pierre, SD 605-224-2964 dvoeltz@pie.midco.net

**Fairmont MT-14** motor car. Onan engine. (WI) Has a manual crank turntable. Outside and inside in real nice condition. Comfortable bucket seats with seat belts. Last run was three years ago and ran good. NARCOA complaint at that time. Asking \$3,800.00. Rick Hanson at : RickLindaHanson@TDS.net or (715) 851-9230 and leave message. Car is located in Bonduel, WI.

**Fairmont M19 Motorcar Package.** (MT) riginal NYC, No. 1100, Big Four car with Fairmont manual and original railroad invoice. Car has an ROB engine but will also include an ROC as well also includes various spare parts including rear pulley and two new Pontiac buzz-box coils, two new seats—never out of the box. Got all parts for air compressor attachment for horns, including tank. Trailer with custom steel rails and hand winch. Haven't run car for about 5 years, but rebuilt the C5 carb when first purchased. Car is located in Coldwater, Michigan. Package worth about \$7,000, but I'm open to offers. Call Troy Strane at (517) 617-1908 or e-mail me at troy@troystrane.com.

**2 Cycle Parts** - (MT) New items many with the Fairmont shipping tags still attached. New 15" x 5 1/2" aluminum belt pulley with 1 1/4" Keyed shaft. \$95 plus shipping. Weight is 20 pounds. New Fairmont RQD crankshaft and seals part # A 774 still covered in original cosmoline. New 2 1/2" National oil seal and 10 new 2" seals, \$5 each. Shaft is \$125. 2 ea. 16" pressed steel Fairmont wheels with the Fairmont tags still attached. They are the older 16 x 1/4" x 4 1/2 wheels. \$100 each plus shipping. Weight is 35 pounds each. 5 ea. 20" pressed steel Fairmont wheels - 4 with the Fairmont tags still attached. \$500 each (Fairmont sells them for over \$600) plus shipping. If you take all five, you can have them for \$2400. Weigh about 70 pounds each. 4 new Fairmont hubs for 1 7/16" axles such as MT 14s. Price is \$25 each plus shipping. Weight is 15 pounds each. 2ea. M24770A bearing blocks and bearings for older cars with the old style oiled bearings included. I had a M 19B that had them years ago. Weight is 15 pounds each. Actual shipping charges will be calculated to your destination from 59803. All parts are located in Montana. For more info or questions contact Bill Taylor wtaylor@bresnan.net or use the NARCOA directory to call me.

**M19, Ex frisco car.** RKB twin, runs.(CO), just needs your flags and fire extinguisher and it is NARCOA ready. MSD ignition (coil, wires, ignition module), new boat seats, new glass, installed inspection window on operators side front, new brakes, very good wheels, All new wiring, new battery, battery disconnect. Needs is curtains, horn wired in, paint, one lift handle end are broken and new wood blocks on the back of the floor. \$4000. Email for pictures. BTD1972@msn.com

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

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# SUPPLIERS

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

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

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

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

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

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

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

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

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

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

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

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

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

# 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 includ-ing s/h. The new calipers have a bold mark at the 1/8" minimum. **Because the new stainless steel calipers are just start-ing production, the photo at left is of the no longer available old caliper. We'll get an updated photo in the next edition.** Make your check payable to NARCOA, and mail to Warren Riccitelli, 39 Jackson Drive, North Providence, RI 02911 E-mail questions to: warren.riccitelli@verizon.net

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



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



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

# SPOTLIGHT ON AN AFFILIATE



## NORTH CENTRAL RAILCARS

A CLUB AFFILIATE IN WISCONSIN  
**BY DAVID OTTE**  
**PRESIDENT**

North Central Railcars, the oldest affiliate within NARCOA, is alive and... well... we could use a few good railroads. Our organization would like to sponsor more excursions. The last few years have been lean ones. A major regional railroad, The Wisconsin & Southern, has denied us the privilege of riding their rails. Other players in our area are The Canadian Pacific, Canadian National, Burlington Northern Santa Fe, and Union Pacific. Need I say more?

We hold an annual meeting in March. At that meeting we review the past year and go over upcoming excursions. Mike Ford is our Chief Excursion Coordinator. Mike is responsible for coordinating all excursions sponsored by North Central Railcars. A local favorite, which fills up fast, is the Escanaba & Lake Superior RR run from Iron Mountain, MI to Ontonagon,



Mike Sholtis sets on in Kingsford, MI., under the direction of Excursion Coordinator Mike Ford.



Photos by Dave Hawley

A four way meet in East Troy, WI. with Lynton Brooks' Milwaukee Road MT-19, Richard Potthast's Great Northern MT-19, and Dave Otte's Denver and Rio Grande MT-19. Dave Hawley is on the roof of his A-4 (which is the 4th car).

MI. The short line allows us an excursion every 3 years.

Opportunities to operate railcars are available at the East Troy RR, Fitchburg RR, and the National RR Museum (Green Bay, WI). East Troy has a trolley museum with 7 miles of operating trackage. Twice each year we are welcome to give rides to the public.

Besides those public rides railcar operators are allowed to run "after hours". That is whenever the trolleys are parked. How many times have you had the chance to run at night? Well, come join us! Our new members are mentored at East Troy.

Brooklyn, WI plays host to "Depot Days". Club members offer speeder rides during this weekend. The dormant tracks run from Evansville through Brooklyn, Oregon and Fitchburg to Madison for a total of about 30 miles. Brooklyn to Oregon is what is used for speeder rides. Look for an excursion on this railroad in the future.

The National Railroad Museum in Green Bay has a one mile circle track. A museum membership may get you the opportunity to test out one of your railcars



NCR members Rusty Johansson, Lynda Thornburg, Ruthann Hawley, Emily Hawley and Dave Hawley pose for a photo of them all wearing their NCR shirts in Channing, MI.

here. Besides sponsoring excursions in Michigan, Wisconsin, and Minnesota we have runs in Canada.

Our membership varies from old to young, and 20 year veterans to newbies. Will we be around for awhile? You bet! The insurance scare has come and gone. As you are all aware North Central Railcars lost one of our best, Hank Brown. Besides being a club member he was our regional director. Hank's shoes will be hard to fill. Our thoughts and prayers are with his wife Carol.

As soon as we lose one railroad another opens up. The hobby and the people may change but the desire to ride the rails will live on.