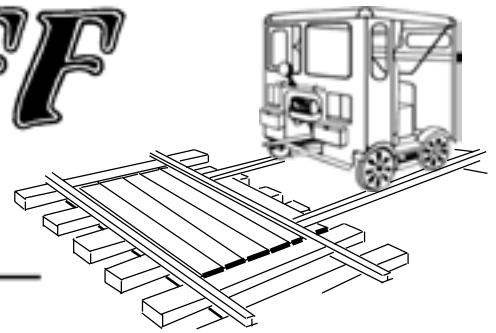


THE SETOFF

THE OFFICIAL PUBLICATION OF THE NORTH AMERICAN
RAILCAR OPERATORS ASSOCIATION (NARCOA)

January/February 2002 Volume 15 - No. 6



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Please submit materials

for the March/April issue of
THE SETOFF
by February 28
as follows:

Classified Ads
Excursion Announcements
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Letters to the Editor
All other Materials
Photos

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jtaylor@montana.com

Cover Photo

Don Piercy and John Black follow Terry Borden on NERCA's Down'east Run 2001. Watch for the photo feature "Borden's Bridges" in next issue.

From the President, Ron Zammit

Welcome to the New Year, and this first issue of the **SETOFF**. It's early because of the insurance news. At the December Board meeting in Chicago, Tom Norman filled us in on his negotiations. There are changes this year, and we are lucky to have a policy, given the turmoil in the insurance industry due to the 9/11 attacks. I refer you to Tom's article, pages 4-5; this the most current information on negotiations. **It is most important that you purchase insurance at once** if you plan to use your motor car on a NARCOA excursion. Enrollment time is limited, not as before where one could sign up all year.

Insurance was the big issue at the meeting. I'll give you a few of the highlights, and other folks at the meeting will address the rest. As before, complete minutes will be available early next year (after Board approval) to all members upon request from the Recording Secretary Jeremy Winkworth. You will have to send a written request; look for announcements in the **SETOFF**.

Summary from my notes: Ken Annett is the new VP; all other officers stay same. New Board members are Pat Rock and Tom Falicon. NARCOA statistics: 1,524 members, 748 insured, largest number (174) in CA, 163 certificates, over the years of NARCOA insurance, 269 railroads insured!

Al McCracken was given money to continue Jake pin awards. Besides monies donated by several Affiliates, additional funds were designated from the Treasury to continue NARCOA's participation in the Jake pin award. There will be articles in the **SETOFF** on this.

As per a member request: Codes of Conduct were considered and passed for members and directors. These will be on the web and in Rule Book (not on rule book test). These are common sense items. Please read them on page 33.

New rule to be considered by members, then placed in book if approved: antique cars will have to have been built by January 1, 1945 or earlier (not just 50 years old—a moving date—as now stated). Jim McKeel will present an article on this for member input to Board.

A big side issue on insurance: (we all sort of knew this) only operators and railroads are covered by general liability, the \$10M. But what if a guest gets sued? This could happen if a guest is used as a flagger and causes a problem with the public which results in a suit. They are NOT covered. This coverage for guests has NEVER existed. The Board will work to get guests covered, but it will most probably NOT be on this policy; we are lucky to have anything at this time.

In response to member suggestions, some changes will be made to the Rule Book to clarify the wording on the Drug/Alcohol policy. The rule does not change, just the wording. This change will be sent to all members for inclusion in their copy of the book, if and when the new rule on antique cars is passed.

I'd like to state that with this meeting, I feel NARCOA has matured. The meeting was professional in every way. Thanks to all that helped, and a special thanks to Tom Norman for his endless work on the insurance.

In closing, I'd like to state that the columns I write here are from me to you, the members. They do not come from the Board, individually or collectively, as some readers have imagined. If anyone has taken offense at what I've written here or previously, I apologize; no offense was meant or implied. Sometimes I just don't write that well, nor do I always take a popular stance. My intent is to make NARCOA a useful, stable organization that will allow us long term use of North American railroads and maximize our safety. Until next time, happy rails. Ron

BOARD OF DIRECTORS NOMINATIONS OPEN FOR ODD-NUMBERED AREAS

Nominations for Board of Directors for odd-number areas are open until March 30, 2002. Incumbents are automatically nominated unless they decline to run for another term.

Area 1 Warren Riccitelli
Area 3 Stan Conyer
Area 5 Bobby Morman
Area 7 Carl Schneider
Area 9 Ron Zammit

To be nominated, one must:

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

To nominate a member for the Board, first must contact that person and verify that he/she will be willing to serve. Then send a letter informing me of the nomination. Also at that time the nominee should send a write-up about him/herself to be put on the ballot.

Carl L Anderson NARCOA
1330 Rosedale Lane
Hoffman Estates, IL 60195
e-mail CarlAnderson@sd54.k12.il.us

ATTENTION!

Big changes in NARCOA insurance program

**LIMITED ENROLLMENT PERIOD
January 1, 2002 - March 31, 2002**

See Pages 4-5 for details.

*Those Attending the Board of Directors Meeting
Chicago, December 2001*



Standing l to r: Dick Wilhelm, Pat Coleman, Bobby Moreman, Dave Verzi, Mark Springer, Stan Conyer, Ken Annett, Carl Anderson, Pat Rock, Carl Schneider. Seated l to r: Hank Brown, Joel Williams, Tom Norman, Jeremy Winkworth, Ron Zammit, Jim McKeel, Warren Riccitelli, Tom Falicon.

Submitting Materials for Publication

1 Our editorial policy is to publish in **THE SETOFF** all materials received, although they may be subject to editing for space considerations.

2 Photos and materials submitted for publication in **THE SETOFF** cannot be returned, because they are archived.

3 Letters to the Editor of the **THE SETOFF** will not be published unless they are signed, and a phone number is indicated. This permits **THE SETOFF** Editor to authenticate that a letter is written by the person signing. The letter writer can, however, request that his/her name not appear in **THE SETOFF**; "Name withheld upon request" would appear in such instances.

4 Submit either black and white or sharp, color prints for publication. Please label the back of the picture as to its subject matter and photographer. Do not send slides.

5 We cannot publish copyrighted materials such as photos, posters, cartoons or articles without written permission from the author or publisher. Sender must provide written permission at the time of submission.

6 Excursion stories, technical articles, and lengthy submissions should be typed or printed. Ads, meet notices and short articles may be handwritten. Please include your phone number with your submission--**even with E-mail**--in case we need to clarify something we don't understand.

7 Send materials to **THE SETOFF** editor by the 28th of February, April, June, August, October or December for publication the following two-month edition.

THE SETOFF

Volume 15 Number 6

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THE SETOFF is the official publication of the North American Railcar Operators Association (NARCOA) and is published bimonthly to promote safe 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 \$20.00 per year and is available from Membership Secretary Joel Williams. Please address all membership inquiries to Joel at the above address.

**Visit NARCOA's Website at:
<http://www.NARCOA.org>**

Insurance applications will only be accepted from January 1, 2002 through March 31, 2002.

No applications will be accepted after March 31, 2002.

MAJOR CHANGES IN NARCOA INSURANCE COVERAGE

by Tom Norman, NARCOA Insurance Administrator

NARCOA insurance coverage through General Accident (now CGU) and United Shortline Insurance Services expires on January 31, 2002. As a result of the 9/11 terrorist attacks, insurance carriers are reviewing their losses, liability limits, and liability risks. Several carriers (including CGU and CNA) have elected to drop railroad liability coverage. Renewal premiums for property and liability coverage are skyrocketing, and I was quite concerned about the insurance renewal process this year. However, I am happy to report that NARCOA has a new insurance program for 2002.

United Shortline Insurance Services (USI) prepared a renewal proposal which I presented to the NARCOA Board of Directors at the annual meeting held December 7th and 8th in Chicago. USI has entered into a new Program Manager Agreement with United States Fidelity and Guaranty Company (USF&G) for railroad liability insurance programs. The proposal by USI included several options on coverage including a lowered liability limit of \$5,000,000. The board elected to keep the higher \$10,000,000 liability limits as in prior years, even though this results in a premium increase. The premium is \$145 per member. You will find insurance program details and application forms inserted separately in this issue of **THE SETOFF**.

There are two major changes to the 2002 NARCOA Railroad Motorcar Insurance Program. Insurance applications will only be accepted from January 1, 2002 through March 31, 2002. This limited enrollment period is due to USF&G's requirement that the premium be paid in full by April 15th. No applications will be accepted after March 31, 2002. After the March 31st deadline, NARCOA will attempt to get permission to accept applications from new members on a limited basis, but cannot guarantee success.

The \$5,000 physical damage coverage to railroad motorcars is excluded from the 2002 NARCOA Railroad Motorcar Insurance Program. USF&G did not offer Commercial Inland Marine insurance, which provided our \$5,000 physical damage coverage on our motorcars. USI proposed a program through Fireman's Fund McGee if we desired this coverage. In the past, our insurance carriers tied the liability and inland marine coverage into one premium package, not allowing NARCOA to pick and choose which coverage we wanted. The NARCOA Board has always wanted to limit our coverage to liability only, as that is all that is requested by our host railroads. Therefore the board elected to drop the \$5,000 physical damage coverage on railroad motorcars.

USI has agreed to offer physical damage coverage directly to NARCOA members on a trial basis this year. Please look for an application form inserted in this issue of **THE SETOFF**. Coverage is available for cars valued up to \$10,000. The premium for motorcars valued up to a maximum of \$5,000 is \$50 per car and motorcars valued between \$5,000 to \$10,000 is \$100 per car. A \$250 deductible applies per car. There are several restrictions. First, the member must participate in the 2002 NARCOA Railroad Motorcar Insurance Program which provides liability coverage. Second, a minimum of 200 motorcars must be insured before the physical damage coverage can be written. If applica-

tions are received for fewer than 200 cars, the program will be cancelled and premium checks will be returned. Applications will only be taken during the enrollment period of 1/1/02 through 2/28/02. Remember, physical damage policies cover the member's motorcar all year long, not just at NARCOA insured excursions. Your homeowner or automobile policies do not normally cover physical damage to your motorcar.

As a reminder, the 2002 Application, NARCOA Agreement, and Description of Insurance form are inserted separately in this issue of **THE SETOFF**. Please complete the application, carefully following the instructions, and return to me for processing. If the insert is missing, you may download the forms from NARCOA's web site at www.narcoa.org or contact any one of the NARCOA Area Insurance Representatives listed below:

Make sure you get to participate this year. Enroll now.

Tom Norman
1047 Terrace View Drive
Alberton MT 59820
Phone: (406) 722-3012

Alaska
Alberta
British Columbia
Idaho
Montana
North Dakota
Oregon
Saskatchewan
South Dakota
Washington
Wyoming

Doug Stivers
1544 Fuchsia Drive
San Jose CA 95125
Phone: (408) 269-5547

Arizona
California
Colorado
Hawaii
Nevada
New Mexico
Utah.

Hank Brown
622 Oak Street
Cottage Grove WI 53527
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Illinois
Indiana
Iowa
Kentucky
Manitoba
Michigan
Minnesota
Ohio
Ontario
Wisconsin

Dick Wilhelm
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Phone: (845) 679-2870

Connecticut
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Maine
Maryland
Massachusetts,
Newfoundland
New Brunswick
New Hampshire
New Jersey
New York
Nova Scotia
Pennsylvania
Prince Edward Island
Rhode Island
Vermont
Virginia
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Georgia
Mississippi
North Carolina
South Carolina
Tennessee



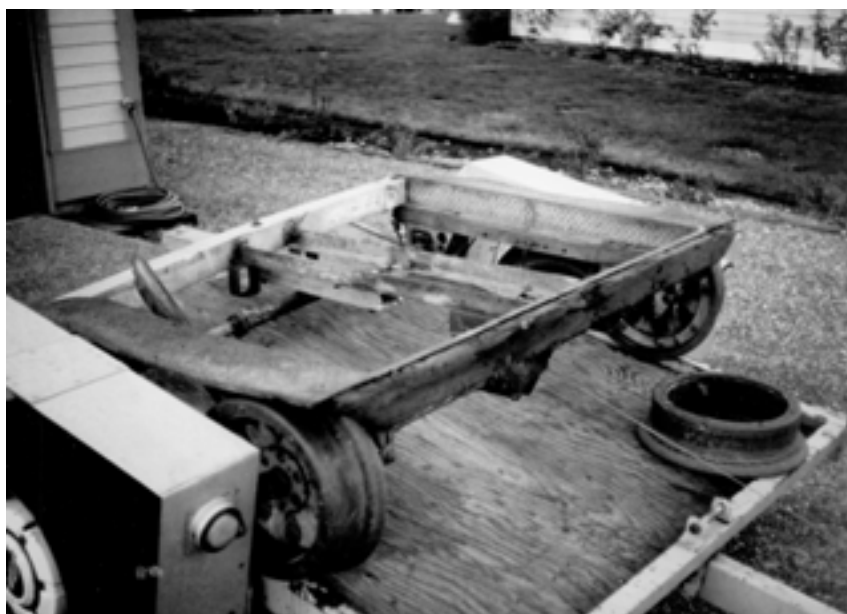
*Fairbanks-Morse
Model 57*

Letters to the Editor

December 20, 2001
Jan Taylor, Editor
THE SETOFF
917 Park View Way
Missoula, MT 59803

Hi Jan:

I have completed reading the November–December issue from cover to cover. Like all the **SETOFFs** produced on your watch—its another great one! But I want to refer back to the July–August issue when you published an old advertisement for a Fairbanks–Morse Model 57 speeder. Seeing the picture caused me to complete an eleven–year–old project that had stalled several times. The enclosed photos show the results (and what I had to start with).



Before it was relegated to the scrap pile, the remains were being used as a 2–wheel trailer flat-car. Two axles and the associated bearings were there, but only the wood spoke wheels on the drive axle existed plus a rim for a third wheel. One wood frame rail remained intact but it provided a good pattern from which replacements were made. The one remaining original end sill was used to fabricate a new one (after the 2x4 addition was removed). As can be seen in the photo, there was no engine, no superstructure, and no remnants of the brake system. Without these items I had no way of identifying the hulk. Thinking it might be an Adams or a Mudge, I was finally put straight when I was sent a copy of an F-M 57 brochure. The running boards and the characteristic wheel cutouts in the end sills confirmed the identification.

Using the photos and dimensions found in the brochure I constructed the engine cover and hand rails (with a few liberties for convenience) after rebuilding the frame. Lacking full side panels for necessary fore–and–aft rigidity, nonstandard gusset bars were placed at the upper corners of the structure. Having only enough wood spokes for 1-1/2 wheels I elected to use solid disks made from hardwood plywood. Wood

felloes and backing rings had to be made for the two front wheels, and an M-9 rim with center removed completed the fourth wheel (those are 14 inch wheels). With no parts and no clue as to how the original brake system operated, I resorted to modifying Fairmont parts to fit the application. The major missing part of course was the engine. Old Fairbanks-Morse engines are not readily available so, like I did for my engine-less M-9, a Briggs & Stratton with centrifugal clutch was installed. Putting the engine up front required a jackshaft and two chains to keep a single long chain from sagging. I intend eventually to install a small transmission to replace the jackshaft in order to have a reverse. The car weighs less than 500 pounds so for now the original-length new oak lifting bars do just fine.

Roger W. Sackett, P.E.
4501 169th Avenue S.E.
Bellevue WA 98006



The "Jake" Awards Pins

By Wayne Parsons



Jake Jacobson (VP & Gen. Mgr. of the Copper Basin Railway) and Matthew B. Reilly, Jr. (Executive Director American Short Line & Regional Railroad Association) pause outside the Arizona & California Railroad shops in Parker, Arizona during the December 2001 FRA Safety Seminar. Jake started the safety award program for short line railroads.

The pin shown above is the orange "Jake" 1999 pin. Three thousand were distributed to safety award winning short lines

The Jake Jacobson Safety Award—also known simply as “The Jake”—is given each year to short line railroads with perfect safety records. The program awarding plaques and certificates was started and first administered by Jake Jacobson of the Copper Basin Railway. His program is meant for the smaller railroads that, because of their size, do not qualify for the Harriman Safety Award given to class one lines. The American Short Line & Regional Railroad Association in Washington, DC now administers the “Jake” award program.

Al McCracken conceived the idea of giving each employee of a railroad winning the “Jake” award a lapel pin as a way for the motor car hobby to participate in the safety culture of the railroads and make the hobby more visible in a positive way to the railroads. After meeting with Jake Jacobson, Al initially funded the approximately \$1.15 each cost of the pins out of his own pocket. The short lines have been delighted to get the pins, which have a different date or color for each year. The office of Matt Reilly, Executive Director of the ASL&RR Association in Washington, DC now administers the “Jake” award program and is handling distribution of the pins. NARCOA has been the central source for distribution of club contributions to the pin fund.

Six clubs from around the country sent money to NARCOA for the program in 2001. Al McCracken has continued to order the pins each year, and NARCOA has reimbursed him for all his expenses to date. There have been some challenges at the short line office in Washington about getting the right number of pins distributed to the right short line. Matt Reilly is going to make an effort to notify NARCOA about how many pins will be needed for the April 2002 distribution of the 2001 “Jake” awards.

In the meantime the challenge for the motor car hobby is how best to get the pins onto a more reliable funding track. Pacific Railcar Operators has made large contributions in the last two years primarily from their runs in the southwest. Motorcar Operators West’s biggest contribution was in 1999 when fees from the San Pedro & Southwestern run made up the largest portion of MOW funds sent in for the pins. Since then MOW and SWRC funding has come from a \$5 per car contribution from the March Southwest Tour events. With contributions from NERCA, Ohio Valley Railcar and First Iowa Division, the number of motor car clubs supporting the program has grown. Most recently at the December 2000 board meeting, NARCOA made a \$872.88 contribution to bring the program into balance.

If the motor car hobby wants to continue to contribute the “Jake” pins, additional funding might come from: a higher level of contributions from current clubs, an increase in the number of clubs contributing, or an increase in NARCOA funding from dues or other sources.

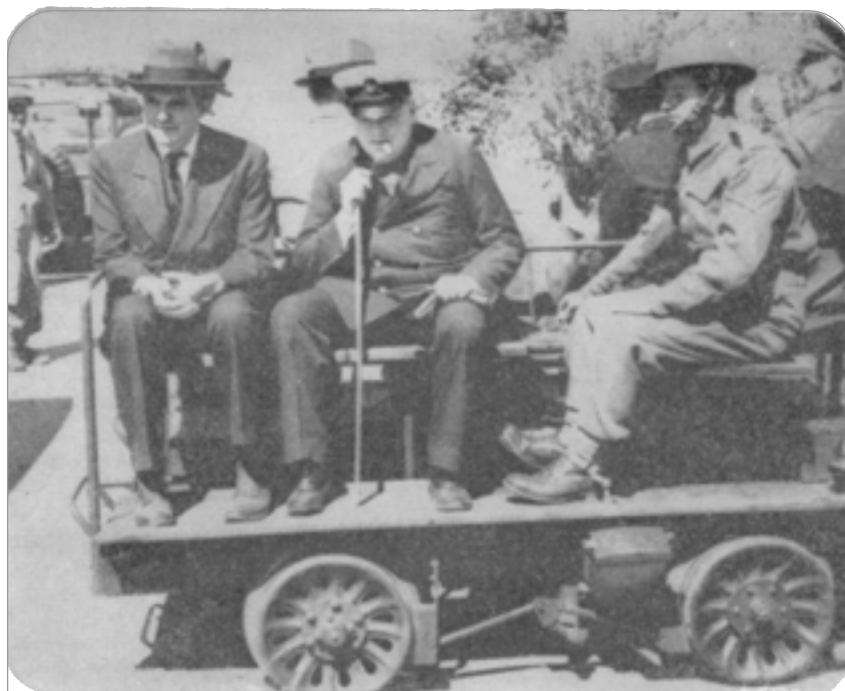
Here are the figures for the program so far. Al McCracken provided the award year, quantity, and color of pin information. Tom Norman provided the club contributions and cost of pin information.

Cost of "Jake" pins:		
1998 for 1997 award year	1000 pins (blue)	\$1,244.88
1999 for 1998 award year	3000 pins (blue)	3,404.00
2000 for 1999 award year	3000 pins (orange)	3,369.00
2001 for 2000 award year	2000 pins (red)	<u>2,525.00</u>
		\$10,542.88

Income for "Jake" pins		
1999	Motorcar Operators West	\$1,945.00
	Pacific Railcar Operators	1,200.00
	Southwest Railcar Ltd.	800.00
2000	Pacific Railcar Operators	2,245.00
	New England Railcar Operators	350.00
	Southwest Railcar Ltd.	295.00
	Motorcar Operators West	255.00
2001	Ohio Valley Railcar	250.00
	Pacific Railcar Operators	750.00
	Ohio Valley Railcar	500.00
	New England Railcar Operators	350.00
	Southwest Railcar Ltd.	270.00
	Motorcar Operators West	260.00
	First Iowa Division	200.00
	NARCOA	<u>872.88</u>
		\$10,542.88

"Winnie" Rides the Rails" is the headline for this photo from the October 1947 issue of the Brotherhood of Maintenance of Way Employes Railway Journal.

BILL TAYLOR COLLECTION



Ambassador John G. Winnet and Winston Churchill are pictured in England while on an inspection tour in the south portion of that country. Their vehicle is the familiar motor car. Evidently it is one drawn "from stock" because there are no refinements in evidence...not even a cushion.

Attn: GM&O - IC Motor Car Owners

Some friends and I are in the process of preparing an all-time motor car roster comprising the fleet of the (GM&O) Gulf Mobile & Ohio, (ICRR) Illinois Central and the (ICGRR) Illinois Central Gulf.

It seems that the records for these cars have gone by the wayside, so we are collecting all of the information available, putting it into a data base. This data base lists engine serial number, car serial number, engine type, date built, railroad and car number, any renumbering data available and special features for each car. We are also noting where engines have been swapped from car to car, etc. So far we have data on 156 cars for the maintained railroads. We are also seeking any assignment records for the motor cars as far as sections assigned.

I am asking anyone who owns a car from the railroads mentioned or has information available to contact me. I will send you a sheet with the information needed for the file for you to fill it out and send back to me. If you have a copy of the history card for your car to go by, a copy would be very helpful. Anyone with a photo of their car, please feel free to e-mail a copy of it as well.

If enough information presents itself, there is the possibility to provide a roster sheet to anyone interested. If you or anyone you know has any information to add to the roster, I would really like to hear from you. Upon request, I will send you a preliminary roster for you to view and see what information I am looking for. Thanks for any information you could provide.

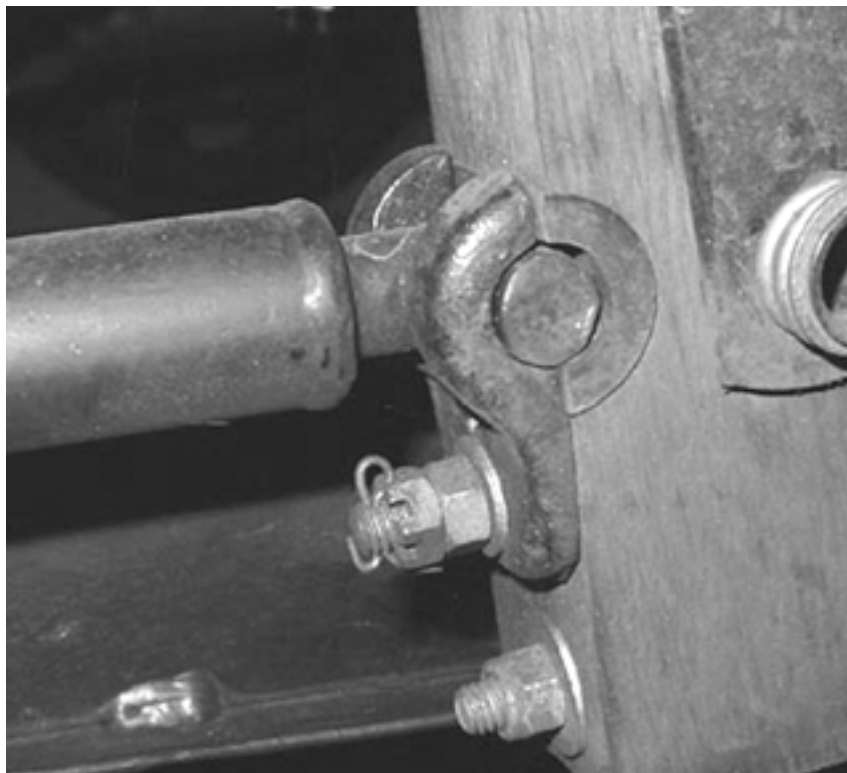
Darren Doss
1575 East County Home Road
Union City TN 38261
(901) 885-5693 or (800) 358-8410

Listen to Your Motor Car

by Jim & Pat Spicer

What was that bang?

Pay attention—your speeder may be telling you something. We were cruising along with three other speeders on a work party when there was a large BANG. I turned to my wife, and as she looked at me, we both said, “What was that?” We decided it must have been something on the rail and continued on with everything apparently OK. Wrong! Mistake number one: we should have found a safe place, put out a flag, and stopped for an inspection. At the top of the hill when we stopped for a break, I noticed that the brake lever had a strange pumping motion, like the wheels were suddenly out of round. However it stopped and held in the first notch. We were standing around talking when I noticed that part of the brake rigging was gone. I only had brakes on one side. (This particular problem only affects Fairmont “A” cars. Don’t stop reading, however; the next one could affect you.)



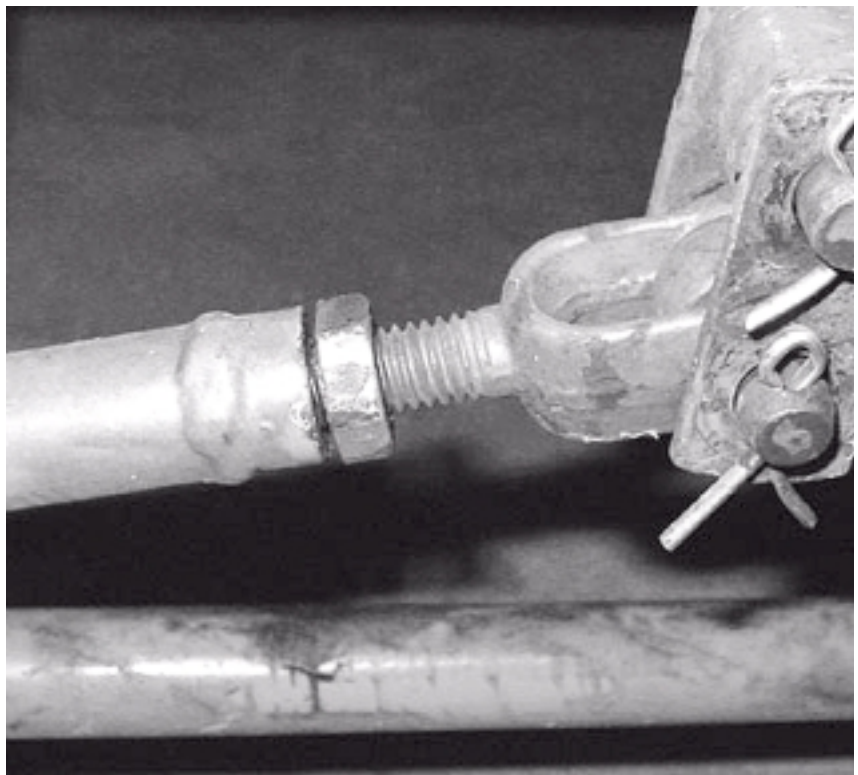
"Fingers" up is better.

I had recently changed the brake shoes and liners, when I had reassembled the brakes I couldn't remember which way the brake hook that holds the toggle arm was placed. In the Fairmont manual, the hook was shown placed fingers down, and I reassembled mine that way. The problem was, that after a while the toggle arm seated into the wood, allowing the hook to become loose. This allowed the toggle arm to fall out and hit the ground, sticking into the ballast and wrenching the arm off the car. The solution to this one is to place the hook fingers up. This will prevent the arm from falling off. You should also inspect your brake rigging often.

Why is that jamb nut loose?

The next problem was soon to appear. I noticed that the brake lever developed this strange pumping motion. Normally the brake lever would move only slightly as we came to a stop. Suddenly as the car approached a stop, the lever was moving more than an inch with each wheel revolution. The car still held in the first notch, but something was wrong. As soon as we stopped I inspected the brake rigging; everything seemed OK except one jam nut was loose on the toggle arm. I tightened the nut and proceeded on. At the next stop the brake still

felt strange. I once again inspected the rigging; the jam nut was loose again. The problem: the threads were worn on the adjuster and in the toggle arm, allowing the threads to jump whenever the brakes were applied hard. Once again I only had brakes on one side. The toggle arm and eye bolt or yoke had to be replaced. Before I encountered this problem, I had done inspections for the meet coordinator. On two occasions I had found loose jam nuts. Not being aware of the potential danger, I told the operators to tighten the nuts and forgot about it. Now I wonder if the nuts became loose again at the next stop.



Now What?

You just had a great day. The overnight stop is 200 yards ahead, and you have just enough speed to coast up to the car ahead of you. You push in the clutch, kick it out of gear and turn off the engine. RRRrrrr, RRrrr, Rrr, rr. What is that noise? Well that noise is caused by a Fairmont design problem. Fairmont didn't put any seals in the axle bearings. The only way to keep water out of the bearings is to keep them well greased. Your problem probably started before you got your car. Water was allowed to get in the bearing and start rust. The rust and grease have formed a grinding compound, and it has been wearing away the bearings. Now it has worn them to the point that they have a series of little ridges and valleys. As the rollers go over the ridges, they create the roaring sound. Now what? Well, if you were paying attention, you caught it in time. Grease the axle bearings and continue your trip. When you get home replace the noisy bearing. However, if you ignore the noise it will become worse at an accelerated rate until eventually you will have a bearing failure. (continued inside back cover)

Loose jamb nut on toggle arm.

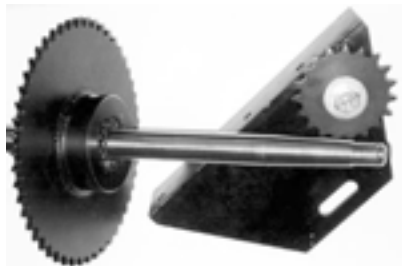
Axle bearing that has been wet. It is now rusty, but has not been run. If run, it will soon develop ridges, become noisy and eventually fail.



MT19 Rear Axle and Sprocket Modifications

by Keith Mackey

Several NARCOA members have researched the cases of broken MT19 rear axles and determined that the original installation design lead to excessive flexing of the axle under certain conditions, which ultimately caused axle failure. In an effort to correct the problem, a second chain idler sprocket was mounted on a redesigned bracket that eliminates much of the excessive axle flexing by changing the path of the drive chain.



So, you want to take one of those exotic trips in your MT19 but have heard stories about rear axles breaking. The last thing you want is to have your axle break halfway to Tumbler Ridge or in the middle of the Copper Canyon. What to do?

Well, in recent years several NARCOA members have researched the cases of broken MT19 rear axles and determined that the original installation design lead to excessive flexing of the axle under certain conditions, which ultimately caused axle failure. In an effort to correct the problem, a second chain idler sprocket was mounted on a redesigned bracket that eliminates much of the excessive axle flexing by changing the path of the drive chain. This modification is described in the Nov./Dec. 2000 **SETOFF** in detail. The special bracket is now available commercially.

A new rear axle made of AISI 4140 “Rychrome” steel made by the Ryerson Steel Company which provides much more strength than the original axle has recently become available. Since most axle failures occurred at the keyway which is the weak point of the original axle design, it has been eliminated by using a U.S. Tsubaki “PowerLock” keyless sprocket. The details for the axle and sprocket were published in the Mar./Apr 2001 **SETOFF**.

Anyone contemplating a rear axle replacement should read both these articles. A number of cars have been modified and have run long distances during the 2001 season with no failures.

The purpose of this article is to describe my experiences in installing the modifications and to pass along tips that may make the job easier by not having to repeat my mistakes.

I obtained every item mentioned in this story from Les King Motorcar Sales in North Lawrence, Ohio. Les makes an entire kit for the dual idler and Rychrome axle modification for both standard and dual chain drive MT19's.

In order to install the dual idler bracket, you will have to reverse the center axle bearing so that the support bolts are behind the rear axle. (A few later cars were built this way by Fairmont in an apparent attempt to solve the breakage problem) You must remove or at least partially remove the rear axle in order to reverse the bearing block as just flipping it 180 degrees on the axle will not work due to the shape of the casting. If you are going to install the bracket, you might as well change the axle at the same time, since the rear axle may be near the point of failure and your going to do almost all the work anyway.

A few special tools make the job much easier. You will need a 1–5/16” socket for the axle nuts. Probably the most difficult part of an axle change is removing the wheel hubs from the axle. Les makes a hub puller which is inexpensive and works extremely well. It makes hub removal as easy as removing a wheel. I strongly recommend having one of these available. A turntable makes the job much easier by allowing easy access under the car. Be sure the car is also blocked in position so that it cannot fall on you before going underneath. If you don't have a turntable, you will need to find a way to lift the car while leaving the rear wheels and axle free to turn.

A few things to think about before beginning. Check the gauge of the car by placing a tape measure through the “spoke” holes in the wheels and measuring from wheel face to wheel face. Fairmont calls for a dimension of 62–3/4” and cautions that the front and rear axle should be the same. If the rear axle is under gauge, you may want to change the insulators while you have the hubs off. If the front is undergauge, and you don’t want to pull the hubs to change the insulators, shims can be ordered in 1/16” and 1/8” inch thicknesses to set the wheels to proper gauge and match the rear wheel gauge.

Before you lift the car from the ground, break the wheel nuts, axle nut and the four Allen headed screws on the rear sprocket loose so the can easily be turned. Like changing a tire on your car, it is much easier to fight a seized nut on the ground. After the car has been lifted, hopefully using a turntable, make sure it cannot fall by blocking, jacking etc. as needed, then remove the drive chain, both axle nuts and both wheels. Inspect the wheels for flange wear and thickness. Measure the circumference of each wheel. If the are not both nearly the same, you will have additional axle forces due to the wheels trying to turn at different speeds on a solid axle.

Next remove the wheel hubs. Put the axle nuts back on the axle to protect the thread and then install the hub puller. Most of the time, the hubs will come off with very little problem. I have had some that were really seized in place and when they finally broke loose, they made a report like a rifle. Loosen the thrust collars that hold the axle in position and slide them out of the way. Use a small file to dress out the area where the thrust collar set screw has made a mark in the axle.

Now disassemble the two sprocket halves by removing the Allen screws and nuts. Fairmont used two different types of sprocket hubs. The earlier style had a bolt that pressed against the key in the axle. Removing this bolt should break the hub free. Later hubs used a tapered lock. If you have this style, note three bolt heads with two holes that have no bolts. Remove the three bolts and thread two of them into the holes that were not used and tighten. This will pull the taper lock out and free the hub assembly. Remove the two bolts that attach the center bearing to the frame. You should now have everything loose on the axle. The most difficult part of the job may be cleaning the rear axle. All paint, dirt, grease etc. must be removed as the axle will have to slide out to one side or the other through the wheel bearing which has a very close fit. Use sandpaper, emery cloth, Scotch Bright Pads, paint stripper and what ever else is needed to be sure the axle is as smooth and clean as new. Attempt to slide the axle out one side. If it begins to bind, polish out the area that is causing the problem and try again. The bearings have a very close fit and the axle should not be forced when sliding it out.

Okay, you now have the axle and all components laying on the floor and are nearly ready to install the new bracket. Remove the old idler bracket assembly. You will reuse the same holes and hardware that held the old bracket. Count the teeth on the original idler sprocket. If it is a 17 tooth sprocket, you will need to get a 19 tooth sprocket to match the one supplied in the kit. (The holes in the bracket are for dual 19 tooth sprockets.) Inspect the condition of the old idler sprocket as well as the forward sprocket on the transmission. Check the teeth for wear, gouges, etc. Replace as needed.

The new dual idler bracket can now be installed. A section of the bracket is milled out to accommodate the battery hold down nut. The bracket has four mounting holes that align with the bolt locations for the old idler bracket and center bearing when it was in the original position. Be sure the bracket is exactly parallel with the car frame and then tighten the nuts.

The original Idler sprocket shaft used a special zerk style grease fitting that was threaded in a very small hole in the shaft head. Les Kings’ new idler shafts are drilled and taped to 1/8” NPT for a standard zerk fitting. Grease gun extension hoses, available in various lengths at the local hardware store, can be threaded into this shaft and passed through the car frame using a coupler and zerk fitting on the outside of the car. If you do the same to the center bearing and all wheel bearings, you will be able to grease the car without crawling underneath. You will need to order a second idler shaft or have the original one drilled and tapped for 1/8” NPT to attach the grease hose.

The top sprocket may be installed and tightened using the lock washer and nut provided in the kit. Install the lower sprocket, but do not completely tighten yet as it must be moved to adjust chain tension. I installed a flat washer under the lock washer to make it easier to slide the sprocket in the elongated hole when adjusting the chain.

Before going any further, it would be a good idea to do a little inspecting. Check the brake shaft in the area underneath the drive chain. Many cars with loose chains will have damage to the brake shaft. Do not operate the car if the shaft is damaged. Order a new one or perform a proper repair on the old one but don’t let it go. Any wear is unacceptable as it could lead to brake failure.

This next step is optional and not required for the installation of the axle or idler bracket, but since the axle is removed, it is much easier to do now than it any other time. Check the springs. If they are in poor

shape. You will never get a better chance to replace them. The same goes for the oilite guides which allow the bearing casings to move vertically.

If you decide to remove the springs or check the oilite guide bushings, you must remove the bearing casings. To do so, you must drop the aluminum channel (rail skid) that passes under both the front and rear wheel bearing casings.

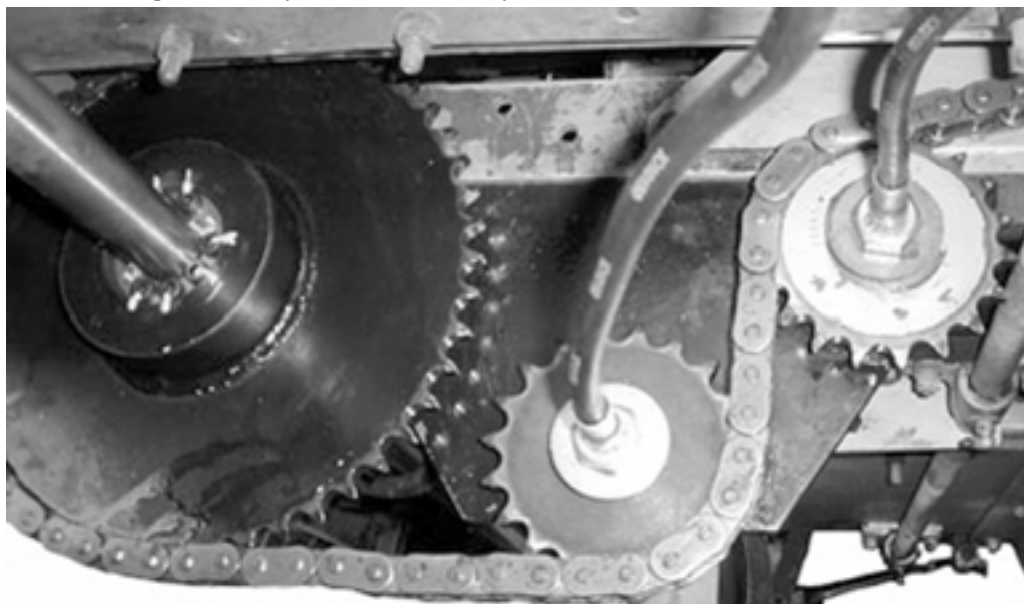
Remove the two long bolts that pass through the guide tubes in the rear bearing casing. Remove the two lower bolts that hold the rail skid to the triangular shaped gusset plate just forward of the rear axle as well as the bolts in the gusset plate just aft of the front axle. Remove the single bolt that holds the brace to the center of the rail skid. Now loosen, but do not remove the nuts from the bolts that pass through the casing guide tubes on the front axle. Don't loosen them too much as you don't want the front axle to drop out of position. Do one side of the car at a time. The rail skid should drop down enough to allow the bearing casing and springs to be removed.

If you open the bearing casings to check bearing condition, be careful of the shims. Don't loose any and make sure they go back in the proper position. If you replace the bearings, shim them according to Fairmonts instructions. If you need to replace the bearings or the guides, you will have to heat the casing to get them out. The rear springs are lighter duty than the front springs and are not interchangeable. It is a good idea to order a set of four of the special cylindrical nuts used to center the top of the springs. These nuts break easily and are often replaced with improper hardware in the field which can lead to spring failure. Reassemble the bearing blocks and rail skids in the reverse order that they were removed and properly tighten all hardware.

Assuming everything is now in top condition, it is time to install the new "Rychrome" axle. Insert the axle through the bearing casing and install in proper sequence, the thrust collars, center bearing (turned 180 degrees from the original - the bearing cover bolts will be on the left side) and the new "PowerLock" sprocket (Allen screws should be facing to the right). Don't tighten anything yet. Do a runout on the axle to insure that it is perfectly straight and is not being offset by a bent frame or mis-positioned bearing casing. Drill two holes and mount the center bearing support. I did not install the center bearing spring as my understanding that Fairmont left them out in later cars as they were not needed. After the center bearing is mounted, check the axle runout again to be sure you got the center bearing properly positioned.

Before tightening the thrust collars, make sure that exactly the same amount of axle sticks through the bearing on each side of the car. Tighten the thrust collar clamping bolt before tightening the set screw. Don't forget to safety wire the set screws Use stainless steel wire if possible. Carefully position the new

Here is the completed installation viewed from the right. Note how much greater the clearance is between the chain and brake shaft than in the original installation. Also note the grease gun hoses used to extend the grease fittings to the outside of the car frame for easy servicing. The slippage marks were applied to each bolt on the powerlock well as the axle after setting bolt torque to 12.3 foot pounds.



sprocket so that it is exactly aligned with the forward sprocket on the transmission. The eight Allen headed screws were gradually tightened in a crisscross pattern and then torqued them to 12.3 foot pounds. A paint stripe applied to the "PowerLock" and axle can be used to detect any slippage.

Since the path for the chain is now slightly longer, I found that I needed to add two rollers for the chain to be long enough. Start by counting the number of rollers in your old chain. (Mine had 130) Install the old chain with the lower sprocket slid all the way aft. Position the chain so that the masterlink would go on the aft part of the axle sprocket and pull it as tight as possible. With both ends of the chain on the axle sprocket, you can easily count the number of links that need to be added. It is not a good idea to reuse an old chain or to add links to an existing chain, instead, just order a new one with the proper number of rollers and a new master link. Chains can only be cut with an even number of rollers, so if you need three instead of two, order an offset link. If you must cut the chain, pick up a chain cutting tool from a local bicycle or motorcycle shop. These tools are inexpensive and will keep you from damaging a new chain if it is too long and needs to have links removed.

The **SETOFF** article indicates that the chain in this installation should be somewhat tighter than originally installed since the chain path length is more constant due to the geometry of the added sprocket. I found that if I tightened the chain until taught with the weight of the car off the wheels, with the car on the ground, the tension slackened slightly and seemed to me to be about right.

Check the condition of the chain whip guard blocks. If they are worn, new blocks and or brackets should be ordered. Reposition them as needed for the new chain location. Reinstall the wheel hubs and snug them sufficiently to keep them secure. You can fully tighten them once the car is on the ground. Don't forget to put the phenolic insulator washer against the hub and the metal washer under the nut or you will be setting off every grade crossing you pass!

Check the condition of the wheel attachment hardware, replace as needed and reinstall the wheels. Lower the car to the ground and tighten the axle nuts. Install new cotter keys. Tighten all wheel nuts and check the gauge is you did before starting. Check that the wheels have equal distance between the inside of the flange and the car frame. Recheck chain tension and reinspect all work to be sure nothing has been missed.

Your car rear axle and suspension should now be in top shape and ready for many years of happy motoring without problems. After a few hours of operation, recheck the torque on the PowerLock screws. Do it again at the end of the season.

Left side of the installation. Note the center bearing has been reversed, with the mounting point now aft of the rear axle. The mounting hardware for the dual idler bracket is visible.



ACCIDENT ON THE RAIL

While attempting to cross the Deer Lodge railroad bridge last week John Y. Batterton was struck by a hand car and was thrown down an embankment, receiving several painful but not serious injuries. Two of the men on the hand car were more seriously hurt. Three men were sitting in the front of the hand car on a board that rested on the side boards of the car. The man nearest Mr. Batterton was struck by the latter's body and thrown backward, and the crank of the car struck him on the neck, breaking the collar bone. He then rolled off the car, striking his head on the rail and ties, but receiving no serious injury. His name is George Rappe. He was taken to the hospital, and is getting along all right. When Rappe was thrown backward the movement pushed the end of the board on which he was sitting also backward, and this threw the other end of the board forward, unseating the man who was upon it, named John McCafferty, and throwing him upon the rails in front of the car. The wheels crossed diagonally across his breast, breaking a rib or two and inflicting severe internal injuries, which have so far caused much pain and may result seriously. The car jumped the track in going over Mr. McCafferty's body but no others were hurt.

October 20, 1883
New North-west
Deer Lodge
Montana Territory

Re: Seat belts

From the [NARCOAforum]

In response to a query Jeremy Winkwork posted on the forum, the following items regarding seat belts, their use and installation, were posted:

From Greg Latz—

"I just installed seat belts on our MT14 Tomah cab last week. The attachment points I used would have been no different on an open MT14. But more to your final point, I used one of the lap belts that J.C. Whitney offers. At times I have been quite dissatisfied with the quality of the parts and pieces I've ordered from them. In fact I have a few things now that need to be packaged and returned, due to poor quality or the item doesn't deliver as promised. One thing I've found that has helped to decrease the number of returns, not to mention the added frustration, is that whenever I order I ask for the manufacturer's name and plant location. I've learned to avoid Chinese produced goods (particularly hardware, tools and auto supplies) like the plague. Most of the after market lap belts I've found through Autozone, Pepboys etc. are cheap construction. At a local Napa store, we pulled a brand new one out of the box, and the retractor jammed as we were looking at it. Totally useless! Needless to say they didn't make a sale that day. Whitney has a several different types of lap belts, some with retractors, some without. The ones I settled on were in the Van/RV section. (#81as4778r) They are lap belts with retractors made in Elkhart, Indiana. They seem to be good quality and installed easily. They have hard plastic extensions which hold the belts in the right position next to the seat without having them flop around on the floor or get in the way. Best of all, they were some of the lower priced units that I found anywhere at \$25.00/set. We had the car out yesterday, and everyone was firmly anchored in place. And yes, we were happy with these seat belts."

From Don Neale—

"I installed seatbelts on my MT19 when I was running it without the cab. I bought some plain black seatbelts at a local auto parts store, and they were priced about the same as J.C. Whitney. I mounted them through the seat and down behind the seat and the bolt goes through the heavier frame angle with a backing plate. I got "RV" seatbelts, as I remember, as these have a little extra length for adjustment, and they reach the back of the speeder for mounting without any problem."

From Tony Schultze—

"I used non-retractable, adjustable belts from J.C. Whitney on my car. I had to build a steel frame for the seats in my M14, so I attached the belts to this frame. The frame is securely connected the the motor car in four places. They work great. Very simple."

From Mike Paul—

If your car ever derails (as my ex-M19 did twice within two days several years ago), I guarantee that no matter how slow you are going, the car may come to a stop straddling the rails sideways. A passenger riding on the car was ejected in each of these derailments, and his face had several lacerations and bruises after the second derailment. This is why you should really consider installing seatbelts—the derailment scenario, NOT the rearend scenario. Been there, done that, too (on the 'receiving' end!)"

Safety Ideas for Motor Car Enthusiast's

by Jon and Calleen Jordan

We spend a lot of time talking about safety on the rails. We make sure our cars are in good condition, the brakes work, we have red flags for crossings and stop lights on the cars. We don't talk too much, though, about our medical safety on motor car trips. Even for a one day trip, it is important to consider some items to bring along. I am a paramedic of 23 years and my wife a surgical nurse of 25 years. We are building our speeder to look like a little railroad ambulance.

We would like you to consider some items to include during your travels, since we are away from traditional medical help many times.

GENERAL MEDICAL EQUIPMENT

- First aid kit (according to Rule Book 5)
 - Gauze, towels
 - Tape, band aids
 - Hand cleaner, latex gloves or isopropyl alcohol
 - Antibacterial ointment
 - Scissors or knife
- Current medications
- Medic alert bracelets or necklaces

If you have a severe medical condition—heart problems, seizures, diabetes—let someone know ahead of time in case any problems arise. Bring a bee sting-epi kit if you are allergic to bees, oral glucose if you are a diabetic.

HAVE THIS INFORMATION WITH YOU.

- Your name, address, phone number, emergency phone number
- Medical history
- Doctor's name and phone number
- List of medications
- Allergies to medications
- Medical insurance cards

COMMUNICATION

- Cell phone (may not always work)
- Radio in your motor car
- Maps of nearby towns

GENERAL SAFETY

- Don't drive too fast.
- Wear a seat belt if you have one.
- Secure handholds are required.
- Don't hang arms or legs out of the motor car.
- Wear ankle height, closed toe, hard sole shoes.
- Bring extra warm clothes and rain gear to prevent hypothermia, some water and a granola bar if you are detained for awhile.
- Include sunscreen for hot days.

A little preparation may make a big difference on one of your motor car excursions. Let's all be safe and enjoy our touring. Hope to see you on the rails!

Even for a day trip, it is important to consider some items to bring along.

If you bring a guest, consider what that rider might need in an emergency.

Tour coordinators, give some thought to the nearest medical facility on each leg of your journey and how best to get someone there, should the need arise. We are often beyond 911 assistance.

Conditions vary, and someone who does well early in a tour may tire and develop symptoms as the tour progresses. Watch over your travel companions—operators and guests—to help them avoid situations.



Returned to Service

By Stan Conyer

There aren't many railroads returning motor cars to work anymore but one in southern Indiana has done just that. In June the Yankeetown Dock Railroad located on the Ohio River east of Evansville put a ex-Southern Railroad M19 back to work inspecting their railroad.

In January I received a phone call from Sandy Ferguson, Yankeetown Dock's last remaining employee from over 100, asking me for some help. He needed to inspect his railroad, and the company hy-rail was not repairable. Two years ago when the railroad lost its coal contract, they closed the railroad and put everything on standby. All he had left was a Fairmont M19 and an A8, neither of which had been started in years. My son and I made the trip the following Saturday and were amazed at what we found.

Yankeetown Dock Railroad was built in 1954 to move coal from the surrounding coal mines to their barge-loading facility on the Ohio River. They used 314 gondola cars and a rotary dumper—not the modern kind that uses the swivel couplers but an older type that requires each car be

uncoupled, dumped, recoupled, and the next car moved into place. The empty cars roll slowly downhill to a storage yard using retarders. Experienced workers can unload a car in less than one minute. The coal is moved out over the river on conveyer belts and loaded into barges. Three locomotives remain stored serviceable. Yankeetown Dock's tug boat *The Spirit of Yankeetown*, also stored, was used to position the barges.

On the property there is an engine house big enough to store six locomotives and a shop. Inside are rows of tool boxes and workbenches where work had been left much as it was two years ago when the railroad was closed and all the employees laid off. This is where we found M19 #1516. It had been used very little since the railroad purchased it in 1986, but the problem was it had been sitting outside for years. The Southern Railroad had modernized the car with a 12v electrical system. It had a RO engine, new wheels, brakes, seats, and looked like they dipped it in orange paint. The years of neglect and sitting outside had taken their toll on the switches and the fuel system. The engine would turn over, so I told Sandy I could probably get it running for him. (The A8 was more of a job than I wanted to tackle and wouldn't fit on my two-wheel trailer; it was huge.) After loading the car on the trailer I had brought along, we went on an in-



BRIAN BANTA PHOTO



BRIAN BANTA PHOTO

spection trip in my hy-rail. The railroad is mostly welded rail and in good shape. Along the way Sandy pointed out several places where spurs used to go to various played-out coal mines. We also saw an albino deer.

When I got the car home I called fellow Hoosier Bruce Frye for some help. I took the car to his house, so he could clean the gas tank and carburetor. While unloading the car in his garage he broke his arm. Safety tip: watch those winch handles. This slowed the project, so his son John did much of the work with Bruce looking on and providing guidance.

A few weeks later they returned the car to me, and I went to work on the electrical system replacing switches, some wiring and got the coil, wipers, and lights working. In several evening work sessions we replaced the windshield, and the alternator and drive belts which required removing the engine. While we had the engine out we inspected and cleaned the exhaust ports. Sandy said not to worry about making it pretty, he would paint it later, so we left the rusty roof and the orange—faded to pink—paint alone.

After much, very much, cranking we finally got the engine started. We discovered a new NAPA ignition switch I had installed was intermittent, so it was replaced with a marine grade switch. The car ran much better. #1516's first trip out of retirement was on the Madison Railroad in June and was a success, so I made arrangements to take the car back to its home. My son and I took #1516 back to Yankeetown Dock—along with our M9 in case #1415 still needed assistance—and made an inspection trip. While rounding a curve on the way back to the shops, a county Sheriff's car with its blue and red lights flashing blocked the track; we were busted. It sure was handy having a railroad employee along, and after the "Barney" found out who we were, he allowed us to continue. The rusty motorcar and the hard hats Sandy and I wore made us look like we belonged there. My son's brightly painted, topless M9, however, with a cooler on the back full of cokes and a decal of a little kid peeing on an Onan logo looked out of place. I thanked the deputy for checking us out.

The trip revealed continuing problems with the cheap replacement belt I had tried, so Sandy ordered the last belt Fairmont had in stock (\$157) and replaced it. The car is back in service and running well. Things are also looking better for Yankeetown Dock Railroad, as Peabody Coal company has bought the property and may be bringing some much needed business their way. We hope to return to Yankeetown Dock with some of our friends next year for an excursion. No doubt #1516 will come along, hopefully with a new paint job.

Sandy Ferguson, operations manager of the Yankeetown Dock RR, checking the track gauge one mile south of the Boonville, Indiana, junction, with #1516.



STAN CONYER PHOTO



STAN CONYER PHOTO



Copper Canyon of Mexico - 2001

by Al McCracken

The Copper Canyon of Mexico is 10 miles longer, a mile wider, and a 1,000 feet deeper than our Arizona Grand Canyon. The second major difference is that a railroad passes through it. A trip on this railroad has been called "the most dramatic train ride in the hemisphere."

This railroad has 87 tunnels, a loop where the track makes a turn of over 360 degrees, 37 bridges, and ribbon rail on cement cross ties at lower elevations, wood cross ties at higher elevations. On our trip, departing from the city of Chihuahua, a little over 100 airline miles from Texas, we climbed to 8,500 feet elevation, crossed the continental divide three times, and descended into the city of El Fuerte at 500 feet elevation near the Pacific Ocean. This was not a speeder trip but rather a tour of a foreign country by railroad motor car.

Our group of 13 speeders with 27 people assembled October 9, 2001 in El Paso. We had a Mexican dinner, got to know one another, viewed some slides from previous Copper Canyon speeder trips and took care of paperwork. Early the next morning, we formed a caravan and drove to the border. Keith Mackey, who speaks Spanish, has experience dealing with Customs and Immigration officers and helped in dealing with the paperwork. Our Spanish interpreter from two years ago sent faxes ahead to make the crossing smooth. We still had to wait an hour for the fax to come from the border to customs. Speeders just don't fit any of their regulations or rules.

The road to Chihuahua is a four-lane divided highway, which made the 244-mile trip from El Paso quick and easy. We arrived at the Radisson Casa Grande Hotel around 5:00 PM, just in time for a welcome drink. The hotel had prepared a delicious buffet for our group. We were joined at dinner by Mr. Luevano, the railroad official who had helped make our trip possible.

The next morning we divided into four or five automobile groups with a hotel bell hop in the lead car of each group. We caravanned to the train station, unloaded the speeders and sent the drivers back to the hotel to park the cars and trailers. (The hotel has a parking compound with round the clock security where we left our rigs during the trip.) Drivers were brought back to the train station, and we prepared to leave. This year a few major officials saw us off including the general manager of the Chihuahua division of Ferrocarril Mexicano Railroad was there. Two hy-rails accompanied us for the first days run to Creel, 184 miles from Chihuahua and 4,000 feet higher in elevation.

We were about 10 miles out of Chihuahua when the driver of the last car announced on the radio that he was having severe "hunting" problems. Accompanying us was one of the railroad's motor car mechanics. He rode in the "problem" car a short distance and decided that the situation was too severe to continue farther. It was determined that the front axle was not properly shimmed and would require some spacers. We were able to pull a wheel off using a bottle jack and chain, but no one had a spacer large enough to fit over the axle. Soon, the railroad escorts discovered that the rail sweep bracket on the front of their hy-rail had a hole large enough to use as a spacer. They used a hacksaw to cut the bracket to the proper shape and installed it on the speeder. I can't think of another railroad that would cannibalize their hy-rail for one of our cars.



ELIZABETH R. HIERONYMUS PHOTO

Jaime Samuel with his A6F and his new friends from Ferrocarril Mexicano on the loop on the Chihuahua El Pacifico line in Northern Mexico.

This delay made us late arriving at Creel. Gary Greenwood requested we include a night run in the trip. Gary, you got your wish. It was just beautiful seeing the trees light up in light green and the shadows fall on other trees.

After a 60-mile night run, we passed through a mile-long tunnel and came out in the town of Creel at the top of the canyon. The hotel sent a bus and a van for us and kept the dining room open well past their normal closing time. Mexico will sacrifice almost anything to accommodate you and is very friendly.

The next day on the trip was "loop day." Our hy-rails had been replaced by two A4s with a trailer hauling extra fuel. After 184 miles on the first day, 38 miles the second day was a day of rest. The track loops under itself, similar to the famous Tehachapi loop in California only much larger. We had the railroad run their speeder to the bottom of the loop; then we pulled our speeders across the top, one at a time, for photographs.

We arrived at the Posada Barrancas Mirador Hotel in time for lunch in a dining room with what must be one of the most spectacular vistas in the world. The hotel is built on the rim of the canyon and the rooms are built in a single row following the rim. Each room has a balcony overlooking the canyon. The facility is listed as one of the top 10 hotels in the world. One can take a short hike to a Tarahumara Indian domicile below the hotel. The Tarahumara Indians have lived in this part of Mexico for centuries and have their own language and culture. The women weave beautiful baskets on the front steps of the hotel and sell the finished products to the guests. We found the Tarahumaras to be very polite, friendly but shy.

The third day of the trip is "tunnel day." One stretch of track passes through 20 tunnels in seven miles. Approaching Temoris, one can see rails below make a 180-degree turn, cross a bridge and proceed out the other side of the canyon. You might expect a switch back to get to the next level of rail. Instead, the track makes a right turn into the mountain and exits the tunnel going in the reverse direction. The tunnel is a full 270 degrees. The trip from Chihuahua to El Fuerte contains 87 tunnels, five more than 90 degrees and five more close to a mile in length. We crossed the continental divide three times—correction, we crossed it once and went through it twice.

There are parts of the canyon where the rails go through one short tunnel, onto a trestle, and then into another tunnel, then in 500 feet into another tunnel and so on. John Hope, who has also traveled on Swiss railroads, says that in his opinion, this railroad was the most difficult railroad in the world to engineer and construct. The Swiss have alpine scenery and some difficult tunnels but not one after another for such a long stretch.

When we reached El Fuerte at an elevation of 500 feet, the temperature was much warmer, but our accommodations at the Posada del Hidalgo Hotel were air-conditioned. This hotel is the converted mayor's mansion with beautifully landscaped courtyards.

The fourth day we had to start backtracking our travels. Coordinators are suppose to make speeder trips in a loop if possible, so participants can see different scenery their entire trip. Darn, I didn't plan it that way, and we had to go through the canyon again. We had to tolerate the same 87 tunnels, 35 bridges and loop. The canyon looks completely different, however, in the uphill direction. You see the towering pinnacles above you, and you get a perspective how deep the canyon is. We stopped at Bahuichivo for the night and took a 45-minute bus ride that goes nine miles to Cerocahui.



SAMUEL PHOTO

The large and the small of it.

The dirt roads in this remote area are terrible. However out of nowhere is Hotel Mission. It is one of the nicer hotels on our trip but electricity has just come into town this past year. Across the street is the mission built in the 1600s and still has the original stained glass windows.

A two-mile hike takes you to Cerocahui falls. You want to come to the canyon in October because it rains in the summer and the canyon is green and the falls are flowing.

The rest of the trip backtracked our way to Chihuahua. We got to see the scenery we had passed after dark the first day, and it was more pretty streams and canyons. We had made hats and gloves for the participants and railroad employees. Once, when we were in the hole for both a freight and passenger train, I threw four pair of gloves that I had stamped with the railroad and NARCOA logos to the engineer. The radio crackled, and they requested one more pair. The brakeman was on the bottom step when the locomotive came by, and his arm seemed to stretch 10 feet from the engine. Others had their new gloves on and were waving to us. There were smiles all around. We always gave hats and gloves to every new escort who joined us. The last day the escorts asked if we had any extra gloves. They were a real big hit!

When we stayed at Posada Barrancas Mirador the second night, I invited the manager to offer speeder rides to the Divisidero train station the next morning, (4 km). Rachel, the manager, had to take care of the hotel by herself. The staff was very happy to have this opportunity. The first margarita is free during happy hour. They followed the rules. The staff brought out pitcher after pitcher to refill the glasses. In my opinion, we were truly good will ambassadors of the U.S.

Several concerns need to be answered about the trip: Myth number one: Is it safe?—The railroad has a huge passenger business. They provided, in addition to their normal security, two additional security escorts. They also provided night security.

Myth number two: Is it safe to drive in Mexico?—When you have Mexican insurance, it works just like the US.

Myth number three: Don't you always get sick in Mexico?—We stay at first class hotels where they cook with filtered water. Each room has two bottles of water, and there is a five-gallon jug in the hotel lobby to refill the bottles if you need to.

Myth number four: Isn't this trip is expensive? —This is not a speeder trip. This is traveling in a foreign country, staying at first class hotels that cook American meals. Oh yes, you do travel between hotels in your own speeder.

Myth number five: Someday I want to make this trip—The ownership of the Union Pacific Railroad in FerroMex has increased from 8% to 13% in the last few years. They have not put a stop to this speeder trip yet, but nothing lasts forever. Organizing this trip is lots of work, and this may be my last trip. Keith Mackey has offered to continue, and I have agreed to handle the Mexico reservations one more time.

When we returned to Chihuahua, all the bosses were there to welcome us. We talked about putting the speeders on the rails at Presidio, Texas and crossing the border over the railroad's bridge to Ojinaga, Mexico in our speeders. With the NAFTA agreement, Ferrocarril Mexicano has upgraded the line to the border and are of the opinion this is a likely possibility.

The railroad on the US side is changing ownership and is partially controlled by Ferrocarril Mexicano. This would increase the railroad cost a bit, but save money on Mexican car insurance that would not have to be purchased. It would also eliminate the two days previously



SAMUELL PHOTO

Crossing one of many trestles in route to the canyon

spent driving to and from Chihuahua and replace them with two days of additional motorcar travel. A brief investigation of doing this at El Paso revealed the border was only open from midnight to 7 AM, and the rails on the US side belonged to UP. We could extend the trip a day and go all the way to the coast; there is a dolphin activity available in the bay.

In conclusion, this is the ultimate speeder trip. I'm spoiled. Traveling the most difficult railroad in the world in my own speeder doesn't get any better than this. These trips are made for MT19s and MT14s, because they have two-cylinder engines. The altitude (8,500 ft.) requires a 20hp engine. We must maintain 30 m.p.h. up a 3% grade for three hours at a time. M9s just can't do that. The rails are among the best I have ever traveled—ribbon rail on cement cross ties near Chihuahua to jointed rail at higher elevations that are expertly aligned make for high speeds. As all my participants say, "This is a trip of a lifetime!"

We are currently planning another Copper Canyon trip in the second half of October 2002. Tentative dates are from the 14th to the 23rd. If this proves impossible, we will try for the same time period in 2003. Watch for the announcement.

To read the trip account in its entirety and view the stunning photos taken by participants, visit the website.

<http://www.heliflight.com/mexico.html>

Recognized Affiliates from the Past Year

by Dave Verzi

NARCOA had twenty-three recognized Affiliates for the year of 2001. The Affiliates, whether groups or individuals, are the mechanism that actually gets you on the railroads. Each Affiliate has agreed to host open advertised excursions and comply with NARCOA Rule Book and Operations Manual in exchange for the ability to insure hosting railroads as well as their individual organizations as they desire. Most of these groups operate in general geographic areas of North America and all are comprised of capable and dedicated coordinators. Excursions hosted by NARCOA's Affiliates are listed in **The Setoff** and also on or linked from NARCOA's web page. This Affiliate list will vary annually and is continuously updated throughout the operating season. It is expected that the 2002 list of Affiliates will largely remain the same with perhaps just a few changes and additions.

- *Atlanta Railcar*
- *Transportation LLC*
- *Atlantic Railcars LLC*
- *Charles Rausch-individual*
- *First Iowa Division*
- *Great Lakes Railcar*
- *Heart of the Heartlands*
- *Kansas Wheatland Division*
- *Kenneth Annett-individual*
- *Larry Maynard-individual*
- *Motorcar Operators West*
- *Nehalem Bay Railway Speeders*
- *New England Railcar Operators Association Inc.*
- *North Central Railcars Ltd.*
- *Northern Central Railcar Association*
- *Ohio Valley Railcars Inc.*
- *Pacific Railcar Operators*
- *Railcar Operators of the Carolinas*
- *Randall S. Dyer-individual*
- *Southeast Railcar Operators*
- *Southwest Railcars LTD.*
- *Track Motorcars of Ontario*
- *Volunteer Railroaders Association*
- *Wilderness Tours LLC*

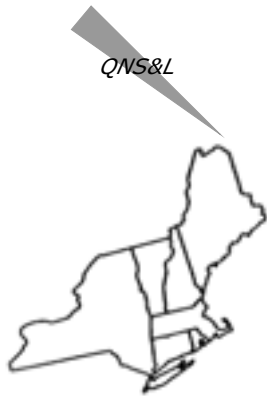
• For further details on the Affiliate program, or if you need contact information on a specific Affiliate, contact Dave Verzi, address in **The Setoff** masthead or by e-mail at WM340@aol.com.

ATTENTION!

Big changes in NARCOA insurance program

**LIMITED ENROLLMENT PERIOD
January 1, 2002 - March 31, 2002**

See Pages 4-5 for details.



QUEBEC, NORTH SHORE & LABRADOR RAILWAY by WILDERNESS TOURS

By John Kook

Last August Hank and Carol Brown's Wilderness tours ran a trip on the Quebec, North Shore & Labrador Railroad, and what a railroad it is. Starting in Sept Iles (pronounced "set teal") it runs 353 miles due north to Shefferville. At mile post 224 there is a branch running 36 miles west to Labrador City. Up until around 1950 neither of these towns or the railroad even existed. The town of Sept Iles was constructed as the southern terminus of the railroad and the loading facilities for ocean ore ships. At Lab City and Sheffersville there were large deposits of iron ore. The mine at Sheffersville closed in the mid eighties. The one at Lab City is still in production. Eight miles north of Sept Iles there is an interchange point with the Arnaud Railroad, which runs 22 miles west to another boat loading facility.

The day before the start of the speeder run on the QNS&L we had a day to look around the local area and three of us—Bill Kosel, Fred Furminger and myself—went for a ride over to the Arnaud yard and maintenance facility and got to talk to a crew getting ready to take a train of 100 empty covered hopper cars over to the interchange. After getting familiar with them, we asked if they would like some company on the trip to which they replied they were glad to have us along. After cutting off the train at Arnaud Jct., the engineer ask Fred if he would like to run back which he did (We had made it known that both Fred and I had worked in train service.) When we got about 11 miles along, Fred said, "John you run the next 11 miles back," so I got a chance to run four light Alcos. (Never thought I would ever be in the seat again.)

Back to the QNS&L. This line has no outside connection and exists for the transport of iron ore. It does haul freight to support the towns of Lab City and Sheffersville but no customers in between—there's nothing there but wilderness. Also there is a daily passenger train. They run two types of trains, the 100-car covered hopper train for Arnaud, handled by 2 engines up front, and 240-car open top hoppers for Sept Iles, handled with two engines in front and one remote controlled unit cut in 2/3 back. The crew is one engineer all by himself.

We're ready to leave Mai as soon as the train passes. A helicopter is leaving with a lucky few passengers. We'll pick them up at Oreway.





This is our fist meet. With this being the first excursion on the railway, they exercised caution on the first couple of meets. This train came by at about 5 MPH. Picured here is the train helper.

Interesting note: if there is a problem he has to walk that 1-3/4 mile train by himself. They run all year around, and -50 degrees F is not uncommon in the winter time. If he needs help, the railroad flies it in by helicopter and lands on the track. They have a contracted helicopter service all the time and routinely fly signal maintainers to remote locations for maintenance. There are no roads into this territory.

On with the speeders. Day 1 we rode 128 miles through mostly mountains along the Moisie River with numerous water falls and rapids for about 75 miles where the terrain changed to flat lands with a lot of lakes, to Mai, a crew change point where we spent the night in railroad facilities—permanent buildings with individual rooms and a cafeteria open 24 hours a day. There were not enough rooms for all of us (there were 25 speeders and 50 people), so they brought in camp cars to handle the rest of us. Everything was nice and clean, and the food was great, all you could eat, and trains coming in at all hours of the night. On the way to Mai one of the speeders broke a rear axle. We towed it to a place where we could get it off the side of the track. Our group was led by a railroad hy-rail pickup in front and a hy-rail flatbed truck with hydraulic crane in the back. They loaded the broken speeder onto the truck and hauled it to Mai where they set it off. We quickly nicknamed the truck the “Labrador Retriever.”

Day 2: we rode 132 miles to Labrador City. About half way we stopped at another railroad cafeteria for snacks. They had fresh baked cakes and donuts, coffee, and sodas. Interesting note: the cafeterias are for the train crews and MOW employees. They used to charge a dollar a meal but found that it cost more for the book keeping (it was deducted from the employee’s pay) than it was worth; now everything is free. While there, my passenger Bill Kosel (Bill videos the trips from my track car) got a helicopter ride to video us from the air. Can you believe it! There wasn’t anything these people wouldn’t do for us.

Day 3: we toured around Lab City including the iron mine.

Day 4: we were back on the rails to Mai and another overnight stay.

Day 5: We travelled from Mai to Sept Iles. After reloading the broken track car back on the “Labrador Retriever,” we were rolling on our last day of the trip, with a stop at another cafeteria halfway. This time they had trays of sandwiches made up for us with orders that we could not leave any behind or they would go out for the bears. There is a total of four cafeterias on the line. These cafeterias are contracted to Aramark, and there is great competition between all of them to who puts out the best food.

Back through the snowshed.



It was not uncommon to see helicopters as there are no roads in the region. This one had delivered someone to work on a defect detector.





Back at Mai at the end of day 4. There were not enough rooms in the camp so the railway brought in these crew cars.

The railroad employee in charge of our group was the safety director for the railroad. He told us all later about the way he had felt at the beginning of the trip. When his boss told him about us coming and he was going to escort us, he was really against us being on his railroad. All he could see was a bunch of tourists running all over the place and getting hit by trains. Before the start of the trip, he had us all had watch 1/2-hour film showing people getting hit by trains and then attend a 1/2-hour lecture on safety to these bunch of nuts. After the first day, however, after he found how safety conscious we were and well behaved, he let his guard down and started to enjoy us. He was only supposed to be with us the first day, but at Mai he called the office and said he would stay on with us for another day. After the second day he called again and told his boss he would continue on for the rest of the trip. He stayed right along as one of us and ate and drank with us at night. We had a great time with him. Believe or not—when he got back on the job and knew of a speeder in serviceable condition on the railroad, he condemned it for scrap, bought it and joined NARCOA. He also said that if we ever wanted to come back he would give a strong personal recommendation to the railroad office.

Happy Rails



Back at Sept-Iles, Quebec at the end of day 5. It was a great trip!

Photos from 2001



*Dee & Dan Berg with
their Rio Grande
3064 MT19A Motor
car on the Portland
and Western
Railroad
Ranier, Oregon
June 9, 2001
Southwest Railcar
Ltd sponsored
excursion*



*Idaho Northern and
Pacific Railroad
August 25, 2001
Banks, Idaho
Pacific Railcar
Operators sponsored
excursion*



*The Casey Jones at
Silverton*

Want Ads

*Editor's Note:
Ads will run for three
consecutive issues.
If you want to
continue advertising,
please resubmit.*

THE SETOFF is happy to print all ads received from members. There is no charge for placing an ad. If you want an ad to run for more than one issue, please indicate how many issues. No full page ads are accepted. Use the present issue's ads as a guide. Thank You! Send ads directly to **Bill Coulson, 2101 Westview Court, Modesto CA 95358-1091** or e-mail wcoulson@softcom.net

Beaver Motorcar - mfg. 1984, serial no. BC2M84. Completely restored with motor converted from a Briggs & Stratton to an Onan 20-horse power performer engine. The hydraulics are completely rebuilt. Car body has been completely restored and repainted. Interior is all new including carpeting and sound insulation in floor. Wheels are in excellent condition. All new air bags for suspension. I have manuals and all documentation. Asking \$10,500 or best offer. Hard copy pictures available upon request for serious buyers only. Contact: Mike Craner, 668 Ridgeway Drive, Taylor Mill KY 41015. Tel: h(859) 491-6372 or w(859) 331-3343. MJ02

DUAL GAUGE MT-14L Restored motorcar with seats, Onan rebuilt engine, custom manifold and exhaust, all new electrical parts (coil, etc.) rebuilt starter, new clutch, transmission rebuilt, two sets of axles, all new brake parts, and new gas tank. The car has been tested on four narrow gauge runs. It takes four hours to change to standard gauge. The engine has approximately 70 hours on it. NARCOA and MOW ready. Car is located in Los Angeles. See the photos at: <http://home.netcom.com/~wparsons/Narrow.html> > <http://home.netcom.com/~wparsons/Narrow.html>. \$8,500 with all dual gauge parts including second axle set, \$8,000 as narrow gauge car (no second axle set), \$7,000 as standard gauge car (narrow axle and support brackets removed). Contact: Wayne Parsons Tel: (818) 368-5942. MJ02

Derrick car with heavy-duty Fairmont wheels and axles. Probably railroad shop built. New cables and wood included. Offered for \$1000 or will trade for 2 usable push cars. Contact John L. Uher, C.O. & E Railroad, P.O. Box 383 Coshocton OH 43812 or Tel: (740) 622-4000 eves. MA02

License Plate Frame "My other car is a Fairmont Speeder." Black plastic frame with orange vinyl lettering. You will want one for your automobile and

trailer. Delivery at Northern California runs \$14 COD. By first class mail in padded envelope \$15 for one, \$30.50 for two and \$45 for three. Don Pomplum, 521 Van Buren Place, San Ramon CA 94583 or e-mail: k2hug@home.com. JF02

FAIRMONT Decals, computer-cut vinyl "press & peel" decals available in two sizes. Small 9.5 inches x 1.75 inches \$8 each, two for \$15. Large 13 inches x 2.5 inches \$10 each, two for \$18. Instructions, shipping and handling included. Contact: Terry Yust, 10625 Viola Road NE, Viola MN 55934 Tel: (507) 876-2208 or e-mail: tyust@rconnect.com.

Brass O Gauge Operating Hand Car Kit - Precision Scale Company has produced a beautiful operating model of the Buda Type II handcar in brass. This kit can be assembled with either solder or super glued. This is the first in a series of models, the motor cars come next. Send a check for \$26.00 to Stan Conyer, 9333 West State Road 46, Columbus IN 47201.

Fairmont MT14M - has B48G Onan engine, factory turntable, sound abatement system. Car is in excellent condition, very low operating hours. Wheels are in very good condition. New seats and seat frames. Asking \$9,800 or best offer. Hard copy pictures available upon request for serious buyers only. Contact: Mike Craner, 668 Ridgeway Drive, Taylor Mill KY 41015. Tel: h(859) 491-6372 or w(859) 331-3343. MJ02

FAIRMONT MT19A - Car is in excellent running condition, nearly 5,000 track miles with no breakdowns. Rear heavy-duty axle is 1-7/16 inches, electric turn table, Rail Head Locomotive type chrome air horns with electric clutch air compressor and roof mounted air tanks, high back lumbar Northern Hydraulic seats. Rebuilt motor cover and carpeted floor, Double O-ring heavy-duty #50 motorcycle chain, Side curtains, 16"x52"x6" aluminum luggage rack. All equipment will meet NARCOA regulations. Car price \$4,700. **CUSTOM BUILT BOX**



TRAILER (painted to match car) Trailer has front, side, and rear doors with solar electric battery charger. Trailer price \$2,600 (Delivery is negotiable) Motorcar and trailer sold separately or as a package \$7,000. Contact: Gus vonHolten, 314 Salt Creek Drive, North Port FL 34287. Tel: (941) 429-8481 or e-mail: vonholtenp@netzero.net.

MJ02

A4 Fairmont motorcar with Ford industrial 4-cylinder engine. Car is in need of restoration but is in good shape mechanically and has a rebuilt carburetor. Test ran car before taking apart for restoration, car ran well but will need a new fuel tank. Selling car due to lack of time and resources to do a proper restoration. Asking \$1000. Photos provided upon request. Contact Jim Shoemaker Tel: (740) 349-2718 MA02

Onan CCKB rebuilt engine, former ATSF, zero time on factory authorized service center rebuild. New parts include + .020 pistons and rings, bearings, gaskets, timing gear set, blower, starter ring gear, and more. Includes carburetor, starter, alternator, and rusty exhaust header. Mike Sholtis Tel: (734) 428-8797 or e-mail mikesholtis@cs.com. MJ02

Railroad Radio Antennae, ice-breaker style. Complete with connecting wire and end cap. Great for low clearances on your speeder. Good Condition, used but not abused. Removed from retired locomotives. \$50 each plus \$5 shipping to USA address only. Have three available. Check or Money Order only. Contact Walt Matuch PO Box 222 Bloomsbury NJ 08804. Tel: (908) 479-0002 MJ02

Fairmont MT14L - Want to go on runs now? Former Rio Grande Rail Road #4037. This open car has proven to be a consistent performer on a number of long distance runs, including two British Columbia Rail excursions. This car has many requested features and is equipped with a factory turntable, Yaesu model FT-2500 radio transceiver, Sigtronics model SP400N four-place intercom with headphones. The engine was tuned professionally in the fall of 2000 and has a rebuilt carburetor. This car comes with side and rear curtains that are in good shape. Also included is a lightweight rear box offering approximately 5.5 cubic feet of storage space. All four wheels were replaced approximately 4,000 miles ago. New brakes just installed. Low-pressure fuel pump with an in-line filter. New alternator installed. Asking price \$5,500. Contact Pat Coleman 1989 Robin Ridge Court,

Walnut Creek CA 94596 or e-mail: pat.coleman@mindspring.com. Please see photograph at <http://www.narcoa.org/ads/4sale%20want.htm>. MJ02

Fairmont MT19 - Retired Canadian National Railway motorcar. This car has been restored 70% from the frame up, and will only need body and fender painting. All electrical wiring is completed. This car comes with paint and includes a trailer to haul it home. Car is located in Northern California. Asking price \$1900.00. Contact Don Borden at telephone (530) 357-4563 or e-mail: dborden@jett.net. MJ02

Fairmont Hy-Rail - Nice Fairmont 0307 Hy-Rail gear with bumpers, good rubber wheels. Asking price \$1500. Wheels also available. Contact Stan Conyer, Columbus IN. Tel: (812) 342-0565 or e-mail stanconyer@hotmail.com. MJ02

FORD E-350 HIGH CUBE 'Speeder Transport' BOX TRUCK Why use your family car and an open trailer when you can drive and arrive in comfort? Custom truck—not a van—interior w/captain's chairs, sofa bed/couch. Wood wainscoting style walls, deep pile floor carpet interior. 460 c.i. gas engine, automatic transmission, AC, power steering, tinted glass, radial tires, AM-FM cassette radio w/rear speakers, roll-up rear door. Back-up alarm, rear loading lights. Box truck portion has been modified to allow track speeder (up to MT14 size) to be winched into truck on portable rails. Two-ton electric winch w/remote. Exterior rails from truck body to railroad track allows easy loading. Railroad-style iron handrails, safety-tread metal steps/running board, heavy-duty diamond plate rear step bumper with pintel hook/trailer ball hitch. Custom painted CNJ green with appropriate logo and lettering—it looks like a "real" railroad maintenance truck. \$5,500 or BO (combine with MT14-L2 CNJ #189 for BEST PRICE) Located in New Jersey. Contact Walt Matuch, BOX 222, Bloomsbury NJ 08804 or Tel: (908) 479-0002 evenings. MA02

Fairmont MT14 Strong open car, 4 seats, stock except for non-standard seats and curtains, proven trouble-

free, long-distance runner on fast-paced runs (Mexico's Copper Canyon, BC Rail, Montana Big Sky, etc.) Onan electronic ignition, MOW-ready, current PRO inspection sticker, ready to roll, \$3,500. Optional extras available: Roseville custom **motorcar trailer** with spare, \$700, **Yaesu radio** \$150, Les King turntable kit ready to install, \$350. jmsmith@sonic.net. MA02

FAIRMONT MT14-L2 Speeder Purchased directly from Maine Central Railroad in Waterville ME when retired in operating condition as former MEC #189, currently restored (frame-off restoration/repainting etc.) as CNJ #189 in very good/excellent condition. New FAIRMONT yellow paint, new window glass, new side qtr. panels w/window, full rear panel w/glass, new heavy canvas side curtains w/clear plastic window, 2 upholstered passenger seats, interior Hunter gas heater, instrument panel lights, key ignition, FAIRMONT hydraulic turntable, complete aluminum lift handles, operating automatic rear brake lights/flashers, new MDO (not plywood) composite wood panels on engine compartment, new aluminum front panels, good FAIRMONT wheels, front/rear tow bar, fire extinguisher equipped. Custom canvas storage cover. \$5,500 or BO (combine with FORD truck for best price). Located in New Jersey. Contact Walt Matuch, P.O. Box 222, Bloomsbury NJ 08804 or Tel: (908) 479-0002 evenings. MA02

NARCOA & "Motorcar" **Logo T-shirts, hats, sweatshirts, jackets**. Final clearance sale American-made T-shirts only \$5. Feature full-color NARCOA logo or Fairmont, Fairbanks/Morse, Sheffield, Buda, North Western speeders. NARCOA only on sweatshirt \$10 and jackets \$15. Adult M-L-XL-XXL-XXXL. Fairmont only hats \$5. If your logo choice is not available, please list substitute logo. Add \$5 shipping per order 1-5 items, add \$1 each additional item over 5 items. Last chance to order, all items first come first served! Check or money order to Walt Matuch, P.O. Box 222 Bloomsbury, NJ 08804. Sorry no phones please. MA02

(cont. page 32)

Les King Motor Cars

For a complete listing and photos of all our motorcar parts, see our web site at http://www.hellflight.com/les_king.htm

Please, no e-mail orders.

Les King, PO Box 164, N. Lawrence, OH 44666 Phone: (330) 833-2868; Hrs: 7 AM - 9 PM EST; Fax: (330) 830-5213

NARCOA recognized affiliates have occasionally organized motorcar activities that have not been covered by the NARCOA insurance program but rather by the liability insurance provided by the hosting group, facility or organization. NARCOA's best legal advice directs us to separate excursion notices of non-NARCOA insured activities from NARCOA insured motorcar activities.

Therefore meet coordinators will be required to differentiate their NARCOA insured motorcar activities from non-NARCOA activities when submitting their ad copy. Please include, "This is a NARCOA insured activity." If this phase is not included, we assume your activity is not a NARCOA-insured activity and will list it separately.

*Bill Coulson
Jan Taylor*

Meets

Members who have organized meets are encouraged to advertise those events here. We will publish all notices received. Include details of the trip such as time schedule, total mileage, costs, restrictions and conditions for attending. State whether or not NARCOA rules will be in effect and whether insurance is required. Send meet notices to: **Bill Coulson, 2101 Westview Court, Modesto CA 95358-1091** or e-mail wcoutson@softcom.net.

PLEASE NOTE - Advertisement of a meet in the **SETOFF** does not constitute responsibility by NARCOA and/or its officers, or the **SETOFF** and/or its editorial staff for meet conditions. Meet attendees must exercise caution in the observance of safety conditions and rules and must accept full responsibility for themselves, their guests and their equipment when attending any meet.

NARCOA EXCURSIONS

Southwest Rail Car

Southwest Tour March 30-31, 2002

March 30, 2002 - Parker AZ to Blythe CA on Sunday. March 31, 2002 - Parker AZ to Salome AZ on Monday. This run is part of a cooperative effort of SWRC, PRO and MOW. Please check back for additions to this run known as the "Southwest Tour." Run fee yet to be determined. Full details after 1/15/2002. This is a NARCOA insured activity. All NARCOA insured and rulebook certified operators are welcome. Contact meet coordinator Pat Coleman, 1989 Robin Ridge Court, Walnut Creek CA 94596. Tel. (925) 979-1040 or e-mail pat.coleman@mindspring.com.

Canadian National July 9 - 18, 2002

Prince George to Prince Rupert and return. Set on at Prince George, July 8. Layover in Prince Rupert on Saturday, July 13. Terrace to Kitimat and return on Monday, July 14. Return to Prince George, July 18. Limited to 25 cars. Applications accepted after January 1, 2002. Run fee of \$1,995 (US) includes hotels, ground transportation, motorcar fuel, and some meals. Price is based upon two people per motorcar. Cancellations will be given full refund until June 1, 2002. Checks must be made payable to Tom Phair. This is a NARCOA insured activity. All NARCOA insured and rulebook certified operators are welcome. Contact meet coordinator Tom Phair, PO Box 664, Alamo CA 94507.

Canadian National & BC Rail Loop August 20-31, 2002

Set on near Jasper at Hinton, Alberta, Canada - Swan Landing. Alberta Railnet Grande Cache sub to Grand Prairie. Grande Prairie to Rycroft Junction and Glavin. Return to Grand Prairie onto West Grande Cache Sub to Roger, CN Rail to Dawson Creek onto BC rail to Chetwynd and Prince George. Back on the CN to McBride and return to Tet Jeune - near Jasper. Limited to 25 cars. Applications accepted after January 1, 2002. Run Fee of \$2,450 (US) includes hotels, ground transportation, motorcar fuel, and some meals. Price is based upon two people per motorcar. Cancellations will be given full refund until June 1, 2002. Checks must be made payable to Tom Phair. This is a NARCOA insured activity. All NARCOA insured and rulebook certified operators are welcome. Contact meet coordinator Tom Phair, PO Box 664, Alamo CA 94507.

McCloud River Railway October 5 - 6, 2002

Fall color trip. Set on at McCloud CA. Run Fee and trip details to be announced. This is a NARCOA insured activity. All NARCOA insured and rulebook certified operators are welcome. Coordinator, Tom Phair.

Southwest Rail Car cont.

**California Western
November 30, 2002**

4th Annual Turkey Run. Set on at Willits CA. Run fee and trip details to be announced. This is a NARCOA insured activity. All NARCOA insured and rulebook certified operators are welcome. This is a NARCOA insured activity. All NARCOA insured and rulebook certified operators are welcome. Coordinator Pat Coleman, 1989 Robin Ridge Ct., Walnut Creek CA 94596. Tel. (925) 979-1040 or e-mail pat.coleman@mindspring.com.

INDEPENDENT EXCURSIONS

Note: NARCOA insured excursions must: 1) be insured by an insurance policy acceptable to NARCOA (includes the Certificate of Permission from railroad and Operators Agreement), 2) use the current NARCOA rulebook as a baseline set of rules, 3) use the NARCOA Operations Manual as the baseline guide in running an excursion (includes releases), and 4) the group or individual hosting a NARCOA insured excursion must be an affiliate of NARCOA. The following are NOT NARCOA insured excursions, because one or more of the above conditions are absent. These are listed as a service to the membership and such listing implies no judgement from NARCOA as to safety, insurance, and/or legal issues.

Australian Society of Section Car Operators

**NRG Flinders
Easter 2002**

The Australian Society of Section Car Operators (ASSCO) is pleased to announce that work has progressed on access for Easter 2002, on the railway line between Stirling North and Copley, in South Australia's "Flinders Ranges." An invitation is extended to our NARCOA brethren (and sisters) to join us on this fantastic run. The event has been proposed to run over three days, leaving early in the morning of Easter Eve and returning to Stirling North by mid afternoon on the Monday following Easter. Seats are available on a shared cost basis, though these may be limited, and to and from Stirling North via Adelaide is an option. For more information on this great run please see the ASSCO Website at www.cobweb.com.au/~nldoncas/assco.htm. Contact Nic Doncaster for more information by e-mail at nldoncas@cobweb.com.au or have a look through the **SETOFF** Volume 15/2 and Volume 15/3 to see what we have done before. Some conditions apply; this information is available by enquiry.



Entitled "Speeder Heaven," it would appear there are no parts numbers or manual available for this conversion kit.

JON JORDAN COLLECTION

Excursion Calendar NARCOA

Southwest Tour (SWRC)
March 30-31, 2002

Canadian National (SWRC)
July 9 - 18, 2002

**Canadian National
& BC Rail Loop (SWRC)**
August 20-31, 2002

McCloud River Railway (SWRC)
October 5 - 6, 2002

California Western (SWRC)
November 30, 2002

Corrected Gas Gauge Numbers

In the November/December issue gas gauge chart, there is an error in the 6 gallon column. Where it reads 2 gal and 6.8 inches, it should read 2.8 inches.

Al McCracken writes:

"I don't mind if you include my phone number, fax number, and e-mail address in the **SETOFF** when people are instructed to take the safety rule book test. If I am home, I can give prompt turn around time when facing a deadline."

Phone: (408) 249-2953
Fax: (408) 249-3120
e-mail: ALNETHIE
@AOL.COM

Fairmont, 2-cycle, M19AA-5-RKB.

This car is in very good condition. Motor has new rod bearings and seals. Offered at \$2,600. Contact Bill Young R4 Box 230 Bruceton Mills WV 26525 Tel: (304) 379-7784 MA02

Fairmont rear end for A-4/A-5 motorcar with axle \$250. **Two Buda 20" dia. complete wheel-sets.** (wheels, bearings, thrust collars, axles) \$900 for both. **Fairmont 1 7/16" dia. axles, bearings, thrust collars, hubs** etc. call for price. **Track jacks,** aluminum, 15-ton capacity, 5-inch lift, excellent used condition \$100 each. **Fairmont W-86-B1 rail lifter** (must go! Make offer.) **RACo single-spindle tie drill,** good condition, 1,000. **RTW rail grinder,** wheelbarrow mount, **B&S 9hp engine with two grinding heads** \$1,500. Contact David M. Williamson, 1522 Lauren-Alexis Court, Dallas NC 28034-7786. Tel: (704) 922-8443, Fax (704) 922-9856 or e-mail: fairmont-dave@directvinternet.com. MA02

MT-19 with side, rear curtains; air horns; head, tail, brake, yellow and backup lights; 2 wipers; 2 seats; electric jack. \$3800. Also **motorcar trailer** \$600. I have been using this car; it is ready to run. Floyd "Red" Richardson, 349 Gilbert Street, North Vernon IN 47265. Tel: (812) 346-5162. JF02

Repair parts for the C-5 & C-8 carburetor. We now offer all the brass pieces for these carburetors. East coast contact: Carey Boney NC Tel: (910) 285-7489. West coast contact: Jerry Logan CA. Tel: (562) 633-6133. JF02

Two M-14 Fairmont motorcars. I also 1 belt pulley, 1 extra motor, 1 piston, 6 new wheels, 1 axle, 2 steel parts boxes, 1 headlight, 2 timer assemblies, 1 new sweeper, 4 windshield wiper motors, 1 alternator belt, 5 head gaskets, numerous break blocks, miscellaneous gaskets and hoses for gas lines, 2 sets of timer points, 1 pulley steel, 16' of track with ties, and 1 complete carburetor. Package deal \$2,500 or items can be sold separately. Contact Jim LaBounty Tel: (802) 873-3252 or email: Rocky@together.net. JF02

NARCOA logo embroidered jackets "PORTLANDER JACKET" manufactured with 100% Tason nylon and polyester fleece lining with inside pocket and contrasting collar. Available colors: Burgundy/Charcoal, Black/Charcoal, Navy/Forest, Red/Navy, Khaki/Charcoal, Royal/Black. All embroidered with the NARCOA logo. Sizes S thru XL

\$48.50, XXL and XXXL \$53.50 plus shipping and handling. Contact Cindy King at C. King Embroidery, P.O. Box 164, North Lawrence OH 44666. Tel: (330) 833-2868, 7AM-8PM EST. JF02

Two identical **Santa Fe motorcars** in the original Santa Fe yellow paint, possibly S19s, but I'm not sure. Both have 2-cylinder Onan with transmission, windshield, aluminum front and tops, and side curtains. Both entirely roadworthy. Stored inside since last running in 1998. Original numbers and paint. Motorcars @ \$2000 each. One trailer \$750. E.E. Cox, 3431 W. 10th Street, Wichita KA 67203. Tel: (316) 943-3329 or e-mail BUDCX@prodigy.net. Michael E. McElroy, 290 Van Arsdale, Haysville KA 67060 JF02

NARCOA LOGO embroidered hats 6-PANEL HATS: Available colors: Khaki/Black, Khaki/Navy, Khaki/Dark Green \$10 plus Shipping and handling. Also, DENIM HATS with a SUEDE BILL \$12.50 plus shipping and handling. All embroidered with the NARCOA logo. Call for prices on other available items. Contact Cindy King at C. King Embroidery P.O. Box 164, North Lawrence OH 44666. Tel: (330) 833-2868, 7AM-8PM EST. JF02

Lehigh & New England Railroad Fairbanks-Morse "Sheffield" 40-B, steel cab (currently off car) two-cylinder air-cooled engine, friction drive, \$2,250. This car dates back to 1932 and is as off the railroad in 1961. For personality, you can't beat the 40-B. **Fairbanks-Morse 40-B style engine.** Except for the block, flywheel and possibly crankshaft, all other parts are interchangeable with the 40-B engine, such as cylinder walls, heads, valves, carburetor, and magneto etc, \$500. **Motorcar trailer,** four 12-inch wheels, toolbox, spare tire, 2-inch hitch, \$450. All can be seen in southeast Minnesota. Contact Terry Meiley Tel: (507) 824-2228, or e-mail tcmeiley@lakes.com. JF02

Copper Canyon, Mexico motorcar photo CD set. We have for sale a photo CD set that contains more than 500 high quality digital images of THE BEST MOTOCAR TRIP EVER IN MEXICO. You will receive two quality CDs that will show you the best of the Copper Canyon, Mexico motorcar trip. Also included with this CD set will be a superb viewing program. This is a great buy for anyone thinking about doing this trip or for anyone that would just like to see this adventure. Please send your name, address and telephone number along with your e-mail address, and we will ship priority mail to

you for only \$20 U.S. dollars or 200 Pesos. Canada shipments please add \$5. Contact Jaime Samuell 19367 Met-O-Wood Lane, Gambier OH 43022-9704. Tel: (740) 427-4444 or e-mail Jaime@GAMBIERandWESTERN.com. MJ02

Videos of Track car Meets.

—Kosciusko & Southwestern RR, Mississippi, with NARCOA group tour of New Orleans. (1999)

—Apalachicola Northern with tour of Schenectady Super Steel Loco facility and the Upper Hudson River RR, New York State, (1999)

—Maine Coast RR, ocean and riverside running, Wiscasset to Thomaston and Brunswick to Augusta. (5/99)

—Quebec City Tour with group tour of St. Anne De Beaupre basilica. (1998)

—Meridian & Bigbee RR, with Arkansas Midland RR, unique Mountain Railroad. (1999)

—Beaupre to Clermont, Quebec. Terrific St. Lawrence Riverside scenery (1998).

—Matapedia to Gaspé and Percé, Quebec. Fabulous run along the ocean side. (1998).

—Northern Vermont RR. and Twin States RR, N.H. Beautiful New England scenery (1998).

—San Pedro Southwestern RR, Copper Basin RR, Arizona cactus tours. (3/98)

—Santa Fe Southern RR, NM, and Texas & New Mexico RR. Beautiful Southwest by rail (3/98).

—Lycoming Valley RR and Union County Industrial RR with tour of Kopper's Tie Plant (5/98).

—NYS&W steam fan trip w/#142 (8/98), Rutland VT to Whitehall NY to Ludlow VT Also included, Milwaukee #261 running as Steamtown Plow Extra (2/96).

Videos recorded from 8 mm;

—Copper Canyon of Mexico. The premier track car adventure. 9 days of incredible scenery. (3/96)

—Peace River, Alberta to Coppermine, NWT, Arctic Circle on CNR, Eskimos & DC-3 flight. (7/96)

—Central Montana RR with Alberta Prairie RR. (6/98)

—CNR cab ride from Peace River, Alberta to Roma Jct., 2 R/trips with 11 units, 90 min. (6/98)

Coming soon: — 1,000 mile Loop trip in Ontario, Sault St Marie, Wawa, Sudbury, BC adventure 2000 with Hank Brown, New Jersey, New Hampshire and Maine (2000) with NERCA.

Waybill: All tapes 2 hours unless specified. Digitally recorded and edited. VHS, with narration and music where appropriate at: \$16.00 each plus \$3.00 shipping 1st tape, \$4.00 shipping 2 tapes. Free shipping with order of 3 tapes or more. Visa,

MasterCard, checks, dog biscuits or track car parts! Bill "mad dog" Kozel, 23 Lee Ave., Rexford, NY 12148-1209. Tel: (518)399-5836 anytime. E-mail: Madogbill@aol.com MA01

Fairmont parts or parts car for A-6 or A-8 model motorcar and Safetran System Corp. Power Track Wrench Model "C" locomotive jack, Hydraulic or air 35, 50 or 100-ton capacity. Contact David M. Williamson, 1522 Lauren-Alexis Court, Dallas NC 28034-7786. Tel: (704) 922-8443, Fax (704) 922-9856 or e-mail: fairmont-dave@di-rectvinternet.com. MA02

Wanted

I am looking for **20-inch cast motorcar wheels**. Contact Jaime Samuell 19367 Met-o-Wood Lane, Gambier OH 43022. Tel: (740) 427-4444 or e-mail Jaime@GAMBIERandWESTERN.com. MA02

I need three **back issues of the SET-OFF** to complete my collection from volume 1 number 1 to present. These are winter 1987, spring 1988, and fall 1994. If anyone has duplicate copies of these issues or if I could buy photocopies of them I would really appreciate it. Please advise your cost. Con-

tact Leonard S. Gilmore 34 Hayes Park Exeter, New Hampshire 03833. Tel: (603) 778-0269. MJ02

Gyralight® parts or someone who would like to sell one. Contact Jaime Samuell 19367 Met-o-Wood Lane, Gambier OH 43022. Tel: (740) 427-4444 or e-mail Jaime@GAMBIERandWESTERN.com. MJ02

Fairmont MT-19 open car, aluminum front and roof type, parts or project car running or not. Talk to me please!! Contact Mert Williams 1860 Nelson Lane S.E., Rochester MN 55904. Tel. (507) 289-1594 MJ02

Code of Conduct for NARCOA Members

Members are expected to:

1. *Act as a guest while on railroad property. A guest is prompt, courteous, and careful while on others' property.*
2. *Foster and encourage a high standard of operation and behavior while on railroad property and while performing duties pertaining to NARCOA's operations.*
3. *Observe the NARCOA rule book.*
4. *Follow the instructions of the meet coordinator, his assistants or of railroad employees without complaint or undo comment.*
5. *Be considerate of other members, in particular by:*
 - Treating other members with respect at all times.*
 - Do not lie or pass on unsubstantiated rumors about other members.*
 - Being ready to lend assistance when and where needed*
 - Ensuring that you, your passengers and equipment are ready so others are not delayed because you and yours are not prepared.*
6. *By example, promote exemplary operating standards by:*
 - Operating your car carefully and safely at all times.*
 - Communicating clearly your operating intentions to other operators*
 - Careful radio use. Many others may be listening.*
 - Do not use any radio frequency unless specifically authorized.*
 - Do not operate your motorcar without proper permission.*
 - Respecting your fellow operator. Potential new members or other railroad officials may be watching. Your actions (or inactions) may open or close railroad doors for NARCOA operations.*
 - Assisting with towing or other "extra" duties as needed to allow for a successful motorcar meet.*
7. *Protect the future of the hobby by:*
 - Being active on a regular basis with your local speeder group.*
 - Giving encouragement to newcomers.*
 - Supporting the goals of NARCOA.*

West Virginia Central 2001

by Paul Rujak



These are pictures I took January 6, 2001 on the West Virginia Central. I rode with the president of the WVC John Smith to get these shots on Cheat Mountain as we followed the "Cheat Mountain Salamander" towards Spruce, West Virginia. I have done three motor car runs on this wonderful railroad.

*Paul Rujak
Weirton, West
Virginia
Ohio Valley Railcars*



(continued from page 5)

When you get home, put your speeder up on jack stands, then get someone to spin the axles while you listen for the offending bearing. If you have a stethoscope you can put it to a bearing and hear it grind. Being a "shade tree mechanic," I use a screw driver or a socket extension. Bend your thumb, put the rod in the joint, stick the knuckle in your ear and the other end of the rod against the bearing. If you have never tried this, you will be amazed at how well you can hear.

Conclusions

Use all your senses to look your car over. Listen for strange sounds, smell the hot oil or insulation, feel the vibration and if something changes, ask why? Unlike an auto, that has an emergency brake, we only have one method of braking. It has to work. We can lose one side and still have some brakes. However, if you only have brakes on one side, you must hook up a tow bar and be pulled. You are half way to total failure. If you lose your brakes, you are a guided missile—the rails guide you, and unless you very lucky, the car ahead will be your target and will stop you. Inspect your brakes often—not only visually but shake the toggle arms, put the lever in the first notch and shake them again. Both sides should be tight. After you inspect your car, walk back and look at the brakes on the car behind you. Dont touch them, just look. If you dont like what you see, point it out to the operator. Those brakes affect you, too. In fact, they affect all of us. Safety affects all of us.

Happy motor caring.

(Text by Jim Spicer. Atrocious spelling, total lack of sentence structure and poor punctuation corrected by Pat Spicer.)

North American Railcar Operators Association (NARCOA)

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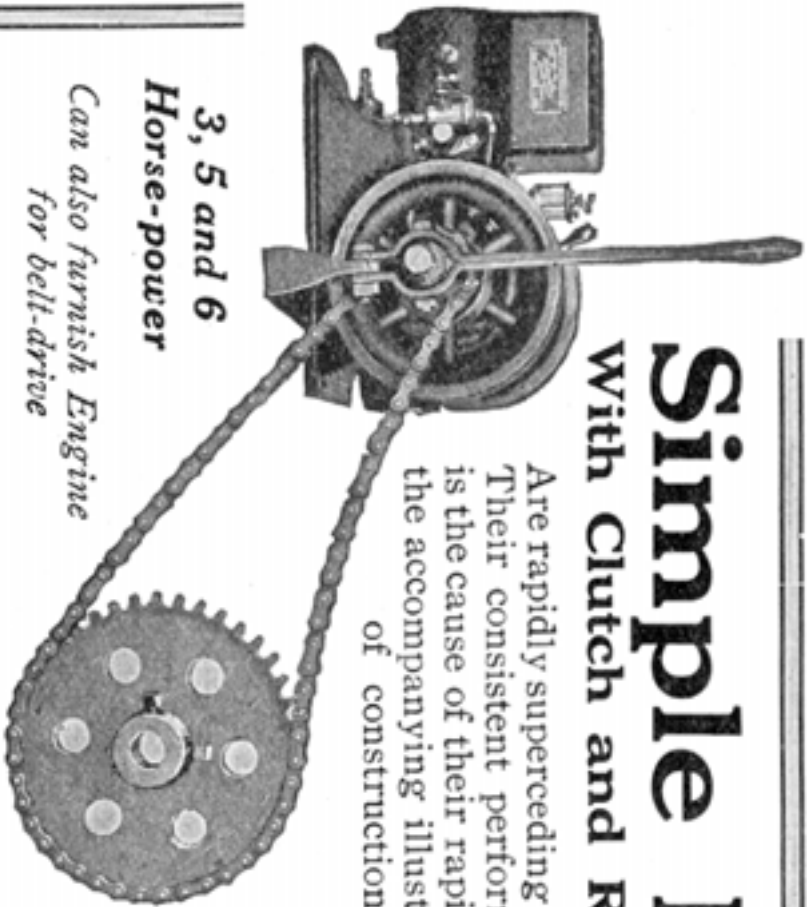
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**3, 5 and 6
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*Can also furnish Engine
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| 3 Horse-power..... | weighs 160 pounds |
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Motor Cars. Most practical drive made. Can be attached to any hand car.

Simple Gas Engine Co. - Menasha, Wis.

Are rapidly superceding every other motor car engine. Their consistent performance under every condition is the cause of their rapidly gaining favor. Note from the accompanying illustration the extreme simplicity of construction. It combines durability, strength, lightness and dependability. SIMPLE engines start without cranking, are reversible, use any kind of fuel. Have no carburetor or mixing valve, take no fuel in the crank case. They have more power for their rating than any other engine built. THE SIMPLE CLUTCH AND CHAIN DRIVE has solved the problem in drives for Railway

*This advertisement appears on page 41 of
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BILL TAYLOR COLLECTION

