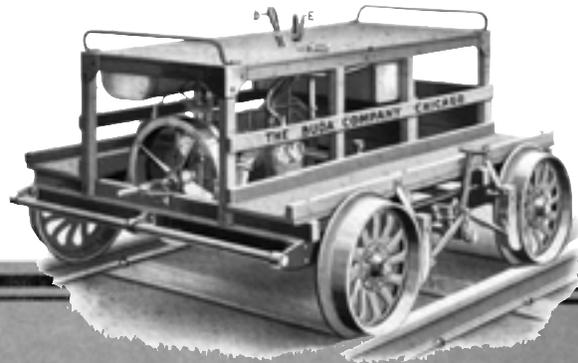
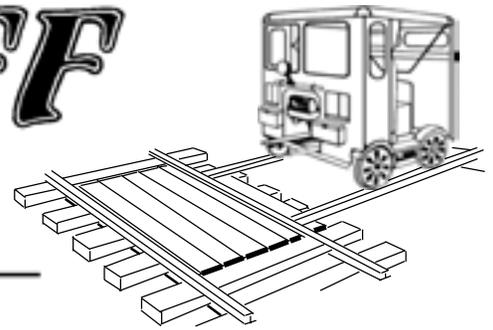


THE SETOFF

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

March/April 2001 Volume 15 - No. 1



SPECIAL TRACK WORK



THE BUDA COMPANY
CHICAGO, U.S.A.
FROG, SWITCH AND CROSSING DEPARTMENT

Inside:

<i>From the President</i>	2	<i>More on MT19 Axles</i>	12
<i>NARCOA Insurance Update</i>	3	<i>Narrow Gauge in Germany</i>	15
<i>Accident Reports</i>	4	<i>The Buda Company</i>	18
<i>Wheel Flanges and Brake Shafts, Take 2</i>	8	<i>Want Ads</i>	20
<i>Unwinterizing That Car</i>	10	<i>Excursions</i>	22

Please submit materials

for the May/June issue of
THE SETOFF
by April 28
as follows:

Classified Ads

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All other Materials

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Cover Photo

Early 64-page Buda Company catalog, date unknown, showing items related to special track work. The cover is grey with "SPECIAL TRACK WORK" and "BUDA" in the logo printed in orange.

FROM THE COLLECTION OF
JACK HOOVER

From the President

Ron Zammit

Thanks to Jan, Ernie and Joel, we seem to be well on the way to solving the major **SETOFF** problems. The last issue looks great and it seem to come much faster, although it came with a random set of days from the mailing in MI.

If things go correctly, you should find a copy of the new rule book with this issue of the **THE SETOFF**. This completes the long process by many people to revamp our rules. Thanks to all who helped, and let's hope that it will not need anything major for a long time.

On a different topic, at present, the Judiciary has a point schedule for motorcar accidents. At the fall (2000) I asked that the Board consider lessening the "absolute" points assignment for accidents which cause no injury. Additionally, I asked that the Board consider points for major rules violations that do not result in injuries.

Last fall, I also asked that the Board consider a policy of sanctions for affiliates which do not follow NARCOA rules. For example, an affiliate could adopt the practice of all operators blowing horns at crossings and no flagging. This would be very much in violation of the rule book. Or perhaps an affiliate does not require operators and guests to sign releases. Or an affiliate allows some operators to be uninsured on and excursion. Rather than sanction the operators at the excursion, the affiliate would be sanctioned. This policy has been passed by the Board. An errant affiliate would be given a warning, and if that were not heeded, the affiliate would have its affiliation with NARCOA called into question by the Board. In other words, the affiliate could lose its affiliate status for a fixed amount of time. Since all of our affiliates seem intent in following the rules, there is little possibility of this being used, but it needs to be in place should such cases occur.

I mention these two issues because with their resolution, we have reached another plateau in the growth of NARCOA. The affiliate program will be complete, along with the rules and judiciary. These are the major new components in making NARCOA work, along with traditional communication, treasury, and secretarial duties. The year 2001 will mark the first year for all of components being in place and working. Let's keep our fingers crossed that nothing new comes up and we have no new components to add.

New in this issue is Jeremy Winkworth's report on accidents. We will begin again to examine the accidents members are involved in to see what we can learn from them. This is something professional railroaders do regularly and benefit from. Many members feel we will benefit, too. Names and locations will not be included in the report.

By the time you read this I will have prepared an Annual Report for the year 2000, as required by the Bylaws. I'll e-mail it to the Board, but if you wish to have a copy, please e-mail me. Or write with a LSASE and I'll mail you back a copy. Essentially, NARCOA is in great shape. Thanks to you all for making this so. I feel we have a great organization.

Spring is coming and I hope to see you on the rails soon.

Ron □

NARCOA Insurance Update

Tom Norman, Insurance Administrator

I have processed 465 applications so far this year for the new policy year that runs 2/1/01 through 1/31/02. Last year we had 692 insured members.

Every year approximately 10% of the applications have to be returned for corrections. I thought that I should explain what commonly goes wrong.

When NARCOA originally set up the insurance program, we could not find an insurance company that was willing to provide individual railroad liability coverage to members. NARCOA was too small an organization to attract an insurer for individual coverage, but NARCOA could get coverage if we would do the majority of the paperwork. I volunteered as the NARCOA Insurance Administrator. It is necessary for me to verify that every applicant is a NARCOA member, is 18 years or older and has a valid motor vehicle driver's license. This is required by the underwriter. If any information is incorrect or missing, I must return the application.

In addition NARCOA has a rule book examination requirement, so I must verify that the applicant has submitted a valid rule book certification card number. This is the rule book exam card that Al McCracken issues you when you pass the test. NARCOA also requires each applicant to sign the NARCOA Agreement. If I don't have the NARCOA Agreement or the rule book certification card number, then I return the application.

One problem surfaces each year in regard to NARCOA dues. Usually a member sends his dues check to Joel Williams, the NARCOA secretary. Joel either starts your new membership, or extends your current membership one year. With the insurance application, I ask for a separate check payable to NARCOA for \$20 if your membership is expiring during the insurance policy year (2/1/01 though 1/31/02). The insurance coverage is for association members, and I must verify that you are a member for the entire policy year. In other words your membership must be valid through 1/31/02. If not, send the check to me with the insurance application, and Joel and I will extend your membership one year. I am also the NARCOA treasurer, so any dues check that I receive is reported to Joel Williams, the membership secretary.

To determine your membership expiration date, look at the mailing label on **THE SETOFF**. JF02 is January/February 2002. MA02 is March/April 2002. Same for MJ02, JA02, S002, ND02. JA01 would be July/August 2001. If your membership is expiring in MA01 (March/April 2001) and you are applying for insurance in March or April, it is faster to send the dues check and insurance application to me rather than sending the dues check separately to Joel. This way I can immediately process the application, rather than waiting for Joel to confirm that he has received your dues check.

Finally, the insurance premium check must be made payable directly to United Shortline Insurance Services, Inc. NARCOA is a 501(c)(7) tax-exempt organization. In order to maintain our tax-exempt status, we can not collect money for an insurance program. The insurance program is with United Shortline Insurance Services, not NARCOA. (continued inside back cover)

Submitting Materials for Publication

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

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

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.

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.

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.

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.

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 1

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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>

Recent Accident Reports – What Can Be Learned?

By Jeremy Winkworth

Earlier in 2001 I volunteered to examine the last year's worth of NARCOA accident reports and write an article for **THE SETOFF**. A stack of 11 reports duly arrived from Mike Paul, our judicial committee chairman. They covered the period from the 1999 NARCOA board meeting until now, approximately 18 months. I looked through each of them in detail.

Firstly I would like to thank all the excursion coordinators who submitted these accident reports. For the most part, the ones I reviewed were thorough, complete and submitted promptly. Let's face it—nobody wants to have to do this kind of paperwork. It's extra effort for a coordinator, and it's embarrassing for some of the people involved. However, there are good reasons why we need to keep submitting them. I've listed four of them below:

1. Just like an automobile accident, there's nothing fun about an accident on the rails. At best, it will involve fixing minor damage to your car. At worst, the car could be junked and people seriously injured. It will always cause delay to an excursion. Thanks in part to our rulebooks and inspection/enforcement activities, serious injuries are rare. I'm only aware of one accident where an individual was seriously and permanently injured. If we can reduce the number of accidents and injuries by having a system that reports them, reviews the details and then takes appropriate actions, it benefits all of us.

2. Because we have chosen to partake in a hobby that occurs in an industrial environment with many hazards, regulation is inevitable. The question is this: will we self-regulate or will an outside regulator such as the FRA do the job? Obviously the former is preferable and having a mechanism to reduce accidents (reporting and reviewing them) helps to keep it that way.

3. Our insurance policy requires reporting of accidents. Not everyone appreciates how marvelous our insurance is. It has opened up many railroads to us that would otherwise be permanently closed. I speak from personal experience here. It's cheap, too. However, like any other insurance policy, it is not a right—too many claims, even small ones, and we'll be dropped. Reporting and minimizing accidents is needed to keep our insurance.

4. Just one accident may close the door at a railroad. In the past I coordinated excursions on the Tuscola & Saginaw Bay Railway (TSBY) in Michigan. I was told by that railroad more than once that an accident would be the end of our excursions. We suspect that a single accident caused a Midwest railroad to close their doors to us, at least for this year. It's not hard to understand – how keen would you be to invite a group of visitors back on your property after they had some kind of accident that caused you inconvenience or put you at possible financial risk?

Here are brief summaries of each of the 11 accidents reported. No names, dates and locations are included:

1. An M-9 with an experienced operator derailed at a dirt crossing due to a stone in the flangeway. Interestingly and perhaps uniquely, the Border Patrol was regularly sweeping this particular dirt road to remove all footprints. The sweeping caused dirt and stones to cover the rails and fill the flangeways. It did not cause the first cars in the convoy any problems, but then one car dislodged a stone that fell into the shallow flangeway. The following car derailed. No injuries resulted and only minor damage was done to the car. The operator believed that wearing his seat belt was a key factor in preventing any injury.

2. An MT-19 towing an S-2 derailed at a low joint just past a road crossing. This broke the MT-19's tow hitch and caused some minor axle damage. The S-2 stayed on the track. Seat belts in the MT-19 prevented any injuries, and the car was able to continue in the excursion. The coordinator stated that in his opinion the MT-19 would not have derailed if it had not been towing the S-2. Towing had been ongoing for 3-4 miles.

3. A modified Fairmont A-car piloted by an experienced operator derailed on good track. This resulted in a bent rear axle that prevented it from running under its own power. Because the car lacked lift handles or a turntable, it had to be rerailed and towed 17 miles to the next siding. Per the report, this car had been significantly modified from the original Fairmont design, one result of which was a very rigid body attached directly to the frame in many locations. This prevented the car from flexing slightly to keep all 4 wheels on the track when the rails are at different levels. Note that the Fairmont design was intended to have such flexing. The car had derailed twice before but had also completed a 180-mile run in one day without a problem. There were no injuries, just a considerable delay to the excursion.

4. A derailment was caused by a wheel flange that separated from the wheel and caused the axle to break. This was due to insufficient thickness of metal at the flange. A minor injury resulted, and severe damage was caused to the undercarriage of the motorcar. This wheel was shown in the November/December 2000 **SETOFF**.

5. An MT-19 collided with a pickup truck at a farm crossing. The pickup had stopped to watch the lead cars go by and, not realizing that there were more motor cars approaching, then pulled out onto the crossing. The next motor car operator, believing that the pickup driver was planning to wait for all the cars to cross, was unable to stop when the pickup occupied the crossing. Rail was wet and visibility poor. The pickup received very minimal damage. However, the motor car was disabled and did not complete the excursion. The operator was uninjured, but a passenger received a bump on the head that required treatment at the scene.

6. The lead car on an excursion noticed that the railroad had left a switch in the wrong position. This would have sent the convoy onto an occupied siding. The operator thus made an emergency stop to change the switch. The MT-14M behind was unable to stop and a minor rear-end smack occurred. The rails were described as wet and slick at the time of the accident. There were no injuries and damage was very minimal. Both cars continued in the excursion.

Individual Reports

**Individual
Reports
Continued**

7. An MT-14 stopped at a road crossing was rear-ended by the following car, a Woodings. The MT-14 had stopped to roll up the canvas engine cover. It was flagged until it stopped. Then the passenger went to the front of the car and started to work on the cover. Rain was falling, but there was several hundred feet of good visibility. The inexperienced operator of the following car braked but could not stop, propelling the MT-14 forward over the passenger, who suffered a bump on the head plus some severe bruising and scratching of his legs. Both cars were significantly damaged but able to continue in the excursion. It's worth noting that the gas tank protector on the MT-14 took most of the impact. If it hadn't been there, this collision might have been a lot worse.

8. An MT-19 with a homemade turntable derailed at a grade crossing. The turntable was fully retracted at the time. Weather and rail conditions were good. The car was traveling at 5 mph. The crossing had just been rebuilt. The tops of the planks were about 4 inches above the railhead, and one bolt was sticking up far enough to catch the turntable and derail the car. The operator was thrown from the car and received cuts and scrapes on his arm. The passenger also received minor injuries. Damage to the car was a bent turntable and bent axle.

9. Another MT-19 with a Fairmont-built turntable derailed at the same grade crossing in #8 above. The turntable was fully retracted at the time. Weather and rail conditions were good. The car was traveling between 5 and 10 mph. Once again, a bolt caught the turntable and derailed the car. The operator was thrown forward and hit his head on the windshield, but this did not require medical treatment. Damage to the car was a cracked windshield and a broken rear axle support bracket.

10. An MT-14M came around a sharp, blind curve and encountered the rest of the group, who had stopped. The experienced operator was unable to stop the car in time and smacked the rear of a Woodings at low speed. Rails were wet and greasy. Nobody was injured. The Woodings was not damaged, but the front of the MT-14M was pushed back about an inch. Flaggers from the Woodings had not yet walked back around the curve. Unknown to the motor car operator, the railroad had decided to stop at that point for a ceremony.

11. An MT-14 encountered uneven track and derailed. Fortunately the operator had slowed down for this uneven track, but the car instantly stopped when it derailed, causing head injuries to the passenger that required hospital treatment. The operator had bruises and superficial wounds. The front axle of the car was found to be sheared off, and it required a backhoe to get it to the nearest road crossing.

There are some common threads and obvious conclusions in the above 11 accidents:

Road crossings are dangerous places. Six of the 11 accidents happened at road crossings, but only two were collisions. Four of them were derailments. It's clear that operators should be scanning the crossing surface as well as each way along the road. If you need time to do that, slow down. Being 20th in the lineup is no guarantee that the crossing surface is OK.

**Common Threads
and
Obvious Conclusions**

Those with low clearance cars (i.e. turntable-equipped Fairmont MT series cars) need to be particularly cautious at crossings and where ballast is heaped between the rails. I speculate that since railroads don't use motor cars anymore, height of materials between the rails is not as much of an issue for them as it was 20 years ago. It's still an issue for us. Turntable equipped motor cars may have as little as 3 and a half inches of clearance above the rail.

There were a total of 7 derailments. **Derailments caused injuries except where the occupants were wearing seat belts.** Consider adding seat belts to your car.

The three rear-end smacks were all combinations of insufficient flagging and too high a speed. When it comes to flagging, just flagging from your car when it is slowing down is insufficient. We need people to get out, walk back and flag until the cars behind have almost stopped.

Excessive speed in wet and/or greasy conditions led to accidents. **You should always be able to stop in half the distance you can see or half the distance to the car in front, period.** Deal with wet and/or greasy rails by either increasing the distance between cars or decreasing your speed.

Of the two accidents that involved mechanical defects of cars, one was a broken wheel due to excessive wear. **Since wheel gauges cost as little as \$3.99, nobody has an excuse for not buying one and checking wheel thickness regularly.** This particular car reportedly received "severe damage" to the undercarriage—a high price to pay for not being aware of wheel thickness.

The other accident caused by mechanical defect involved a car that had been modified from the original Fairmont design. The modifications had removed most of the flexing that the frame of the car was designed to do when uneven track was encountered. The accident was made more complicated because the car did not have lift handles or a turntable to get it off the track. The message here is that only rarely can we improve on the designs that professional engineers at Fairmont created (and probably those of other companies too). **Most modifications are benign, but get a second opinion before you make significant changes to your car.**

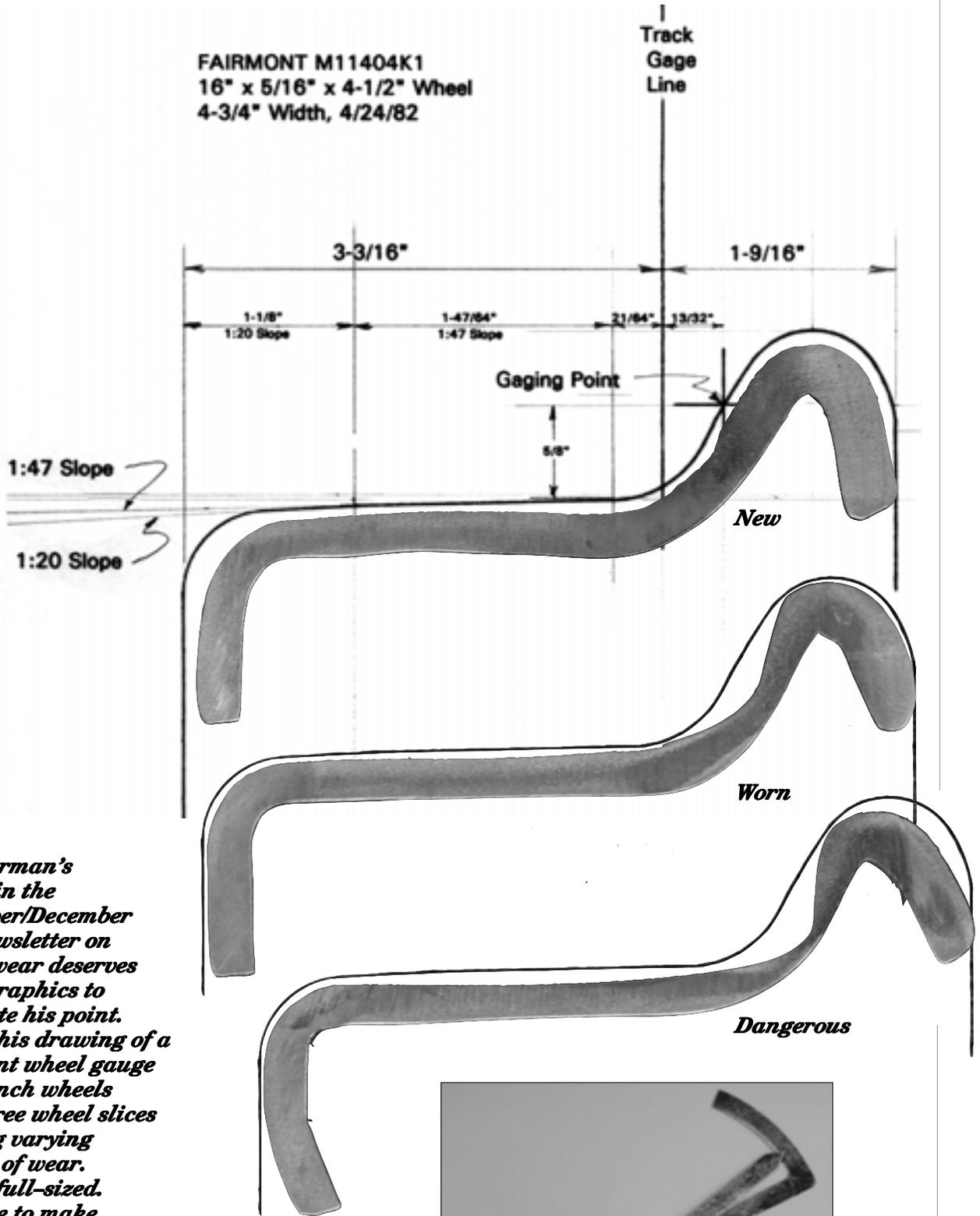
Towing should be done with a larger car pulling a smaller car. In the towing accident reported, an MT-19 towed an S-2 for 3-4 miles, yet the average S-2 weighs 50% more than the average MT-19. An accident was inevitable. Last year I towed an MT-19 with an aluminum cab behind my open M-9, a horrible weight mismatch. Fortunately we had radio contact, and I only had to tow it a mile to a road crossing where an MT-14 was waiting to take over towing duty. **Use extreme caution when you have to tow a heavier car and tow it for as short a distance as possible.**

It's human nature to think that accidents only happen to other people. Then one occurs to you and now you think about how easy it would have been to prevent it. I hope that my brief summaries of recent accidents and the common threads that I saw are of value to you. The people involved in these accidents learned the hard way—you don't have to

Thanks go to Ron Zammit and Mike Paul for their review of this article. □

Summary

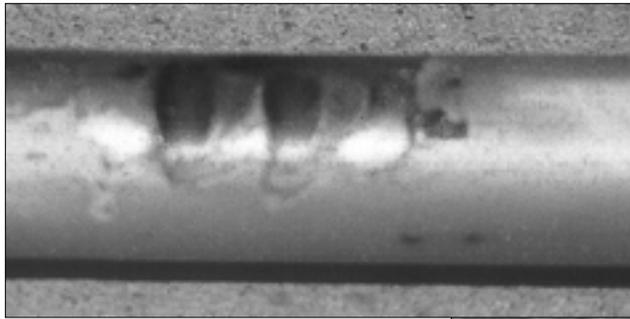
Let's Do It Again



Tom Norman's article in the November/December 2000 newsletter on flange wear deserves better graphics to illustrate his point. Here is his drawing of a Fairmont wheel gauge for 16-inch wheels with three wheel slices showing varying degrees of wear. All are full-sized. Feel free to make your own gauge from this template.



DON BREITBARTH PHOTOS



Also in the November/December 2000 issue was Tom's warning about excessive wear on brake shafts caused by drive chains. These photos show slack chains can wear through a shaft, allowing it to bend or break during brake application.



CAR GAUGE can be checked by anyone with the gauge shown at right, and a steel pocket tape or other accurate measure. A second gauge saves time if help is available to hold on opposite wheel.

Reversing gauge, locates track gauge line on either inspection or section car wheels.

Tires needing replacement due to dangerous wear of tread or flange, are shown up by this gauge. It is always precisely correct because both ends seat outside of the zone which is worn by the rail.

• Recommended Fairmont Stock, page 8.



POCKET WHEEL GAUGE M21138*

(Continued from column at left.)

Needed (1) to gauge hub wear of all kinds of loose wheels except ball bearing; (2) also every time a riveted insulated wheel is pulled from the axle, as this may change gauge of car.

Pocket wheel gauge M21138 and wheel plate caliper M19889, as shown in Fairmont's 1936 Bulletin 209E.

JACK HOOVER COLLECTION

Fairmont

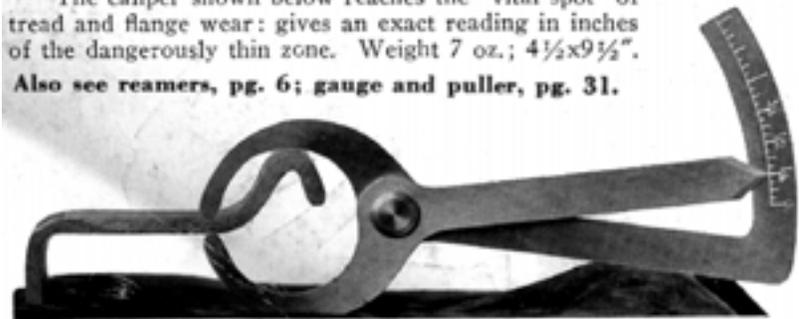


WHEEL PLATE CALIPER M19889 (Below)

Accurate knowledge of how near a tire is worn out enables a maintainer to scrap it before the flange splits off in service, with possibility of an accident.

The caliper shown below reaches the "vital spot" of tread and flange wear: gives an exact reading in inches of the dangerously thin zone. Weight 7 oz.; 4½x9½".

Also see reamers, pg. 6; gauge and puller, pg. 31.



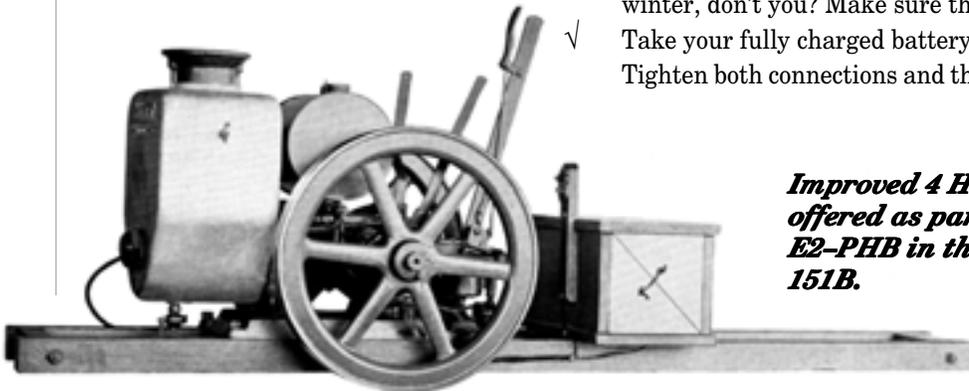
Unwinterizing a Fairmont 2-cycle Speeder

By Dick Forde

By now, winter is starting to wind down, lots of hot chocolate has been drunk, the fireplace has been watched; and thoughts are starting to turn to springtime speeder activities.

This article is the follow-up to the one in the November/December **THE SETOFF** which dealt with winterizing a 2-cycle. We shall attempt to undo what we did before the snow flew.

- √ Now would be a good time to put your battery on a battery charger to get it up to full charge by the time it is needed.
- √ Think about repacking the bearings on your trailer. You have the time now and are free from the pressure of an impending meet.
- √ Remove the reflectors that protected your speeder and trailer from that snowplow. Put them away so that they can do their job again next winter.
- √ Remove the tarp that faithfully covered your speeder. Be especially careful of the "critters" who may have considered your speeder their home for the winter; some of them can get quite nasty. When you are sure that the tarp is completely dry, fold it and put it away for next year. It will be a lot easier to fold if you have a friend help you fold. The bungees that held the tarp in place can be used for a multitude of purposes throughout the season; you can never have enough.
- √ Open (or remove) the drain plug from the engine's water jacket to empty completely the antifreeze that you put in when you winterized. Capture the drained antifreeze and dispose of it properly; anti freeze tastes very sweet and can be very harmful and even fatal to animals if they swallow it. Close the drain and then fill the water hopper to the proper level with fresh water.
- √ Remove the spark plug. Into the spark plug hole, squirt 2-3 squirts of Mystery Oil. Then give the engine a couple of cranks to spread the oil throughout the cylinder. This will loosen things up inside the engine. Now would be a good time to put in a fresh spark plug. Don't forget to connect the plug wire.
- √ Thoroughly grease all grease fittings. You did this when you put it away, that grease protected the parts. This new grease will provide lubrication for the first few runs.
- √ Oil all linkage points on the brakes, belt tensioner, spark linkage, and throttle linkage. The reason for this is the same reason as for the grease.
- √ Put the spark coil back it. You do remember where you put it for the winter, don't you? Make sure that all if the connections are tight.
- √ Take your fully charged battery and put it back in the speeder. Tighten both connections and then give the connections a light coat-



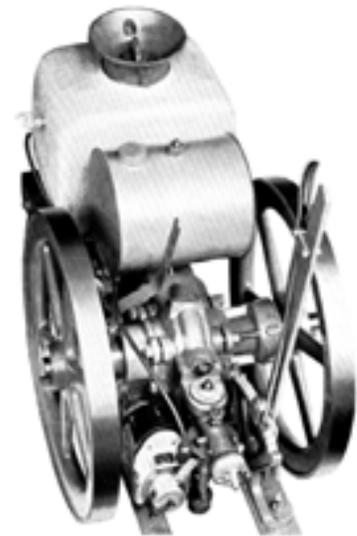
Improved 4 H.P. PHB Motor Car Engine, offered as part of Motor Car Outfit E2-PHB in the 1936 Fairmont Bulletin 151B.

ing of grease. This will prevent all of that ugly yuck from growing on the terminals.

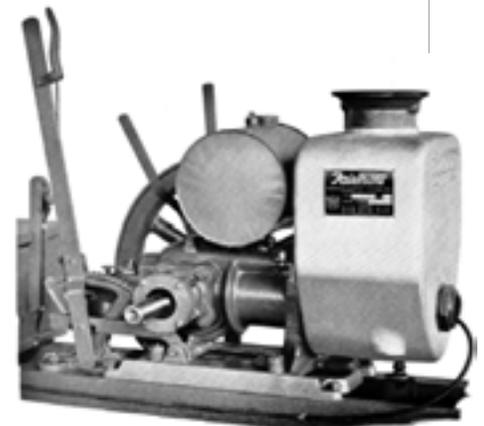
- √ Remove, clean and replace the air cleaner.
- √ Check all of your belts for wear, cracking and tension. Spend a little time now, save a lot of time later. Replace any that need it.
- √ Now for the moment of truth:
 - √ Open the fuel shut-off at the tank. (Remember, the tank is full of fuel)
 - √ Set the mixture; open the needle valve about 2 turns.
 - √ Set the throttle at about half open.
 - √ Set the choke on.
 - √ Do the obligatory four quick cranks to prime the engine.
 - √ Release the choke.
 - √ Set the timing to the start position.
 - √ Turn on the ignition.
 - √ (Say a quick prayer.)
 - √ Crank the engine to start it. The engine should start quite easily. Once it starts, advance the spark to half way, reduce the throttle setting, and slowly close the needle valve about $\frac{3}{4}$ of a turn to lean out the fuel mixture. It is very important to keep the engine from running to fast while the initial warm-up is taking place. While the engine is warming up, you may continue with the readying of the speeder.
- √ Try a light, does it look a little dim? Perhaps your generator/alternator is not working; verify with a voltage gauge. You should have about 7 volts across a 6 volt battery when charging; 13.5 volts for a 12-volt battery.
- √ Turn on your lights, one at a time; go take a look to see that they are actually working. Do this with each of the lights. Don't forget your brake lights, too.
- √ Check your horn.
- √ Check your wipers.
- √ Check the fire extinguisher to make sure that it is ready. Most have a gauge to indicate the status. Put it back in the speeder.
- √ Check the first-aid kit. Update if necessary. Put it back in the speeder.
- √ Check your flags and safety vests.
- √ Make sure that all of the necessary paperwork is in the speeder—registrations, etc.
- √ By now the engine should be warm enough. Feel the water hopper, it should be warm. You might even start to see steam from the vent pipe, this is not a bad thing. Look for any water leaks. Now shut down the engine; no sense wasting any fuel.
- √ Check and adjust your drive belt. Replace if necessary.
- √ Check and adjust your brakes. Replace if necessary.
- √ Check your wheel thickness. (You know that they will check it on the first run.) Replace if necessary

At this point you can be fairly confident that your speeder is ready for a run. Now take a look at it and ask: "Does it need any cosmetic touch-ups? Does my Leslie need five bells instead of just three? Shouldn't I add just a couple more lights?"

From this point on, you are on your own. Enjoy another season! □



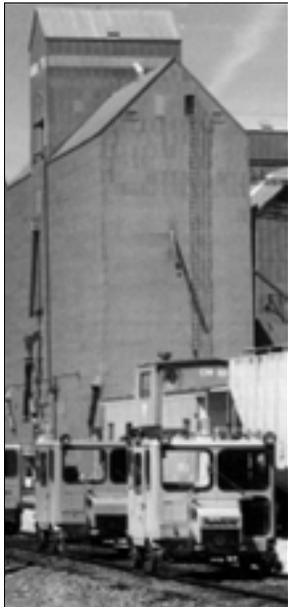
For Engine with Magneto Order P100



More on MT19 Axles

by Tom Norman

In my earlier article on axle failures in **THE SETOFF** (November/December 1999), I recommended using an axle keyway depth of 0.0625" instead of 0.125" as found on MT19-Bs. I felt the shallow keyway depth would increase axle strength, and 0.0625" was similar to the 0.049" depth of keyway in M9 and M19s. My calculations were based on my old college textbooks from the 1960s. Thanks to Rick Tinsley, I was furnished with current aerospace data on keyways and stress concentration factors. Based on his data, changing from 1/8" to 1/16" keyway depth only offers a 7% increase in shaft strength. However, a much more important factor evolved. If the bottom of the keyway is machined with a corner radius, the keyway stress is reduced. In the MT19, an axle deflection of 1/4" causes a bending stress of approximately 22,000 psi. However, because of stress concentration in the keyway, the figure must be multiplied by a stress factor (I will call it "K") based on Rick's information. His data and calculations demonstrate that a keyway with a fillet radius of 1/32" (0.03125") gives a K of 2.02, but if that radius is as small as 0.010" K increases to slightly over 3. Multiplying the unnotched axle bending stress times K gives a keyway stress of 44,000 psi for the 1/32" fillet radius, and 66,000 psi for 0.010" fillet radius.



Norman's MT19 at Geraldine, Montana, April 2000. The cars are turned and ready to return to Denton over the line of Central Montana Rail, Inc.

This keyway stress must be kept within the endurance limit of the shaft material. Fairmont used AISI 1045 steel with an endurance limit of 44,000 psi. Even with a 1/32" fillet radius the 1045 material is at the endurance limit if exposed to enough cycles of 1/4" axle deflections. Checking the AISI 1045 S-N curve (unit stress vs cycles), failure at that stress can occur in 100,000 cycles. Assuming 10,000 miles on a motorcar, that corresponds to 12,600,000 axle revolutions. If the motorcar axle was subject to the 1/4" deflection only 1% of the time, that would equal 126,000 cycles. Using a different steel such as AISI 4340 steel with a Rockwell C hardness of 38 to 40, gives an endurance limit of 72,000 psi, well above the stress calculated.

Is a 1/4" axle deflection possible? Bill Owen provided test data in the November/December 2000 issue of **THE SETOFF**, in which he recorded deflections of up to 5/16" during engine braking in the forward direction, or acceleration in the reverse direction. Bill's test of axle deflections was made with the center bearing bracket in the original forward position. The chain, while in reverse or compression braking, causes a force on the axle with a vertical and horizontal component. The horizontal component is restrained by the center bearing casting and bracket, but the vertical component is only restricted by the spring, if left in place. In Bill's case he removed the spring. Regardless, the vertical component causes the axle to deflect upward as the center bearing pivots, but restrained at the axle ends by the wheel bearing springs, resulting in the 5/16" deflection Bill measured. Using Bill's dual idler arrangement effectively limited the axle deflection to 1/16".

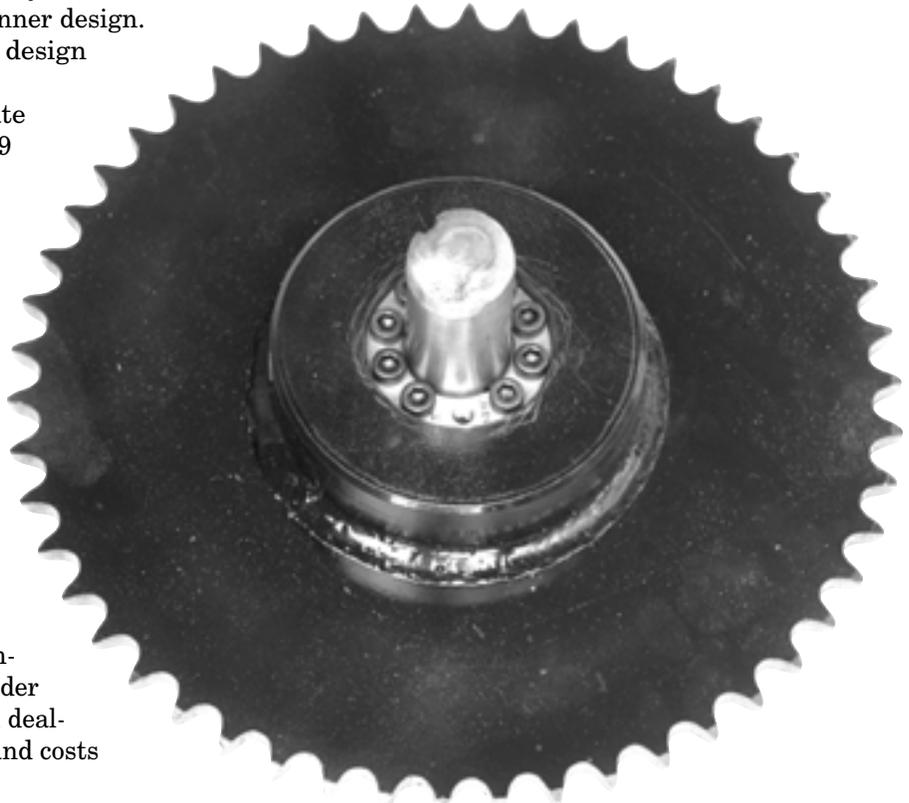
I like the dual idler system, but I would suggest replacing the MT19 rear axle at the same time. The used axles have been subjected to a number of bending cycles and can be approaching the failure point. My axle broke after 12,200 miles of operation. Previously I recommended AISI 4340 steel heat treated to Rockwell C of 38 to 40. Unfor-

unately I could only find it in an annealed condition, which required sending the material off to heat treat, straightening, then centerless grinding to the correct diameter before machining. Recently I've found that Ryerson Steel has a product called "Rychrome" that is AISI 4140 steel, turned ground and polished to the correct diameter for the rear axle. It comes already hardened to Rockwell C 27 to 34. I've ordered several pieces, and they are nice and straight. The endurance limit is 65,000 psi, compared to 72,000 psi for the 4340, or 44,000 psi for stock 1045 axles. If someone needs a new axle I would suggest using the 4140 Rychrome.

Try to have the keyway in your new axle machined with a 1/32" fillet radius. This will require the key to have a 1/32" radius in order to fit the keyway. Also the sled runner keyseat has lower stress than the end mill keyseat. Most Fairmont axles have the sled runner design. Each end of the keyway in this design curves up like a sled runner.

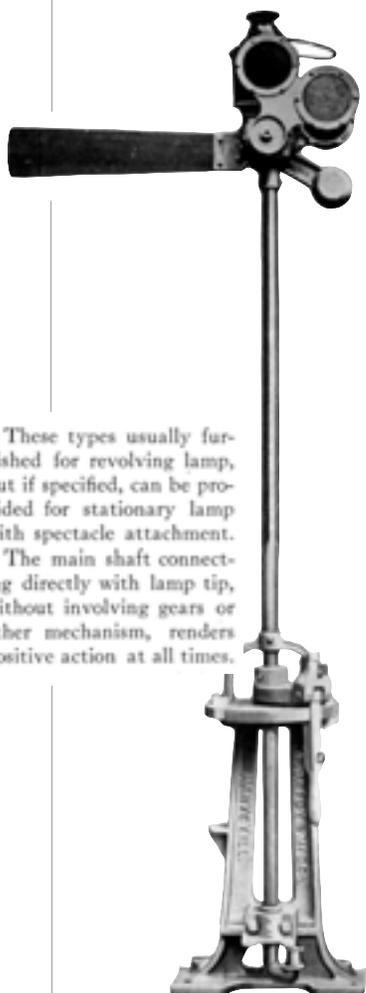
Another option is to eliminate the keyway entirely. On my MT19 I just recently installed a US Tsubaki Power Lock PL1-3/16 hub and 50B50 sprocket. The PL1-3/16 Power Lock (right) uses six locking bolts, two taper rings, and an inner and outer ring that expand to lock the Power Lock to the axle and sprocket hub, when the locking bolts are tightened. It will transmit 376 ft-lbs of torque with no keyway. The B48G Onan's maximum torque at the rear axle is 253 ft-lbs. US Tsubaki has assigned a special part number "MT19" so that others can order it through their local US Tsubaki dealer. It is for the 50 series chain and costs about \$125.

Finally, the axle must be straight. You can't just put the dual idler in, reverse the center bearing, and put on a keyless sprocket. The center bearing still restricts axle movement in the horizontal direction. If the axle has a bend in it, it will be restrained twice each revolution, inducing stress and possibly leading to a bending fatigue failure. Remember, an MT19 with 10,000 miles has 12,600,000 axle revolutions! In conclusion, I feel that the dual idler system will significantly reduce axle bending stress. Using Rychrome 4140 steel will significantly improve endurance limit over AISI 1045 steel. Use a 1/8" deep keyway with a 1/32" fillet radius if possible, otherwise try the keyless sprocket. Hopefully we can eliminate MT19 rear axle failures. □



US Tsubaki Power Lock PL1-3/16 hub and 50B50 sprocket can be ordered through your local US Tsubaki dealer. Use the specially assigned parts number "MT19"

No new holes drilled!



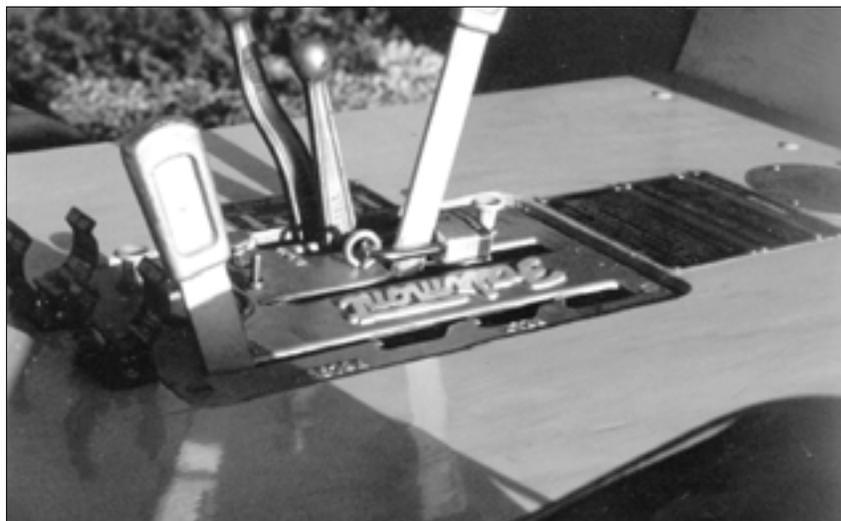
These types usually furnished for revolving lamp, but if specified, can be provided for stationary lamp with spectacle attachment.

The main shaft connecting directly with lamp tip, without involving gears or other mechanism, renders positive action at all times.

OPEN BASE PATTERN

Semaphore stand for mainline use, as pictured in Buda Company catalog.

Now That's A Good Idea!



RON ZAMMIT PHOTO

Ron Zammit sends along a photo Stan Conyer's brake lock. Here's an easy application for securing one's car. □

Puget Sound & Baker River Railroad

Roger Sacket sends along this photo of "speeder activity in the off-season in the Pacific Northwest. It depicts the third, organized work party on the recently discovered (by Don Piercy) log dump spur of the Puget Sound & Baker River Railroad. The heavily overgrown (actually invisible) track was last used in 1952 to transport logs to salt water so they could be boomed to mills on Puget Sound. The spur branched off the Great Northern track (on which PS&BR had trackage rights) at Anacortes, Washington. Cutting dense brush, cutting down large trees, digging drainage ditches, re-gauging rails, and inserting a few new ties to hold the gauge has the short stretch of track open for speeder traffic. The scarcity of sound ties under the 19th century rails means that nothing but speeders will run here. Test runs have shown the track will support an A-6." □



ROGER SACKETT PHOTO

Lorenbahn in Germany

By Knut O. Ronold via Rich Stivers

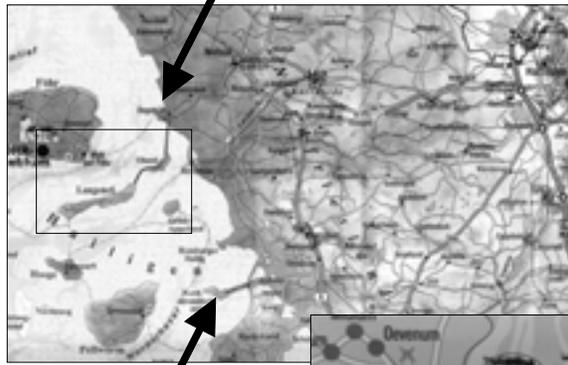
For those of you who have a weakness for narrow-gauge motorcars, I would like to draw your attention to a couple of very special narrow-gauge railroads in the northwestern corner of Germany, in the province known as North Friesland. This part of Germany is an extremely flat country located very close to sea level. The land is protected by dikes, and outside is the Wadden Sea, consisting of mud flats, which are flooded during high tide, and which partly dry out at low tide. There are several islands

in the Wadden Sea. They are also flat and almost level with the surrounding sea. The bigger ones are protected by dikes, the smaller ones (known as “halligs”) are not. People living on the halligs have therefore built their houses on small artificial hills, known as “warfts,” so as to avoid flooding during storm surges. There are no roads to the halligs. However, some of them are connected by a shallow dam to the mainland. There are no roads on these dams, but narrow-gauge railroads, apparently maintained by the local municipalities. These railroads are not open to the public. They are used only by local “hallig people” to commute from their islands to the mainland, and for this purpose every family has its own motorcar. Some places more families seem to own a motorcar together. There are many kinds of motorcars, and some seem to be home-built. The motorcars are known as “Lore,” therefore the term “Lorenbahn” is used for the tracks they run on. Tracks on land are built like any ordinary railroad track, whereas tracks along the dams are supported by wooden piles driven into the seabed.

I have had the chance to look at two of these “hallig railroad systems” in North Friesland a couple of times during the falls of 1999 and 2000. The smaller system connects the tiny hallig Nordstrandischmoor with the nearest dike on land and is probably a little over a mile long. It used to be longer, but was apparently shortened a few years ago when a new dike was built outside the old dike, closer to the island. The gauge is 600 mm (just less than 2 ft). The islanders run their motorcars from the island into the dike and up across the front of the dike, then reverse the cars on top of the dike, run down the back slope of the dike and stop at a terminal nearby, where they have a garage complex and keep their automobiles!

The other “hallig railroad system” connects the hallig Langeneß with the town Dagebüll on the mainland, via the smaller hallig of Oland. The tracks here are 900 mm wide, the closest you get to three-foot gauge on this side of the Atlantic (except for a few British railroads). The length of this

Dagebüll–Oland–Langeneß line



Beltringharderhoog–Nordstrandischmoor line



Lorenbahn terminal tracks at Beltringharder Koog. The dike is in the background, the garage complex is to the left.



Dagbüll–Oland–Langeness and Nordstrandishmoor Lines, September 2000



At the western border of Germany workers travel to their jobs or to shop over the Wadden Sea. The track lies on sleepers supported by wooden piles driven into the seabed, visible in the photo at right.

system is about seven miles, and it probably dates back to 1928 when the dams were built. This is more like a “real” railroad, and there are also diesel engines, the newer of which are manufactured by Schoema, used for transports in connection with the coastal protection construction work that is always going on in this part of the world. There are workshops and a “Lorenbahn” yard at Dagebüll. On part of the island of Oland they have laid very high standard track on new concrete sleepers. The track on the dams across the mud flats is something else. It is laid on sleepers supported by wooden piles driven into the seabed and it is thus not resting directly on the dam, except for the siding where vehicles travelling in opposite directions can meet, about halfway between Dagebüll and Oland. The rails are located at about the same level as the daily high tide, and rust is just a mild characterization of the condition of the part of the track



Leaving the mainland outside of Dagebüll, this line runs past the lighthouse and along a dike (complete with siding) to Oland and beyond to the terminus at Langeness. People live on the “warfts” seen along the skyline to the right.



that is laid across the open water. At low tide, people ride in their motorcars from the islands to town for their groceries.

Oland has a population of about 33 people who are living in about 15 houses, which are all gathered in a small village on the only “warft” on this island. Most of the houses are thatched, even the little church, and Oland is peculiar by being home to Europe’s only thatched lighthouse. Langeness is a larger hallig and has a population slightly over a 100 people, who are living on about 15 “warfts” scattered across this rather narrow, elongated island. On one of my visits to North Friesland this fall, I was fortunate to get a ride with an elderly couple who had been to town and were going home to Oland (a fascinating ride across the mud flats with “warfts” popping up from the seabed at fairly regular intervals in the horizon.

As a curiosity, I should note that 30-40 years ago, these “Lorenbahns” were not motorized. The cars they had on the tracks back then were equipped with sails and were wind-powered! The wind is always blowing in this open and very exposed flat land of the Wadden Sea. I believe there may be other narrow-gauge motorcar railroads further southwest in this part of Germany, but I have not yet had the chance to explore this. □



ronold@hotmail.com



This car at the terminus in Langeness is marked for use by the postal service.

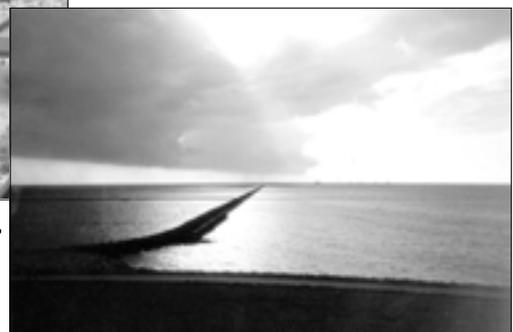


This closed cab motorcar on the Nordstrandishmoor line has a maritime look.

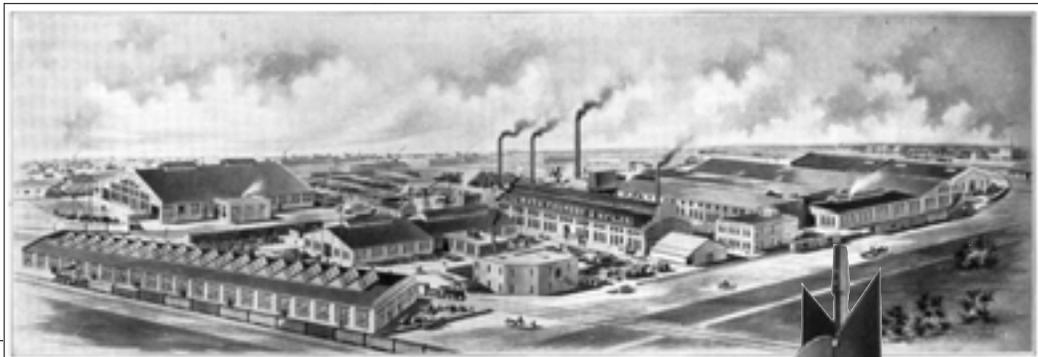


A new motorcar stands in the foreground, an older model is to the left, and a couple of switchers are in the background, Nordstrandishmoor line.

At right, the view from the top of the dike at Beltringharder Koog. The coastline at the dike is visible in the foreground, and the track reaches out across the lowlands at high tide, Nordstrandishmoor line.



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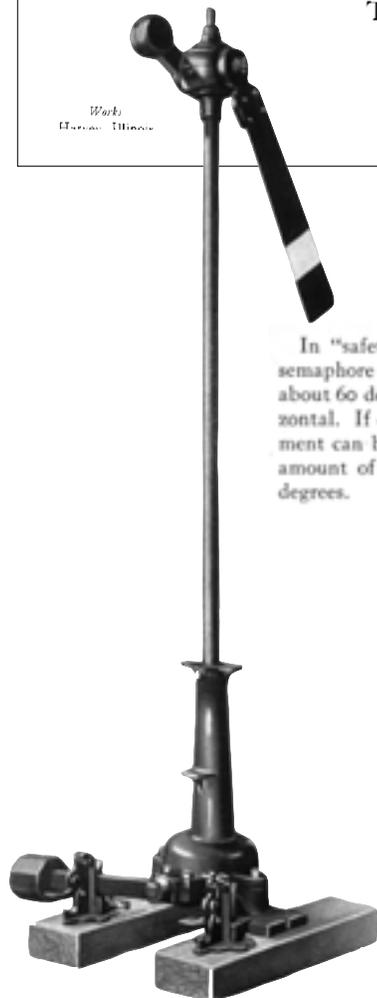
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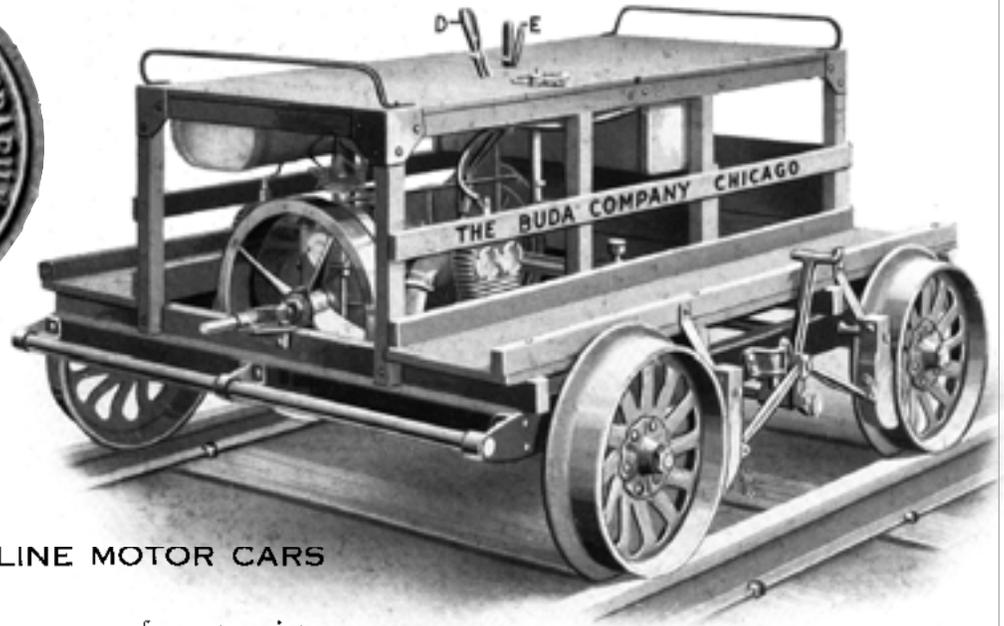
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Crossing Gates operated by Electricity.

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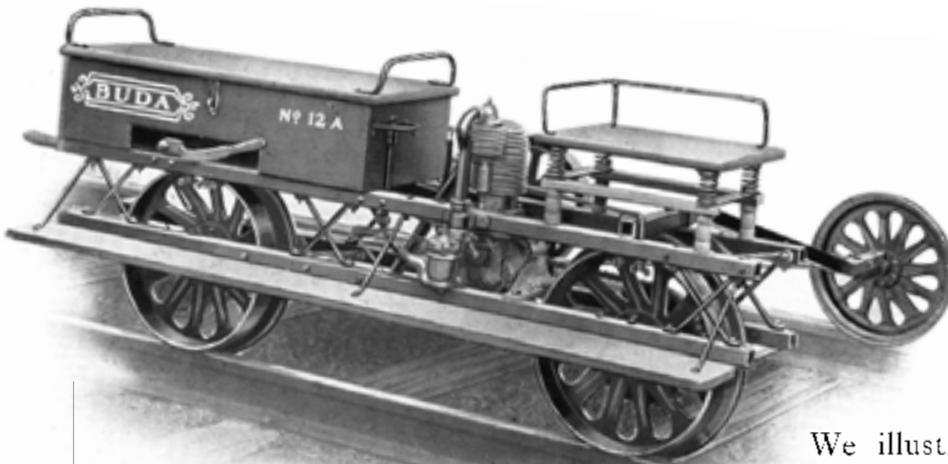


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No. 19 Section Motor Car

These engravings by Crown Press, Chicago, grace an early catalog of the "SPECIAL TRACK WORK," Frog, Switch and Crossing Department of the Buda Company, Chicago, with works in Harvey, Illinois, and a New York office in the Hudson Terminal Building. The switch stands shown on the opposite page and on page 14 are designed for interurban use.



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MJ01

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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)

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

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

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MJ01

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AS01

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MJ01

Yaquina Pacific RR Historical Society needs the following **parts for an MT-14 restoration project.** Transmission, gear and clutch handles, deck mount for handles, windows, seats, control switches/knobs, aluminum lift handles, lights etc. Any donations appreciated but will purchase when necessary. Tom Chandler Box 119 Toledo, Oregon 97391, (541) 867-4605 or e-mail to tomc@ctsi.nsn.us. JA01

I am looking for three **back issues of the SETOFF** to complete my collection from Volume 1, #1, to present. These are Winter 1987, Spring 1988, and Fall 1994. If anyone has any duplicate copies of these three issues, or if I could get copies of them I would really appreciate it. Please let me know what you want for them. Please contact Leonard S. Gilmore 34 Hayes Park Exeter, N.H. 03833 Tel:(603) 778-0269

JA01

Excursion Calendar

April 7-8 (MOW)

Fillmore and Western

April 8, 2001 (PRO)

Rio Vista, Bay Area
Electric Railway Museum

April 21, 2001 (PRO)

California Northern Railroad
(Tentative)

April 21 (NCRA)

Everett Railroad

April 22, 2001 (NCRA)

Northern Central Railroad

April 28, 2001 (FID)

Boone & Scenic Valley Railroad

April 28 (NCRA)

MA & PA Railroad (York Rail)

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 wcoulson@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.

Pacific Railcar Operators

**Saturday, April 21, 2001
California Northern Railroad**

PRO THE ROUTE OF THE SHASTA DAYLIGHT, 30 cars. Woodland-Corning-Woodland 187 miles. This is our second motorcar excursion on this famous former Southern Pacific heavy duty race track. Our April date should give us the benefits of the April flowers and greenery common to the great Sacramento Valley, in addition to warming Spring weather. Wonderful scenery, most well away from and different than that along I-5. This will again be a fast-moving excursion that will put a premium on excellent motorcar mechanical condition, and alert, quick operation. Afternoon southerly head winds may hamper smaller belt drive, and heavily loaded cars. \$130 per car. PRO membership, NARCOA membership and insurance required. Check to PRO. Large, 2-stamp SSAE to PRO-CalNor, 920 29th Street, Sacramento CA 95816. Cut-off date: 02 April. Refunds not guaranteed after that date. Denny S. Anspach, MD, Coordinator.

**April 28, 2001
Santa Cruz Big Trees and Pacific**

PRO Run what is left of the Route of The Suntan Special. We will run uphill to Olympia and then run to town and cross Hwy1 and go through the Mission Hill tunnel. We will run at least 2 trips and perhaps more if time allows. 20 car limit. Send large SASE and check made out to PRO for \$50.00 to: Marv. Weber, 5 South West Drive, Bonny Doon, CA, 95060-9672 Email: PatMarvW@aol.com

**May 5, 2001
Sierra Railroad Spring Run**

PRO Oakdale to Jamestown, CA and return. Included are stops to view wildflowers, and a meet with the Jamestown steam train. We will turn at the Jamestown yards on the turntable and enjoy lunch there at noon. No host dinner will be served at the Snowshoe Brewery. Make reservations with coordinator prior to May 1, 2001. Run fee is \$100, and the car limit is 20. Spark arrestor required. No smoking on railroad property or on the excursion. Bring your own lunch, as opportunities to purchase a mid-day meal are limited. Sign-up deadline April 1, 2001. Send a large SASE and check made out to PRO. Include your NARCOA rule book certification, NARCOA insurance, and PRO membership numbers. Coordinator Rob Finch, 19119 Black Oak Road, Sonora California 95370 Tel: (209) 928-1487 or e-mail: rfindh@mlode.com.

**May 6, 2001
Sierra Railroad Vintage Run**

PRO Sold-out, waiting list available.

**May 19, 2001
California Northern Railroad**

PRO Tracy to Los Banos Woolgrowers Adventure. PRO is privileged once again to be able to run from Tracy to Los Banos on the Cal Northern railroad on the "Route of the Owl." Cost of the run is \$115.00 per car. A group lunch is planned at the famous Woolgrowers restaurant. Cost of the lunch is \$12.25 per person. Lunch is served family-style and is all you can eat. Please send self-addressed, stamped large envelope with \$1.02 postage (three 34-cent stamps) to Steve Paluso, 2878 Rosario Court, San Jose, CA 95132. Deadline is May 7. 30-car limit. Membership in PRO, NARCOA insurance and licensing, spark arrestor required. PRO General Order No. 1 in effect. This is a perfect belt drive run. Any questions please call Steve Paluso Tel: (408) 956-8070 between 5:00 and 9:00 pm or at e-mail: sbpaluso@aol.com.

**May 26, 2001
McCloud Railroad**

PRO SPLITTING GREEN IN THE CALIFORNIA INTERMOUNTAIN HIGH COUNTRY. Memorial Day weekend: May 26 Saturday McCloud River Railroad. Burney-Lookout RT 190 miles (the very best of the McCloud trips!). Fine Railroad, exquisite scenery, few crossings. For experienced operators and strong cars. 20 cars maximum. \$145. Required: PRO membership, NARCOA Rules, NARCOA Operators Certificate and Insurance. Cancellation Policy: 50% Refund after 1 May. No refunds guaranteed after 15 May. Send check and \$0.55 LSSAE to PRO McCloud, David McClain, 22850 Placer Hills Road, Colfax CA, 95713.

**July 1-8 2001
Big Sky Adventure**

PRO For a great motorcar adventure, set your vacation sites for the first week in July. PRO has arranged a tour of almost 500 miles over 3 (maybe 4) scenic and historic railroads in the "Big Sky Country" of Montana - Central Montana (Denton-Geraldine, Denton-Moccasin on former Milwaukee and Great Northern tracks) - Montana Western (Butte-Garrison over former Northern Pacific passenger line) - Montana Rail Link (De Smet-Paradise over former Northern Pacific mainline, Dixon-Polson and Flathead Lake). Approximate cost of \$350. All railroads have agreed to schedule and fees. Revised schedule will be posted March 15. Reservations will be accepted after March 26th. For additional information contact Bill Taylor, 917 Park View Way, Missoula MT Tel: (406) 721-2351 or e-mail: btaylor@montana.com.

**September 4-15
2001, BC Rail and VIA Canadian adventure**

PRO Sold-out, waiting list available.

Southern Michigan Railroad Society

**Saturday, April 28, 2001
Second Annual Motorcar & Pig Roast**

SMRS Clinton to Raisin Center Michigan, 24 miles round trip. Several runs are planned including a possible night run on the 28th and a run on Sunday, April 29th if enough interest. This is a NARCOA meet. You do not have to be an SMRS member to run and is open to ALL insured NARCOA Operators. NARCOA Rules & Rule Certification mandatory! PRE-REGISTRATION IS REQUIRED! I must know how many are coming, so I know how big a pig to order. Cost \$35 per/car includes pig roast. Must have 25 prepaid operators or menu might change. Seton time 9 AM, first run at around 10 AM. Seton is at the SMRS Yard on Division Street in Clinton Michigan. We also have permission to use the "Hobo Park" for those wishing to camp out. Lodging is available at the Tecumseh Inn, 1445 West Chicago Blvd., Tecumseh Michigan 49286. Tel: (517) 423-7401. Lodging also in nearby Dundee or Ann Arbor. Make Checks Payable to Great Lakes Railcars. For preregistration packet, contact Dave Stroebe, 1694 Broadmoor Street, Muskegon Michigan 49442-5302 Tel: (231) 773-7980 or e-mail: STROBX@AOL.COM

Excursion Calendar cont.

April 28, 2001 (PRO)
Santa Cruz Big Trees and Pacific

April 28, 2001 (SMRS)
Second Annual Motorcar & Pig Roast

April 28, 2001 (MOW)
Niles Canyon

April 29, 2001 (NCRA)
Northern Central Railroad

May 4-5, 2001 (MOW)
Folsom-Latrobe

May 4-5, 2001 (MOW)
Rio Vista Junction

May 5, 2001 (PRO)
Sierra Railroad Spring Run

Excursion Calendar cont.

May 5-6, 2001 (ART)
Columbus & Greenville Railway

May 6, 2001 (PRO)
Sierra Railroad Vintage Run

May 19, 2001 (PRO)
California Northern Railroad

May 19, 2001 (CPE)
Lycoming Valley Railroad

May 19-20 (MOW)
California Western

May 20, 2001 (CPE)
Nittany & Bald Eagle Railroad

May 26, 2001 (FID)
Sisseton & Milbank Railroad

Northern Central Railcar Association

Saturday, March 31, 2001 and Sunday, April 1, 2001
Eastern Shore Railroad

The first (to our knowledge) organized railcar excursion on the Eastern Shore Railroad. The ESRR is located in the states of Maryland and Virginia on the eastern shore of the Chesapeake Bay. Parksley, VA will be our seton place. Saturday we will travel south to Cape Charles, turn on the wye and return. A box lunch will be for sale by the Cape Charles Museum for our Saturday lunch. Sunday, we will travel north to Pocomoke City, MD and return. The 2-day total mileage is expected to be approximately 130 miles. Speeders can be left on the tracks overnight in Parksley. Excursion price will include unlimited admission to the RR museum in Parksley. Coffee and doughnuts will be available (for donation) from the Parksley Museum/Fire Company Saturday and Sunday morning. An all-you-can-eat spaghetti supper, for sale (\$5.00 per person) by the Parksley Museum/Fire Company, will be available on Saturday evening. This will be a NARCOA excursion. No other clubs to join. NARCOA rules will be in effect. Price for the 2 days is \$85 per car. (No one-day reservations on this trip) There is a limit of 40 cars. Applications must be received by Saturday, March 24, 2001. For information, contact Ed Thornton Tel: (610) 869-9305 or e-mail: edthorn@bellatlantic.net.

Saturday, April 21, 2001
Everett Railroad

This will be our second year of coordinating rides on this railroad. In 2000 we had a total round trip of 64 miles. We expect the same in 2001. This was a good run in 2000, and we are looking forward to riding again this season. The seton is at Claysburg, PA, which is located just off I-99 between Altoona and Bedford, PA. We hope to back to the end of the railroad in Sproul. We will then travel north to Hollidaysburg, turn the cars and travel south to Roaring Spring's Railroad Station, where we will take our lunch/rest room stop. Your choice of a one half Bar-B-Q chicken box lunch or a ham and cheese sandwich bag lunch will be for sale by the station. Details will be sent to those who register. The station's rest room and a portable toilet will be available. After lunch we will continue south to Martinsburg, back through the wye to Curryville, and retrace our route back to Claysburg. Price for this trip is \$25 per car. This will be a NARCOA excursion. There are no other clubs to join. NARCOA rules will be in effect. There is a limit of 40 cars. Applications must be received by Saturday April 7, 2001. For information, contact Gary Shrey. Tel: (717) 227-9628 or e-mail: GShrey@aol.com.

Sunday, April 22, 2001
Northern Central Railroad

Ride this historic railroad from New Freedom, PA to Hyde and return. Travel through several small towns, past fields and rolling hills and wooded areas. Pass through Howard Tunnel and cross many small trestles. Total round trip distance is expected to be approximately 36 miles. We will make our regular food stop at Elmer's Store in Seven Valleys, PA. Price for this excursion is \$40. This price includes membership in the Northern Central Railcar Association (NCRA), which is required by the "York County Parks Rail Trail." Membership in the NCRA provides an opportunity to ride any excursion on the NCRR during the calendar year (2/1/01 through 1/31/02) without any further charge. There is no charge for this ride if you are a current NCRA (2001) member. NCRA membership is not required for any other excursion coordinated by the Northern Central Railcar Association. Make all checks payable to Northern Central Railcar Association (NCRA). Mail all payments to: Northern Central Railcar Association, 54 Adams Road, New Freedom, PA. 17349 For information, contact Mike Travis Tel: (717) 792-9181 or e-mail: MDTRAVISJDA@cs.com.

Saturday, April 28, 2001
MA & PA Railroad (York Rail) TENTATIVE

The railroad is in the process of changing insurance companies, and can't give us an answer until about April 1, 2001. If we get a positive answer soon enough, we will try to go on this date. Ride the former "Pennsylvania" and "Western Maryland" railroad lines between York, PA and Hanover, PA. This will be a NARCOA excursion. There are no other clubs to join. NARCOA rules will be in effect. More information will follow. For information, contact Henry Herrman. Tel: (717) 244-2049

**Sunday, April 29, 2001
Northern Central Railroad TENTATIVE**

The April 22, 2001 excursion (above) will be run as scheduled. The April 29, 2001 excursion is scheduled to give travelers a two-day run in the York, PA. area and will be held only if we run the Ma & Pa excursion on April 28, 2001.

Ride this historic railroad from York, PA. to New Freedom, PA. Total round trip distance is expected to be 38-40 miles. Price for this excursion is \$40. This price includes membership in the Northern Central Railcar Association (NCRA), which is required by the "York County Parks Rail Trail." Membership in the NCRA provides an opportunity to ride any excursion on the NCRR during the calendar year (2/1/01 through 1/31/02) without any further charge. NCRA membership is not required for any other excursion coordinated by the Northern Central Railcar Association. For information about this excursion contact Henry Herrman. Phone: (717) 244-2049. For NCRA membership, or to register for this excursion, contact NCRA secretary: Eileen Shrey 54 Adams Road New Freedom, PA. 17349 Tel: (717)227-9628 or e-mail: EShrey@aol.com.

Atlanta Railcar Transportation

**May 5-6, 2001
Columbus & Greenville Railway**

Saturday, Kilmichael to Cedar Bluff, return. Sunday, Kilmichael to Greenwood, return. Tour is approximately 200 miles and is limited to 40 cars. You must be a member of NARCOA, have passed rules test, and be a certified motorcar operator of SERO or MOW. All cars will be inspected, all NARCOA rules will apply. No refund after April 5, 2001. Hy-rail vehicles will be accepted on an individual basis only and must be approved prior to the trip. Please make your check payable for \$145 and send to Atlanta Railcar Transportation c/o Bobby Moreman, 3520 Cold Springs Lane, Chamblee Georgia 30341.

**August 18, 2001
Chattooga & Chickamauga Railway**

Summerville to Rossville, Georgia. Tour is 80 plus miles and is limited to 40 cars. There will be a photo run-by. You must be a member of NARCOA, have passed rules test, and be a certified motorcar operator of SERO or MOW. All cars will be inspected, all NARCOA rules will apply. No refund after April 5, 2001. Hy-rail vehicles will be accepted on an individual basis only and must be approved prior to the trip. Please make your check payable for \$95 and send to Atlanta Railcar Transportation c/o Bobby Moreman, 3520 Cold Springs Lane, Chamblee Georgia 30341.

**October 19-21, 2001
Georgia Northeastern Railroad**

Friday, Whitestone to Ballground and return. Saturday, Whitestone to Nelson to Blue Ridge and return. Sunday, Mineral Bluff to Blur Ridge to McCayesville and return. Tour is approximately 175 miles and is limited to 35 cars. You must be a member of NARCOA, have passed rules test and be a certified motorcar operator of SERO or MOW. All cars will be inspected, all NARCOA rules will apply. No refund after August 19, 2001. Hy-rail vehicles will be accepted on an individual basis only and must be approved prior to the trip. No shorted-out wheels. Please make your check payable for \$145 and send to Atlanta Railcar Transportation c/o Bobby Moreman, 3520 Cold Springs Lane, Chamblee Georgia 30341.

Motorcar Operators West

**April 7-8, 2001
Fillmore & Western**

Run from Fillmore to Motalvo and return Saturday with a dinner train event scheduled that evening. Sunday AM run to Piru and return. \$90 per car includes the entire run and 1 dinner train fare, non negotiable. Make checks for \$55 to MOW and \$35 to Fillmore & Western. Additional dinner train fares \$35 each. All NARCOA and MOW rules apply, 30-car limit. Include checks, SASE and current NARCOA and MOW numbers. Meet coordinator Bob Mahan Tel: (805) 647-2285 or e-mail: fmahan@gateway.net.

Excursion Calendar cont.

May 26, 2001 (FID)
Sunflower Railroad

May 26, 2001 (PRO)
McCloud Railroad

May 27, 2001 (FID)
Red River Valley & Western

May 28, 2001 (FID)
Dakota, Missouri Valley
& Western Railroad

May 26-28, 2001 (MOW)
Portland & Western

June 4-7, 2001 (MOW)
Durango & Silverton
Cumbres & Toltec

June 16, 2001 (FID)
Minnesota Southern Railroad

Excursion Calendar cont.

June 12-30 (MOW)
Northwest Tour

June 30, 2001 (FID)
Nebraska Northeastern Railroad

July 1, 2001 (FID)
Fremont & Elkhorn Valley Railroad

July 1-8 (PRO)
Big Sky Adventure

July 15, 2001 (FID)
Iowa Northern Railroad

July 21-22 (CPE)
Central Pennsylvania

July 24-Aug. 2 (SWRC)
Canadian National

July 28, 2001 (FID)
I&M Railink
(Tentative)

April 28, 2001
Niles Canyon

All-day affair. Meet in Sunol for a swap meet at Sunol Station parking lot, 2 day and 2 night runs and the famous Luna Steak Dinner with all the trimmings. Plan to make a full day of it. NARCOA insurance, NARCOA, MOW operator permit numbers required. Spark arrestor required. \$40 for run, barbeque \$12 per person. Contact David Towel Tel: (408) 445-3443

May 4-5, 2001
Folsom-Latrobe

Ex-Southern Pacific Placerville branch. Wildflower spectacular, \$50 per car. Twilight run and dinner at Lanza's Friday night. All you can eat barbeque lunch at the Latrobe Winery, \$13.50 per person on Saturday. Coordinator Bob Snyder Tel: (530) 642-2926 or e-mail: wrdsjr@pacbell.net.

May 4-5, 2001
Rio Vista Junction

Arrive Rio Vista in the late afternoon and set car on the track. Go south at dusk to view the lights of the bay area. Sunday AM go north to the Jepson Prairie wildflowers national landmark. Roy Gabriel, P.O. Box 981, Sacramento California 95812 Tel: (916) 485-4579 or e-mail: jbernard8@hotmail.com.

May 19-20, 2001
Cal-West

Willits to Fort Bragg. Lunch at Fort Bragg. 1-day Willits-Fort Bragg round trip \$100 or stay and spend the night at Camp Mendocino, \$135. Contact meet coordinator for camp prices and meals. Send reservation checks and large SASE postmarked no later than 3/1/01 to Jim Yokum, 2241, East Hill Road, Willits California 95490 Tel: (707) 459-4350 or e-mail: yokum@sonic.net.

May 26-28, 2001
Portland & Western

Seton will be in beautiful Corvallis, Oregon. On Saturday westbound on Toledo branch through Oregon's green forests and Coastal mountains. Sunday tour the fertile Willamette Valley past lush farmlands. Meet coordinator Terry Borden, 1112 East Service Road, Ceres CA 95307 Tel: (209) 537-5601 or e-mail: ntbspeeder@aol.com.

June 4-7, 2001
Durango & Silverton, Cumbres & Toltec

Narrow-gauge run, cost uncertain. Smitty Smith, 45 Talia Court, Sedona Arizona Tel: (520) 204-2337 or e-mail: smitty@kachina.net.

June 12-30, 2001
Northwest Tour

Idaho, Northern & Pacific—Joseph branch 6/12-6/14/01, \$200. PNW tour 6/15-6/30/01, \$850. To reserve your spot on the tour, please send check payable to MOW for \$250 (\$300 with IN&P). Total balance due May 1, 2001. Car limit is 30 cars. Mail checks to Chris Baldo, P.O. Box 874, Willis California 95940.

First Iowa Division

April 28, 2001
Boone & Scenic Valley Railroad

We will start our ride season with a ride at Boone, Iowa, riding the scenic 11-mile line of the Boone & Scenic Valley. We will run the line three times during the day, and for those diehards, also make a night run after the dinner train returns, around 8 PM.

**May 26, 2001
Sisseton & Milbank Railroad**

Come ride with us on this 68-mile round trip railroad from Milbank to Sisseton, South Dakota. We have been given the OK to have a night run on Friday night at 6 PM. Our Saturday ride will have a seton time of 6:30 AM and 7:30 AM departure. After the run to Sisseton and return, we drive to near Rusholt, SD, for another ride.

**May 26, 2001
Sunflower Railroad**

This is a new railroad for us to experience. It runs 20 plus miles from near Rusholt to Veblin, South Dakota. We will announce the seton location when it becomes available. After the ride, we will drive to LaMoure, North Dakota, for the Red River Valley ride.

**May 27, 2001
Red River Valley & Western**

This is the third year for us on this beautifully maintained railroad in North Dakota. We will be riding from LaMoure to an as yet undetermined destination.

**May 28, 2001
Dakota, Missouri Valley & Western Railroad**

We will ride from Linton to Mackenzie, ND, 90 miles round trip. Seton time is 6:30 AM with an 8 AM departure. Cost is \$35 per car. Con's Motel is at (701) 254-5457 in Linton.

**June 16, 2001
Minnesota Southern Railroad**

This used to be the Nobles Rock Railroad. We will ride from Luverne, MN, to near Worthington and return to Luverne. Lunch will be available in the depot. We will then ride west to near Hills and return. Total mileage is approximately 90 miles round trip.

**June 30, 2001
Nebraska Northeastern Railroad**

Our ride this year will be from Osmond to O'Neill, Nebraska, which is about 120 miles round trip. We will seton beginning at 6:30 AM and depart at 8 AM.

**July 1, 2001
Fremont & Elkhorn Valley Railroad**

We will ride this line from Fremont to Hooper, Nebraska, beginning with a 7 AM seton and an 8 AM departure. The seton will be at the FEVR headquarters on the west side of Fremont. We must be back to Fremont and in the clear of the mainline by noon, because the dinner train runs at 12:30 PM.

**July 15, 2001
Iowa Northern Railroad**

Come ride with us on the north end of the railroad from Manly to Dedar Falls, Iowa. We will begin at Greene by the new and very beautiful office building of the Iowa Northern, designed like a depot and a nice addition to the city of Greene. We will ride from Greene to Manly and return for lunch. We'll then ride to just north of Cedar Falls and return to Greens. The mileage for this ride is about 100 miles round trip.

**July 28, 2001
I&M Railink TENTATIVE**

A new ride for us in northwest Iowa, this still has to be approved by the railroad's legal department. Watch the SETOFF and NARCOA website for further developments.

Excursion Calendar cont.

August 3-7 (SWRC)
BC Rail

August 11, 2001 (FID)
Chillicothe Brunswick
Railway Authority

August 18, 2001 (ART)
Chattooga & Chickamauga Railway

August 25, 2001 (FID)
Elliot Elevator Company

September 2, 2001 (FID)
Nebkota Railroad

Sept. 4-15 2001 (PRO)
BC Rail and VIA
Canadian adventure

September 16, 2001 (FID)
Appanoose County Railroad

Excursion Calendar cont.

October 20, 2001 (FID)
Ft. Leonard Wood Railroad

October 9-18, 2001 (PRO)
Mexico 2001

October 19-21, 2001 (ART)
Georgia Northeastern Railroad

November 3 (FID)
Boone & Scenic Valley Railroad

August 11, 2001
Chillicothe Brunswick Railway Authority

Ride this ex-Wabash line from Chillicothe to Brunswick, Missouri, going through two game preserves and under the Chicago to Kansas City mainline of the BNSF. We should see some trains as we pass under this busy rail corridor. We will seton at the depot in the southern part of Chillicothe beginning at 6:30 AM and depart at 8 AM. We will stop in Sumner for lunch in the park. There is a nice sandwich shop within walking distance of the tracks. Mileage for this ride is 70 miles round trip.

August 25, 2001
Elliot Elevator Company

A great ride to kick back and enjoy the scenery along the Nishnabotna River from Elliot to near Red Oak, IA. The line is only 18 miles round trip, but we ride it several times during the day. The town celebration is also going on, so there will be food available in the park.

September 2, 2001
Nebkota Railroad

We will ride both directions from Gordon, Nebraska, on this last remaining track-age of the old C&NW line that runs from Chadron to Merriman. Mileage is 160 miles round trip. We will also have a night run to Merriman. Seton time is 6:30 AM with an 8 AM departure.

September 16, 2001
Appanoose County Railroad

This ride is one of our most popular rides from Centerville to Albia, Iowa. Mileage for this ride is 70 miles round trip. We will have a barbeque at the Moravia depot with the First Iowa Division paying \$3 towards the cost of the meal for up to 4 people per car. The cost of the barbeque is \$5 for anyone else.

October 20, 2001
Ft. Leonard Wood Railroad

Come enjoy the fall colors on this well maintained (with your tax dollars) railroad through the Missouri countryside. This line is about 40 miles round trip, and we'll be doing the ride twice. We will begin our seton at 11 AM with a 12:30 PM departure. For those of you who aren't familiar with the area, I'll send along a map when I send the waivers. We must be clear of the rails before dark in order for us to ride.

November 3,
Boone & Scenic Valley Railroad

As usual, we will end our riding season with a trip on the Boone & Scenic Valley Railroad in Boone, IA. Enjoy the high bridge and beautiful scenery in the Des Moines River valley. We will run the 22-mile round trip line several times during the day. We will also have a cookout inside the shop building around noon with lots of food provided by the First Iowa Division, just to say thanks for riding with us during the year. Notice: NARCOA insurance is now required for this ride.

For further information on any of these rides, contact Carl Schneider, 1302 6th Ave SE, Altoona Iowa 50009-2002 Tel: (515) 967-5181 or e-mail: motorcarl@raccoon.com.

Although they are not required, we would like to strongly recommend the use of seat belts on your motorcars.

Central Pennsylvania Excursions

Saturday, May 19, 2001
Lycoming Valley Railroad

Ride the 80 miles of the Lycoming Valley Railroad from Williamsport to Muncy, back through Williamsport to Jersey Shore and return. There will be a tour of

High Steel Structures, a steel fabricator in Newberry Rail Yard specializing in building large highway bridge beams. Note you will not be allowed on railroad property without a hard hat, safety glasses and hard-soled shoes. No sneakers or sandals. Children will need to be closely supervised. Proof of NARCOA insurance required, all NARCOA rules will be enforced. Registration fee of \$40 to Central Pennsylvania Excursions, P.O. Box 145, White Deer Pennsylvania 17887.

**Sunday, May 20, 2001
Nittany & Bald Eagle Railroad**

Ride the Nittany & Bald Eagle mainline from Milesburg to Tyrone where it connects with Norfolk Southern and also the Secondary to Lemont. We may have to wait for a Norfolk Southern coal train, but the railroad has given permission to ride to Tyrone. The schedule is unsure at this time. Proof of NARCOA insurance required, all NARCOA rules will be enforced. Registration fee of \$40 to Central Pennsylvania Excursions, P.O. Box 145, White Deer Pennsylvania 17887.

**Saturday, July 21 and Sunday, July 22
Central Pennsylvania**

Weekend 10th Anniversary Ride. Come help us celebrate 10 years of accident-free motorcar excursions on the North Shore and Shamokin Valley Railroads. An anniversary hat and dash plaque will be given to each operator. Extras will be available for purchase. Also, prizes provided for longest distance traveled, best appearing motorcar, and other categories. This event will be covered by a local newspaper and television stations. Saturday, July 21, ride the 86 miles of the North Shore Railroad from North-umberland to Berwick, where we will ride several blocks of street trackage. Saturday night the Central Pennsylvania chapter of NRHS will be providing a dinner and open house at their station in White Deer. \$10 of the registration fee is donated to them to help pay for the meal. Sunday, July 22, ride the 50 miles of the Shamokin Valley Railroad from Sunbury to Shamokin. The Lower Anthracite Model Train Club layout will be open for our exclusive tour. Proof of NARCOA insurance required, all NARCOA rules will be enforced. Registration fee of \$65 to Central Pennsylvania Excursions, P.O. Box 145, White Deer Pennsylvania 17887.

Independent Excursions

**October 9-18, 2001
Mexico 2001**

Eight days and 7 nights on the Ferrocarril Mexicano Railroad. This railroad has 87 tunnels, 37 bridges and a loop back where the track curves under itself. Some days we will travel 185 miles, other days we will travel 38 miles to give us time to see the sights. We will run through the Copper Canyon twice for a total mileage of 750 miles, 174 tunnels, two loops and 74 bridges. You will be staying in first class hotels that cook with bottled water, serve American dishes. Base price for two people, one motorcar, 44 meals, transfers to hotels, speeder gas, security escorts with access to medical helicopter flights is \$3,400. Further descriptions and information is available upon request. Contact: Al McCracken 2916 Taper Ave., Santa Clara CA 95051-2341. Tel: (408) 249-2953, Fax: (408) 249-3120 or e-mail to: alnethe@aol.com.

**New Affiliate
TMOO**

The officers and directors of Track Motorcars Of Ontario are pleased to announce that it has just become the first official Canadian NARCOA affiliate. Track Motorcars Of Ontario is an Ontario Non-Profit Corporation dedicated to the promotion of the motorcar hobby in this province. We have made presentations and been favorably received by three municipalities and their railroads and currently anticipate approval for four two-day, NARCOA-insured excursions this summer. We wish to thank all those who have encouraged us in this undertaking and at the risk of excluding many, in particular Eric Schwandt, Stan Conyer, Ken Annett, Hank Brown, Gary Greenwood, Tom Norman, Dave Stroebe and Dave Verzi. We hope that many of you will be able to join us on the high iron of Ontario in the months and years to follow. Anyone wishing membership may contact us. We are: Track Motorcars Of Ontario:

Jim Brown, President
Depot@csolve.net
Rod Wilson, Vice President
4rwilson@home.com
Ted Stevens, Sec./Treas.
Ejs@sympatico.ca

It's better if you can stay with the motorcar.

Richard Hale, a well-known young man of Missoula, who for some time past has been working in the signal service of the Northern Pacific at Livingston, was about the streets yesterday on a pair of crutches. Mr. Hale is recovering from injuries received when an accident which resulted in painful hurts to two occurred Wednesday afternoon....

Mr. Hale was riding on a gasoline handcar with three other men, engaged in the installation of block signals on the Bozeman mountain. As they were speeding along, a drilling machine, part of the equipment on the handcar, fell on a rail. The handcar hit the machine, jumped the track, and threw three of the men off. Mr. Hale sustained a wrenched back and a shattered elbow bone; J.A. Pennock was cut and bruised and is still in the hospital here. One of the other members of the party was thrown some distance, but was uninjured except for a few minor scratches. The fourth member of the party remained on the car, which after bumping along the ties for some distance, jumped onto the track again.... The accident occurred on the Livingston side of the Muir tunnel, which is the bore through a hill which divides Bozeman and Livingston.

PRO Photos

Pacific Railcar Operators has started an "Operator of the Year" program. Receptient of the first award is Terry Borden, shown here receiving the plaque from Ron Zammit.



At a recent PRO excursion on Niles Canyon track, two hand cars ran with the motor cars. Shown is Tuka Gafari as he whistles the forward movement the old fashioned way. Behind Tuka are Sue and Kent Zammit, ready to begin pumping. Is this the first west coast NARCAO excursion with two hand cars? Back east there have been many with multiple hand-powered vehicles.



JENNIFER ROBINSON PHOTOS

BUDA BUMPING POST
NEW STYLE-ALL STEEL



**NARCOA
Insurance Update
cont.**

Once all the information is correct on the application, including a signed NARCOA Agreement and the correct payments, I enter the data in a computer file. That data is then sent to United Shortline, along with the applicant's premium check. If the application is initially correct, the above process can usually be done in two weeks from the postmark date. Keep in mind that I'm also active in the hobby and during the months of June through October I am likely out enjoying motor car runs, and this process may be delayed.

So to summarize:

- ✓ Complete each line of the application form.
- ✓ Sign and return the separate NARCOA Agreement.
- ✓ Include \$20 dues (payable to NARCOA) with the application, if your NARCOA membership will expire during the policy year.
- ✓ Make the \$130 insurance premium check payable to United Shortline Insurance Services.
- ✓ Allow 30 days turn around in case I'm on vacation. ☐

**North American Railcar
Operators Association
(NARCOA)**

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Sec. - Joel Williams

V. Pres. - Mike Paul
Treas. - Tom Norman

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Judiciary - Mike Paul
Safety & Rules - Mike Mitzel
FRA & Railroad Liaison - Ron Zammit

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Hoffman Estates IL 60195

Legal Forms

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Wichita KS 67212

Operations

Hank Brown
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Certification Test**

Al McCracken
2916 Taper Avenue
Santa Clara CA 95051

**NARCOA Web Master
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- 95-lb. rear lift for quick handling • Patented skid rails to facilitate turning and pulling across track • Instant stopping with powerful 4-wheel brakes • Starts without pushing, reverses without killing engine.

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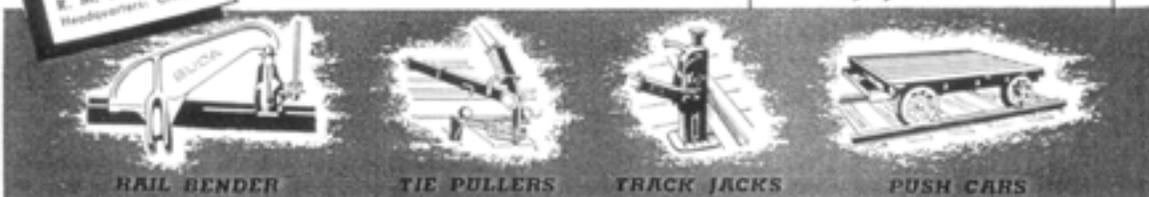
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RAIL BENDER

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PUSH CARS

And on a more modern note, John Frey has sent along ads from 1942 issues of The Signalman's Journal. Watch in future issues for Fairmont, Fairbanks-Morse and Eveready Battery ads.