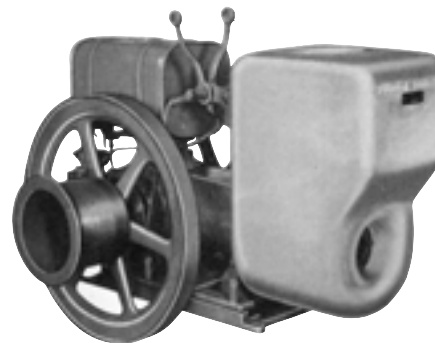
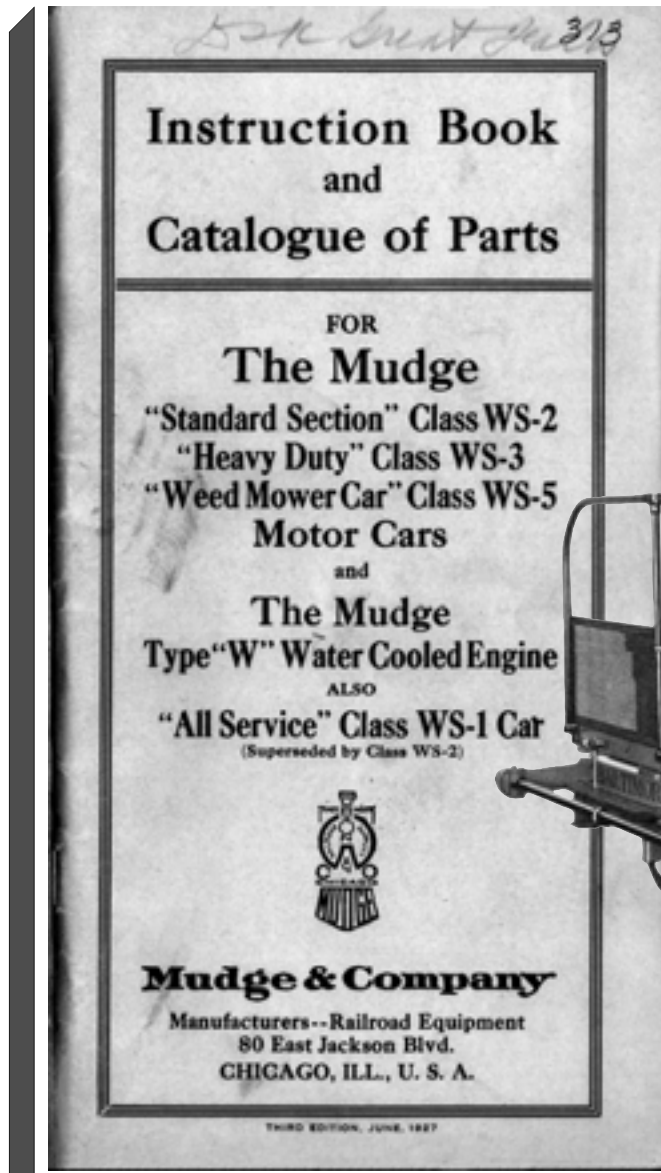
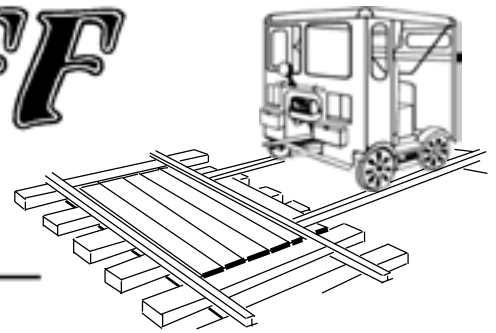


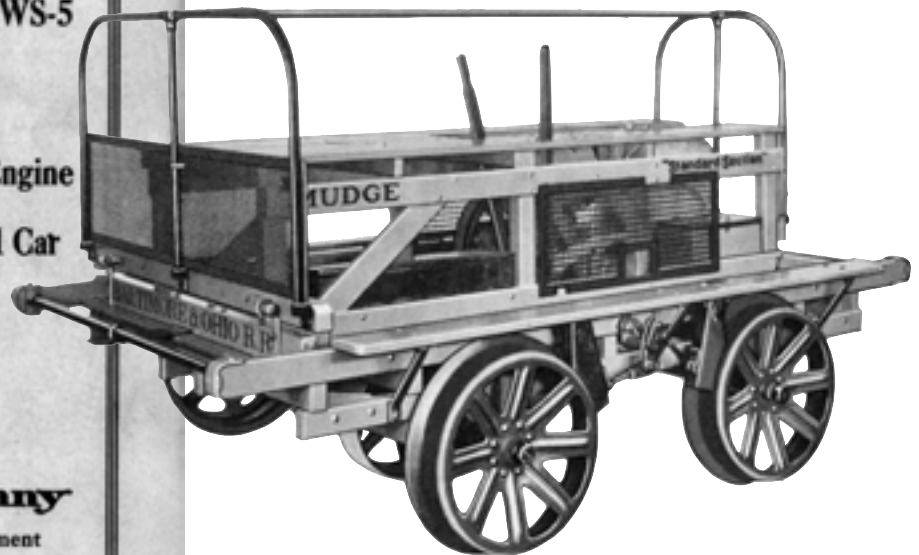
THE SETOFF

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

March/April 2002 Volume 16 - No. 1



Mudge Type "W" Water Cooled Engine



Mudge Class "WS-2" "Standard Section" Motor Car
Side View

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Please submit materials

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

Classified Ads

Excursion Announcements

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Letters to the Editor

All other Materials

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jtaylor@montana.com

Cover Photo

From the Jack Hoover collection, the cover of the 1927 Instruction Book and Catalogue of Parts for the Mudge, and views of the Mudge Class "WS-2" "Standard Section" motor car and its "W" water-cooled engine.

From the President

Ron Zammit

Lets start with some great insurance news: at the time of writing this, NARCOA has met the insurance requirement for the 200 motor cars needed for the physical damage coverage. At this time, we are short in the number of applications for the liability policy, the policy the railroads require. If we do not come up to the same number or greater than last year's number, our rates will increase. Also, those who do not sign up before March 31st will probably not be allowed to buy insurance until next year. Please renew now if you plan to operate in 2002! You cannot count on the small chance that late applications might be accepted. Additionally, Tom Norman has expressed a desire to handle future enrollments like this year's enrollment—all done in the first quarter. This allows the Normans the ability to complete their task early in the year, and then they don't have us bothering them again until the next insurance cycle.

Tom has also informed me that he has received an endorsement from the insurance company that addresses the problem I spoke of last issue—our flaggers. Volunteers who help us flag or conduct other business in running an excursion will be covered by the liability policy. We all owe Tom a big "thank you" for the work he does.

I'd also like to mention and thank Keith Mackey and Bill Owen for the MT-19 axle problem solutions. Keith's latest article was excellent. If you have an MT-19, I highly recommend that you fix the chain drive setup so the axle will not break. We've all seen many examples of this kind of failure.

By the time you read this, I will have submitted the Annual Report to the Board. If you wish to have your own copy, please send me a LSASE, and I will send you one by return mail. The bottom line is, NARCOA is healthy. (And I hope all of you are also healthy!)

Until next time, happy rails.

Noise Abatement

Not sure if others can use this, but I have located a source for the noise abatement padding similar to that used in my Woodings car. It is a foam absorption layer covered by a perforated vinyl facing. Contact the manufacturer at:

1-800-No-Noise
or

www.800nonoise.com

by Kent Zammit
(650) 855-2097
kezammit@epri.com

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

New Documents on NARCOA Web site

by Mark Springer, At large member of NARCOA Board of Directors Judicial Committee member

Several new documents have been added to the NARCOA web site. They are the Judicial Policy that received final approval at the December 2001 Board of Directors meeting. The other two documents are the members and the board of directors code of conducts. All are available under the documents section of the web site.

At some point the members code of conduct will be sent to all members in a form that can be placed on the inside front cover of the current rule book. The items listed in the code of conduct are pretty much common sense items that most—if not all—of our members do naturally. These were developed at the request of a NARCOA member.

The Judicial Policy was previously published in the NARCOA **SETOFF**. It was reviewed at the December meeting and approved by the Board of Directors. It is a much improved document that allows the Judicial Committee much more leeway to take into account mitigating factors that caused an accident. Under the old policy there was little leeway for the committee in assigning disciplinary action.

All of the documents are available from the web site to be printed on your computer if you would like your own personal copies.

Thanks.

http://www.narcoa.org/docs/JC_Policy.pdf
<http://www.narcoa.org/docs/CofC-Members.pdf>
http://www.narcoa.org/docs/CofC_BoD.pdf

2001 NARCOA Board Meeting Minutes

Paper copies of the minutes from the 2001 NARCOA Annual Meeting are now available from the Recording Secretary. Please send a LARGE SASE envelope (there are 9 attachments to these minutes) to:

Jeremy Winkworth
1701 West B Avenue
Plainwell MI 49080

NOTICE—NARCOA IS MOVING

by Joel Williams, Membership Secretary

NARCOA's corporate address is changing from Box 82 in Greendell, NJ to:

NARCOA
P.O. Box 802
Lock Haven, PA 17745

Members may begin using the new address immediately. To make the transition easy, the old address will remain useable until the end of 2002.

Thanks again . . .

this time to Kenneth Huffines for the use of his web page photos with John Kook's piece on the Quebec, North Shore & Labrador Railway in the January/February issue. Take time to visit the Huffines home page at <http://khuffines.home.mindspring.com/home.html>.

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 16 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>

Letter to the Editor

Many thanks for the informative articles and the first rate publication that is **THE SETOFF**.

I'm very impressed with all of the research and engineering that's gone into straightening out the serious problem of axles breaking on the MT-19s. It's too bad that Fairmont did not do this sort of research when the MT-19 was developed in the '60s.

One comment on my personal experience is in order. I've owned motor cars for 29 years and bought 2 MT-19s from SP in 1979. I was looking forward to a quieter car than my M-19AA-1 (with spark arrestor/muffler) and was sure that an MT-19 was the solution. I made one good car out of two and fitted it with four rubber-tread wheels with flange brakes. I spent over \$300 in 1980 dollars on the parts for the Onan engine alone during its rebuild. I ran the car on a legally sanctioned trip from Oakdale Standard CA on the Sierra RR with my AA as a second car. Aiyah! The Onan and the crash-box transmission made more noise than my RKA, and it burned a lot of oil too! It also had an annoying habit of whipping the chain around which I finally fixed by some shimming in the transmission, of all places (I guess that the alignment of the two sprockets was imperfect). I sold the car to St. Maries River RR in 1981 for \$1500 and have never looked back (I did get to run it to Bovill and Avery several times in the '80s. though). If you can find one, you might just want to get an M-19AA. Its got a lot more charm than the cookie cutter Onans and will perform to within 10% or so to boot, (speed and fuel economy). I know that the smell of the exhaust isn't the greatest, but the new oils and fuel are really su-

TWO RULES CLARIFIED

by Jim McKeel, NARCOA Rule Book Committee Chair

The NARCOA Board of Directors, at its Chicago meeting December 7-8, 2001, has suggested that one rule be modified slightly. You can compare the wording proposed here with the current wording in your NARCOA Rule Book, Version #5. Please contact your NARCOA Director with your comments on this proposed revision. Following a reasonable period of time for member comment, the board will make a final vote on whether or not to adopt this change.

Section IV, #6. EXEMPTIONS. Excursion Coordinators may make certain exemptions for equipment not classified as true motorcars, such as handcars, velocipedes, and steam cars, or for antique equipment built prior to January 1, 1945.

Additionally, one rule has been clarified in response to membership feedback, and the new wording is now in effect, as per the vote of the Board of Directors on December 8, 2001. Again, you can compare the wording below with the wording in your NARCOA Rule Book, Version #5.

Section II, #3. ALCOHOL AND DRUGS. NARCOA excursion participants are prohibited from: (1) The use of alcohol, illegal drugs, prescription medications, over-the-counter medications, or any other substance that may adversely affect safe performance while participating in a NARCOA excursion. (2) The possession of alcohol or illegal drugs in open or unopened containers aboard any motorcar or on railroad property. (3) The use of alcohol or illegal drugs while on or off railroad property during the hours of any NARCOA excursion. (The remainder of the rule is unchanged.)

Once a decision has been made on the proposed revision of rule #6 in Section IV (above), stickers with the new wording of both of these rules will be sent to each member to be applied over the current wording in your rule book. A third sticker with the new NARCOA Code of Conduct will be included for you to place inside the front cover of your rule book. Thank you for your help in continuing to improve our NARCOA Rule Book. Have a safe and enjoyable year on the rails!

perb. For what it's worth, I've never had a road failure with my AA and haven't changed a spark plug in about 15 years—no kidding. (If any MOW members remember failure with one of my cars, it was a rusted-out gas tank on my M-9 back a few years). Denny Anspach once called my AA a "sewing machine," a nice compliment.

Just an idea—I'd like to see more belt drives on California meets!

Regards, Jon Kirchanski

Remember...

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

No applications will be accepted after March 31, 2002.

Insurance Coverage Explanations

by Tom Norman, NARCOA Insurance Administrator

I recently received several questions and comments from members that reveal a possible misunderstanding about NARCOA's insurance coverage. Some NARCOA members thought that NARCOA Insurance Program included medical insurance coverage. When I reviewed the "Description of Insurance Coverage" form, I think that people are misunderstanding the personal injury coverage. Most Commercial Liability Policies consist of third party bodily injury and property damage coverage, products-completed operations coverage, and personal injury and advertising injury liability. To review, I'll try to explain each:

Rupp's Insurance & Risk Management Glossary defines bodily injury liability as "liability for physical harm or death of a person caused by negligent or intentional acts or omissions of an insured." Property damage liability is "coverage for the obligation to compensate another person for lost use or destruction or damage to that person's tangible property." Third-party liability is "the obligation to compensate another person harmed or injured by a negligent or wrongful act or omission. A person other than the parties to a liability policy (i.e., not the insurer nor the policyholder) is a third party. When an insured (the first party) causes a loss, the insurer (the second party) assumes the insured's liability up to the policy limit." This \$10,000,000 per occurrence coverage applies only to liability for NARCOA's activities or activities performed for NARCOA by our members, or members liability arising out of and at the premises of an event NARCOA sponsors. In other words, this coverage applies only at NARCOA insured motor car excursions, where NARCOA issues a Certificate of Insurance to the host railroad, and all operators are insured NARCOA members.

Personal injury liability covers nonphysical, non economic harm, such as libel, slander, invasion of privacy, discrimination, and false arrest to a third party. This protects NARCOA excursion coordinators, officers, directors, and members from claims alleging psychological harm or presumed damage.

The products-completed operations insurance is coverage against loss for injury or damage resulting from the use of a product, or from improperly performed work. For instance, an excursion coordinator (or any NARCOA member) is covered for making repairs on a motorcar (say to enable the motor car to complete the run) if at a later date a claim arises alleging improperly performed work.

The advertising injury coverage protects NARCOA and its members from statements made in our publications, excursion announcements, newsletters, etc, that cause loss to another by libel, slander, defamation, violation of right of privacy, piracy, or misappropriation of ideas, or infringement of copyright, trademark, title or slogan.

The above coverage with the \$10,000,000 per occurrence limit is at NARCOA events. Each insured operator also has \$500,000 in liability coverage at all other times offering the same third party bodily injury and property damage coverage, products-completed operations coverage, and personal injury and advertising injury liability coverage, but at a \$500,000 per occurrence limit. The participating NARCOA member is an insured, along with the spouse and family members.

I hope the above explanations help the membership in understanding our insurance coverage.

Physical Damage Coverage for Motor Cars

In prior years physical damage coverage was included in NARCOA's insurance program along with liability coverage. This was necessary in order to increase the premium earned to a level sufficient to attract an insurance company willing to provide liability coverage. With a significant increase in liability premiums, and the fact that our host railroads require only liability insurance in order to operate an excursion, the NARCOA board voted to exclude the physical damage coverage from the current NARCOA insurance program.

United Shortline Insurance Services has agreed to offer physical damage coverage directly to NARCOA members on a trial basis this year. Applications for physical damage coverage were inserted in the January/February issue of **THE SETOFF**. Several restrictions apply.

First, the member must participate in the 2002 NARCOA Railroad Motorcar Insurance Program which provides liability coverage. The second requirement was that a minimum of 200 motor cars had to be insured before Fireman's Fund McGee would write the policy. I'm happy to announce that this requirement has been met.

Originally we set a limited enrollment period of January 1, 2002 through February 28, 2002 to purchase this optional insurance. Since the 200-car minimum has been reached, United Shortline will continue to accept applications for this coverage. Applications are available from the area insurance reps, or can be downloaded from the NARCOA web site.

Thanks....Tom

A Review of Accident Reports from 2001

By Jeremy Winkworth

Last Year

A year ago I summarized 18 months worth of NARCOA accident reports in an article for **THE SETOFF** (see the March/April 2001 issue). There were eleven accidents reported during that timeframe. The take-home messages from last year's review of accidents in the hobby were:

In General

- Road crossings are dangerous places and need your complete attention. Six of the eleven accidents happened at road crossings.
- 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.
- Derailments caused injuries except where the occupants were wearing seat belts.
- The rear end smacks were all combinations of insufficient flagging and too high a speed.
- 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.
- Of the two derailments that involved mechanical defects of cars, one was caused by a wheel that broke due to excessive wear. Buy a wheel gauge and use it. The other was caused by a modified frame on a larger car that had become too rigid. 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. Use extreme caution when you have to tow a heavier car than your own and tow it for as short a distance as possible.

This Year

This year, six accident reports arrived from Doug Stivers, our Judicial Committee Chairman. I would like to again thank all the excursion coordinators who submitted these accident reports. The ones I reviewed were thorough and complete. It reflects well on the hobby that we do report accidents, review them, assess penalty points where applicable and try to find some common threads that all members can take heed of. We do care about improving our safety record. Without further ado, let's get to this year's accident reports.

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

Individual Reports

1. An MT-19 with an experienced operator rear-ended another MT-19 that had stopped just before a road crossing. The front car had alternating brake lights flashing at the time. Both cars derailed and traveled about 12 feet along the ties. The derailment was fortunate in that if the cars had stayed on the rails, they probably would have ended up in the road crossing. The operator of the second MT-19 was distracted because a bunge cord holding his car door had come loose and the door was flapping around. He did not see the stopped car until it was too late to prevent a collision. No injuries were reported. Both cars were significantly damaged but were able to continue the excursion. Unfortunately a railroad representative was in the front car.

2. An MT-14 with an experienced operator rear-ended another MT-14 that had stopped just after a road crossing. The car hit from the rear was pushed forward into the car in front of it. Thus, this rear-end smack involved three cars. Fortunately, damage was minor and only one small injury occurred. A passenger from one of the cars, an ex-railroad employee, was flagging the road crossing. He was waving the flag horizontally to indicate that the second MT-14 should stop before the road crossing. However, the operator misinterpreted this flag signal as one to hurry across and the collision occurred. The weather was good and tracks were dry. The car hit from behind had its brake lights flashing at the time.

3. A wheel flange separation occurred on a large Beaver car, which derailed. No injuries were reported but the car was disabled. It was fortunate that this flange separation occurred at very low speed. The Tamper wheel was reported to be a new wheel when purchased and had been on the Beaver Car only 300 miles. The flange had been checked by the operator two weeks prior to the separation and found to be acceptable.

4. A Woodings motor car derailed due to the right-hand rail sweep dropping underneath the wheel. Speed was about 20 mph, and the car traveled about 50 feet along the ties. The car was significantly damaged, but seat belts prevented any injuries to the passengers. It appears likely that the bolt holding the sweep to the frame broke during this accident, as the sweep was found separated from the car. The operator stated that the sweep had dropped a few times before and he was planning to tighten up the tension spring but never had. In his own words after the accident, "This goes to show that even the little things that don't seem important really are."

5. An S-2 derailed on a section of uneven track where the right rail was about six inches lower than the left. The car drifted off the rails, turned sideways and abruptly stopped on the ballast. The passenger was thrown off, gashing her chin. This cut required a trip to the emergency room and eight stitches. All participants had been warned about the poor condition of this particular stretch of track in the safety meeting. A dozen cars had already been through without incident at about the same speed. It may well be that the stiffer frame of an S-2 was unable to cope with track defects that M-cars could. This particular operator was known for being very safe and competent.

6. An MT-14 rear-ended an MT-19 that had stopped at a grade crossing with brake lights on. The MT-14 sustained very minor damage and the MT-19 was undamaged. No injuries occurred. The rails were wet and oily, plus the convoy had been through flange greasers. A comment was made in the accident report that speed had nothing to do with it—the accident was caused by slick rail conditions.

Here are some common threads and conclusions in the above six accidents, three of which were rear-enders and three of which were derailments:

A repeat conclusion from last year is this: **during derailments, seat belts saved the occupants from injuries.** Consider adding seat belts to your car now. You are much safer wearing a lap or shoul-

**Individual
Reports
Continued**

**Conclusions
and
Common Threads**

der belt on a motor car than going without one because the car could theoretically turn over and trap you.

Once again, **road crossings were dangerous places.** They deserve your complete attention. The three rear-enders this year all happened at road crossings.

In the accident report of one rear-end smack, the comment was made that speed had nothing to do with it—the accident was caused by slick rail conditions. Yet one conclusion in last year's review was, "Excessive speed in wet and/or greasy conditions led to accidents." **Deal with wet and/or greasy rails by either increasing the distance between cars or decreasing your speed.**

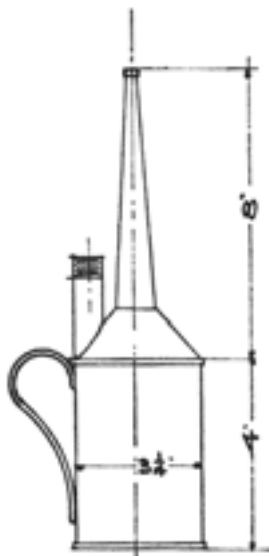
A flagging signal to stop, using the standard motion for such, was mistaken as one to speed up. Our rule book clearly states "A hand, flag or lantern waved horizontally means stop. Any object waved violently by anyone on or near the track is a signal to stop." It also states "A hand, flag, or lantern waved vertically means go forward. **All operators and flaggers should be familiar with the rules on flagging and follow them.**

The accident caused by wheel flange separation is hard to draw any conclusions from. It was said to be a new wheel, and it had been checked a couple of weeks before the accident, yet the separation occurred. **Ensure that your car has correct tracking. Keep checking the wheel thickness and profile.**

Lastly I want to repeat the quote, "This goes to show that even the little things that don't seem important really are." It could be considered an updating of the old adage that for want of a nail, a kingdom was lost! In the context of motor car excursions, **make sure that ALL the components on your car are in good working condition before you leave home.**

Summary

In summary, some of last year's conclusions were repeated this year, indicating areas that we need to keep working on. These include rear-end collisions and derailments due to equipment failure. However, no accidents happened during towing or were caused by turntables, indicating good progress in these areas. The value of using seat belts was again shown. It's a pleasure to state that no serious injuries were reported within the hobby. **We all want this hobby to be fun but to be fun, it has to be safe. Please do your part to keep it safe for everyone.**



NE 3" Pin Hand Car
Oiler - 18K Tin.

Accident Victim Shows Improvement

Frances Doyle, patient at the Northern Pacific hospital from injuries sustained in a speeder accident near Homestake, east of Butte, continues to improve, according to hospital reports late yesterday. She suffered bruises and cuts when she was thrown from the speeder as it struck a 40-ton rock which had rolled down the hillside onto the railroad track.

Thomas Terland, aged 40 years, her companion on the speeder and an employee of the railroad, died as a result of injuries he sustained when he was thrown from the speeder at the same time. He was rushed to the nearest hospital in Butte and died soon after he arrived there.

Missoulian

April 1, 1928

Rail Safety Management: The Australian Case

Nic Doncaster

The idea for writing this article came from the recent (December/January 2002) debates on the SPEEDER list with regards to safety within the hobby. It is apparent that the regulatory environment state-side is much simpler than that here in Australia. This article aims to give an overview of the processes and regulations in place in Australia to ensure safe systems of work are in place in the Australian Rail Industry, and how these have affected the management of the hobby.

The Australian rail industry was, until the mid 1990s basically dominated by Government-run rail authorities, probably not dissimilar to that of Amtrack, and needing the same sorts of investment and reform. The rail authorities were state-based, hamstrung by politicians, and by a gauge problem that persists from the 19th century. These bodies included Western Australian Government Railways (42" mainly), Commonwealth Railways (56.5", 42"), South Australian Railways (63", 56.5" and 42") Tasmanian Government Railways (42") (these last three merged in 1976 to become Australian National Railways, now defunct) Victorian Railways (mainly 63" with some 56.5"), New South Wales Government Railways (56.5") and Queensland Government Railways (42").

There were a few private railways, but these were mainly for built for a set traffic, ie iron ore in the north west of Western Australia. The notable exception being the Silverton Tramway Company (42") in the running between Broken Hill (NSW) and Coburn (SA).

The operation of section cars in Australia was very much informal until the late 1990s, with owners running on tracks owned by some of the tourist railways, and yet many others running illegally on lines that were closed to traffic, or in some cases, where trains were still being commercially run.

In the mid 1980s, the first (known) attempt to start formalizing the hobby was made with the incorporation of the South Australian Section Car Preservation Society Inc. and in the early 1990s with a group in New South Wales, the Australian Trike Association. Both groups ran foul of the government bodies that managed the railways, this is despite a group of people running from Maree to Alice Springs (through desert that makes Death Valley look like tropical paradise) in 1980 with a hand car, and in 1988 running across Australia in association with the Bicentenary of the establishment first British colony Australia. Several other groups exist, mainly in New South Wales. These concentrate solely on running section cars on a dedicated section of track without general access to the networks.

In 1999, it had become apparent that the potential was there for a body to hold accreditation, so that persons who own section cars could be represented for access on the railway lines. Several meetings were held towards the end of 1999, and the Australian Society of Section Car Operators was formed. Founded with eight members, the group now represents around 60 people in all but one state and two mainland territories that make up the Commonwealth of Australia. Now,

Introduction

Background: The Industry

Background: The Hobby

**Background:
The Current Environment**

just over two years later, the Australian Society of Section Car Operators Inc., is investigating expansion of operations, and is looking forward to a bright future.

In the early 1990s several events occurred that led to deregulation of the rail industry and closer management of the way in which the industry works. There were a few big accidents, in particular “3801” (a steam train hit from behind, killing several people), and the eventual demise of Australian National in 1998.

With the demise of Australian National (AN) the railway system of South Australia was broken up into two key areas, the local network and the “defined interstate network.” The local network was sold to a Genessee and Wyoming subsidiary, along with its freight capacity and equipment, whilst the “defined interstate network” was transferred to another government business unit Australian Rail Track Corporation. The freight task had, in the main, been sold to National Rail Corporation, another government business unit. Part of the task was also sold to other private companies, some of which have American heritage.

At the same time that AN was beginning to fall apart, the politicians sat down and drafted legislation that allowed the industry to develop an open access regime. The same Acts, broadly, have since been passed in most states and territories of Australia. These two Acts—the Rail Safety Act (1996) and the Railway (Operations and Access) Act 1997—are now what, broadly speaking, govern the industry in South Australia.

The Acts and More

As well as the two acts above, the industry needs to take into account several others directly. These include;

- The Occupational Health Safety and Welfare Act (1986) (SA) and its regulations
- The Trade Practices Act (Federal Government)

And for the Australian Society of Section Car Operators (ASSCO)

- The Associations Incorporations Act (1985)

The Rail Safety Act 1996

**Supervised by the Rail
Regulator Transport SA**

AS4292 – Rail Safety
Management Standard
AS5022 – Railway Accident
Investigation

The Rail Safety Act (1996) requires participants in the rail industry to have developed a detailed Safety Management Plan (also known as a safety case) that is audited to a predetermined standard. The size and detail of the plan has to be relevant to the needs of the organization. In particular, the Act requires the Plan to be developed using a standard known as AS4292, Rail Safety Management Standard. (I will come back to that.) The Act also looks at two distinct groups: the railway operator—the one wanting to run the trains, or in our case, the section cars—and the railway owner—the people who own and maintain the running lines—though these are not mutually exclusive, and some companies are both. The Rail Safety Act also appoints a regulator who oversees the industry, the process of accreditation, and access arrangements. Once the Plan has been approved, the organization becomes an “Accredited Operator,” an “Accredited Owner” or an “accredited Owner/Operator.”

**Office of Corporate and
Business Affairs**
Associations Incorporations
Act 1985

The Railway (Operations and Access) Act, looks more at how organizations in the industry relate to each other and go about getting access to a rail line to run their trains. The intent of the act is an open access regime whereby, in theory, a person who is accredited can ask for access and gain it, subject to reasonable business requirements. In practice, some owners stall or put ridiculous conditions on access that make it difficult for the person wanting to gain access. Once an agree-

ment has been reached, the parties then approach the regulator, who will, if he is satisfied that the safety management systems are appropriate, issue a “variation of accreditation” to the parties for the new activities.

To sum up, ASSCO has a safety management system that fulfils the requirements of AS4292, and this is audited internally, each time we run, and externally, on an annual basis, by the regulator. The safety management system meets the same requirements of the “big boys” who run trains for money. This plan had to be developed and audited before a car was set on track! In addition, each time an operator first negotiates out an agreement (and we are at three at the moment) with an owner of track, the operator is required to go to the regulator and request that his accreditation be varied. If the regulator believes that the proposed operations are unsafe, it may refuse the variation, or request further changes to the operator’s safety management plan.

The Acts call up one main standard AS4292, as the framework for Rail Safety Management systems. A new standard AS5022 has just been issued that looks at accident investigation. (I am yet to see it, so can’t go on about that one). AS4292 was written by the industry in consultation with the regulators and others, and I believe is up for review. It lays out the framework for the package that operators and owners must submit, and maintain, to remain a part of the industry. The standard also crosses over with AS4801, Occupational Health and Safety Management. Indeed the two standards are very similar, particularly with respect to the continuous improvement model. Continuous improvement is a process of identifying, controlling and reviewing systems and hazards to ensure that the risk is not only effectively controlled, but that the controls are appropriate for the changing circumstances of the operation.

The requirement is that a hazard is identified, its risk quantified, a control developed and implemented, and then monitored before being checked again. After a period of time, the process is reapplied to ensure that what was done worked, and perhaps ways in which it could be made better.

AS4292 broadly calls up six areas that the safety management plan—a “safety case”—must cover. These are:

- **Management Policy And Structure.**
The organization applying for accreditation needs to have a broad policy defining how they will manage rail safety, who is responsible for what, the processes by which compliance will be measured, document development and control, a process for financial capacities (mainly insurances), records retention, internal audits and reviews.
- **Risk And Incident Management**
This section requires the applicant to develop a broad data base of hazards and other risks associated with its operations, the way in which those risks are controlled, how it will manage, report and investigate major incidences, and the way it monitors and reviews statistics related to accidents.
- **Personnel Management**
The organization is required to have in place systems that ensure workers are fit to work, are adequately skilled and trained, and that they are not unduly influenced by drugs or alcohol.
- **Goods And Service Procurement**

The Standard

Supervised by the Department for Administrative and Information Services

The Occupational Health, Safety and Welfare Act 1996
Consolidated Legislations of the OHSW Act

This section refers to contractors. ASSCO contracts in safeworking and training for certain runs and purposes. The document requires us to ensure that we have a process to ensure that the services we use meet railway safety requirements.

- **Engineering and Operational Systems Safety**
For our purposes, this relates to the mechanical condition of our speeders, making sure that they are fit for the task, and that the parts and components meet a minimum standard. Basically, a pre-meet inspection and logbook are used to ensure integrity to the groups agreed standards.
- **Interstate Operations**
The final section refers to the defined interstate network, but also provides some guidance with respect to access and operations.

The other Act that affects ASSCO, and all other businesses and volunteer groups, is the Occupational Health, Safety and Welfare Act, 1986 (OHSW Act). This is a South Australian State Act, and has counterparts that generally say the same in other states. In addition to the Rail Acts, ASSCO complies with this act. This act is known as a Robens-style law (based on an enquiry in the UK by Lord Robens in the early seventies) and is what is known as a consultative process. Broadly, this act requires any employer (and volunteer organization) to meet a minimum standard of health and safety. It requires:

- Employers (ASSCO) to provide safe systems of work, plant and hazardous substances in a safe condition, training and appropriate facilities. Also to consult with workers.
- Workers (our members) to work safely, obey reasonable instruction, protect their own health and safety, not endanger others and report hazards.

Occupational Health, Safety and Welfare Act

I suppose the key terms in this act are “as far as is reasonably practicable.” Given that our activity uses equipment designed nearly 70 years ago, there are some factors that we accept and control with various means, and others that can be controlled “reasonably” and thus ASSCO expects action. The OHSW Act calls up a bible of rules known as the Consolidated Regulations. Whilst ASSCO does not enforce many of the requirements of the regulations, it does provide members with training on what the regulations require of them in regards to owners of plant and equipment. There is, however, the likelihood of prosecution should a party breach their duties under the regulations.

Other Bits of Paper

As well as the Acts and Standards, ASSCO is required to comply with certain systems of safeworking, and several different forms of safe work practises. We generally contract in safeworking, to minimize the risk of safeworking system failure or contradictory opinions. However, our operations are nearing complete compliance with the National Code of Practice for the Defined Interstate Network. This tome requires some specific training, which about a third of our members have completed. Generally this is the “Track Awareness Certificate.”

The ASSCO Perspective

The Rail Acts have opened the doors for safe operation of railway motor section cars in Australia, whereas 10 years ago the response from the industry, bar one or two heritage operators, was (this is the

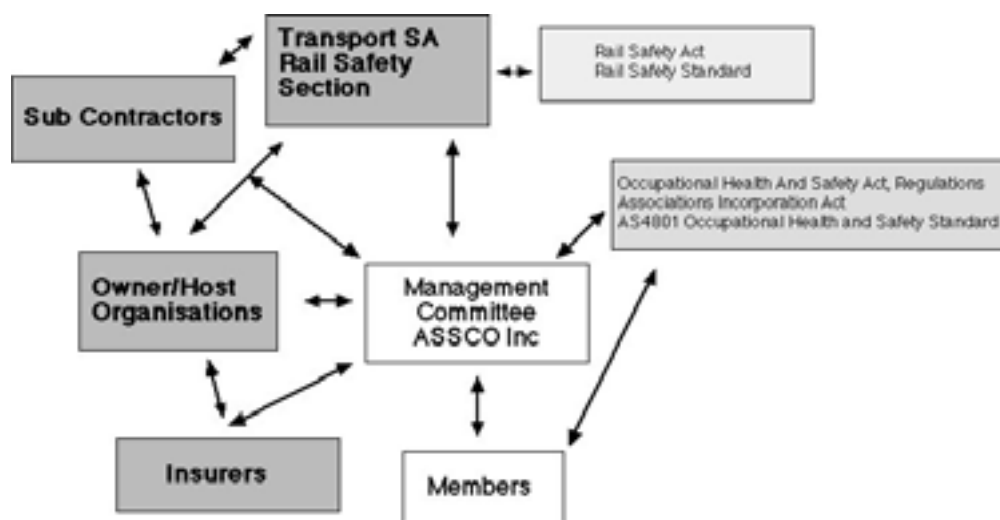
polite version) “Go away.” ASSCO is no different that any other employer or body in the railway industry. The regulatory environment and its required safety management plan mean we perform at the same level as anyone else in the industry. We are no longer considered, nor allowed to be “boys playing trains.” The safety management systems we have are based on the combination of about 60 years of field and operational experience, and reflect this experience. Our membership accepts that the past is the past, and if operations are to continue, and expand, the direction to date needs to continue. The training we provide, both from within and from external sources has been generally well attended, with about 90% of our membership completing the induction day, and 30% completing the Track Awareness program.

Initially there was some resistance (and a resignation) to the changes bought about by the regulatory requirements, but this has faded. Many see that the way we run our operations is clearly structured and straightforward. As our processes are consultative, we accept the opinions of our members and use the information that they pass to us to improve or modify our systems. Some of the controls in place to manage hazards cannot be easily changed (and some are required of us regardless), but that has not meant that the issues are not considered.

Given my background, I am concerned when I see members of the hobby saying “we have a good safety record.” My response is simple: if there is not a process of managing safety and measuring performance, how do you know? Indeed, some posts on the Speeders group suggest that there is not a good safety record. Use of traditional indicators such as Lost Time Injury Frequency Rates, number of prangs, etc. are perhaps redundant, because of the low (rare) frequency of such events. Whilst not yet refined, ASSCO is looking at a range of other positive performance indicators to help gauge performance in the field.

Auditing helps, but feedback and comments from members, the public, our hosts (people who own the rail lines) and those from whom

Safety Management in General



Australian Society of Section Car Operators, Inc.
Inter-organisational Relationships

Closing Comments



The ASSCO website has moved to

www.railpage.org.au/assco

If you are hosting a reciprocal link, please update.

we contract services all provide a window into how well we are going. By monitoring the way access and its associated activities are managed, it is easier to gauge performance.

The other arguments I see are that “safety is taking out the fun” and that “its too expensive.” Appropriate Safety Management does neither. I would suggest the fun comes from the adrenaline rush of doing something stupid like bootlegging, or accepting the risk of not taking appropriate actions when planning and when out on the track. The expense is an excuse that also has little value. What value your life?

Mind, I believe PPE (personal protective equipment) is the last resort, but given that our hobby involves machines that are old technology, the cost of modification would eliminate the hobby altogether.

In closing, I hope that this article has given you a broad perspective of the regulatory environment “down under.” Whilst it is not onerous, it is required, and we meet the requirements. Because what we do is so unique in Australia, it is important for ASSCO not only to do the right thing, but also to set the pace for safety management in the (heritage) industry. Looking at our American brethren, and a society that seems so litigious, I am amazed that host railroads do not require a detailed risk assessment and safety management plan. It is important that the hobby continue to grow and thrive. Part of this is to be able to demonstrate just how it is managed safely.

About the author:

Nic Doncaster is a Hazard Management Consultant with a Workers Compensation Authority in South Australia. He has been working in Health and Safety in a variety of roles for the last 12 years. Nic holds background qualifications in health sciences, as well as a Graduate Diploma in Ergonomics, Occupational Health and is an accredited auditor in Safety Management Systems. Professionally his interests extend to Human-machine interfaces, situational awareness, consultative processes, systems design, as well as biomechanical hazard management. He has provided consultancy services in the rail Industry through several operators over the last five years. He has owned and operated motor section cars for the last 17 years.

Some useful links

www.workcover.com.au links in the site will provide pdf files of the regulations under the Occupational Health and Safety Act, as well as the act itself

http://www.transport.sa.gov.au/rail/main_fr.htm Will link you to the office of the Regulator in South Australia

www.arou.gov.au links to the Australian Railway Operations Unit in Canberra

www.sacentral.com.au will link you to the Acts with which we must comply (use the search engine)

www.cobweb.com.au/~nldoncas/assco.htm takes you to the ASSCO home page. There are numerous links to other sites on the links page.

www.standards.com.au home site where referred standards can be sourced. You will have to buy them.

Rear Axle Dual Idler Installation, Revisited

By Rick Tinsley

These comments are offered as an addendum to Keith Mackey's excellent article in the January/February 2002 issue of **THE SETOFF** wherein he addressed the replacement of an MT-19 rear axle and installation of the recently available U.S. Tsubaki axle sprocket with Power-Lock hub, a dual idler bracket, and an additional idler sprocket. Keith stated that his objectives in presenting the article were to call attention to pitfalls he had experienced and to provide tips to make the job easier for others in the future. Similarly, I am offering herein a few comments explaining additional pitfalls I encountered while installing these components on my ex-CN MT-19.

About a year ago I began to consider replacing my rear axle. I was concerned that my car was a likely candidate for a rear axle fatigue failure because (1) my car weighs 1,170 pounds, making it considerably heavier than the typical MT-19 with side curtains and (2) my rear axle was slightly bent (so that the center bearing forced it to become straight twice during each revolution, thus inducing a corresponding bending stress twice during each revolution).

Thankfully, Les King has recently begun offering the complete rear axle replacement kit for the ex-Canadian Fairmont MT-19s (with size 40-2 chain) consisting of a high-strength axle, Tsubaki axle sprocket with Power-Lock hub, extra idler sprocket, and a dual idler bracket. I purchased all of these along with the hub puller mentioned in Keith's article. Most of us remember the many techniques and theories that have been discussed during the past couple of years (on our Speeders web site) for removing the hubs, ranging from heating the hubs with a torch to using a hydraulic jack (Porta-Power). Les' puller makes removing the hubs a simple task to say the very least!

The part of the disassembly procedure that was a mystery to me and was, by far, the most challenging was removing the insulating cones from the axle tapers. I cannot remember reading about anyone discussing this challenging task. Therefore, I will outline the procedure that I followed.

After the hubs are removed, at least one insulating cone must then be removed from the axle (that is, if both cones remain on the axle tapers) so that the axle can be pulled through one of the axle bearing inner races. My insulating cones stayed on the axle tapers, so this is where my experience lies. I would think that if the cones stay with the hubs one may choose not to replace them. However, if it is necessary to replace them, a wood or metal rod of correct diameter could possibly be placed against the cone at its small end. With several "taps" on the rod with a hammer, the cone would, one hopes, dislodge from the hub taper. However, if the cones stay with the axle, at least one of them must be removed.

Before I attempted to remove the insulating cones, I insured that everything on the axle was free and sliding (the old axle sprocket hub, the center bearing/housing, and the thrust collars). I must reiterate Keith's comment about the necessity of cleaning the axle before attempting to remove it. Don't be fooled into thinking that this is a two-minute chore! It takes perseverance to get the axle clean enough and completely free of burrs so that it will slide through the bearing inner race.

**A few comments
explaining
additional pitfalls**

**It takes
perseverance to
get the axle clean
enough and
completely free of
burrs so that it will
slide through the
bearing inner race.**

I was told that one technique for removing the insulating cones from the axle tapers is to turn the axle nut around and thread it back onto the axle to protect the axle threads. Then place a board against the nut and beat on the board with a large hammer. This forces the axle toward the opposite side of the car (remember that the thrust collars, center bearing/housing, and axle sprocket are free and sliding) until it stops when the inner edge of the insulating cone bears against the axle bearing housing. Further hammer blows will tend to dislodge the cone from the axle. This is what I did; however, I used a new nut (size 7/8–9) so that I would not inadvertently deform the original axle nut. With much diligence and many hammer blows I finally separated the cones from the axle. The cones almost weld themselves to the axle taper and, I can assure you, they do not want to come off! Permit me to say at this time that the removal technique I have just described IS NOT a good one for removing the cones! There are too many components that can be damaged during this process, not the least of which are the bearing housings. The problem was that, at the time, I was unaware of a better procedure.

After removing the cones and sliding the (perfectly clean) axle through the bearing and out of the car, I then recleaned the bearing housings around the axle openings to prevent inadvertently pushing some grit into the openings while installing the new axle with the center bearing (turned around), Power-Lock hubsprocket, and thrust collars.

Keith and I have slightly different preferences with respect to installing the new components. He stated that nothing on the axle should be tightened before run-out checks are made. I agree. He then said to properly center the axle and tighten the thrust collars to secure the axle in place (before the hubs are installed). Instead, I feel that the thrust collars should not be tightened until after the final installation of the hubs and wheels.

I used new insulating cones and fiber washers that I had purchased from Fairmont over a year ago. I installed the new axle, cones, hubs, and snugged the two axle nuts. I then placed the rear wheels on the hubs and snugged the wheel bolts. I took the car off of its blocks, set it on the floor, and torqued the wheel bolts. Next, I ran a chain through one of the wheel “spoke” holes and around the lower frame member and locked the chain in place. This prevents the wheel from turning while torquing the axle nut. I then repeated the torquing process for the other axle nut.

It was then time to check the gage distance. I clamped a straight bar to the outside face of each rear wheel and carefully measured the distance between the bars. You can imagine my disappointment when my tape measured 63 & 1/8-inches! No matter what dimension you choose for your gage distance, this is too wide! Therefore, my insulating cones required reaming.

Fortunately, on August 12, 1999, Ron Zammit posted a note on the Speeders web site stating that he had located a source for insulating cone reamers (at left). I ordered at that time one of the MT-19 reamers (\$50 plus shipping) because I had a feeling that someday I might need it. Surely enough, “now” was my time of need!

I removed the wheels, hubs (using Les’ device), and once again had to deal with those pesky cones stuck to the axle tapers. This time, Jim Paty, my motor car buddy with years of experience, suggested that I try using a bearing puller to break the cones loose from the axle tapers. This device is offered in the McMaster-Carr catalog or can be seen in their electronic catalog on their web site (www.mcmaster.com). The

**Alan Wilbur
RW Machine & Tool
7944 State Route #44
Ravenna, Ohio 44266
Ph:(330) 296-5211**

puller is fairly expensive, but it can be rented at most local tool rental places. This device proved to be a lifesaver! Jim thought that since the cones and axle were new they would probably break loose easily. Not true! Just the single torquing of the axle nuts had once again “welded” the cones to the axle tapers. However, the bearing puller made removing the cones a relatively easy job.

I then measured the thickness of each cone with a dial caliber. One cone measured 0.131 inches, and the other measured 0.128 inches. I recorded this thickness on the outer surface of each cone with a permanent marker. I rechecked the calculation to prove to myself once again that removing 0.0045 inches from the wall thickness of a cone will move the wheel inboard by 0.125 inches (or 1/8-inch). Then, I inserted the reamer into the first cone, applied pressure, and began turning the reamer inside the cone (by hand). I quickly found that this was going to be a time consuming job! With no more pressure than can be applied by hand, the reamer just doesn't want to remove any material from the cone. Instead, it tends to polish the inside surface. Finally, after about two hours, I had removed enough material from the inside of the cones to provide an acceptable gage distance. I then reinstalled everything, rechecked the gage distance, and found it to be acceptable. Now that the gage distance was properly set, I centered the axle on the car and *then* secured the thrust collars.

If I had this job to do again, I would probably just take my reamer and cones to a local machine shop and request that they remove the desired material from the inside surface of the cones. They may or may not use my reamer to do this.

I next aligned the new axle sprocket with the gearbox sprocket by clamping a straight edge to the side of the axle sprocket and sliding the axle sprocket until it was in line with the gearbox sprocket. I torqued the socket head cap screws on the Power-Lock hub as described in Keith's article. Since this is a Japanese-based product, the socket head cap screws are metric, and they use a metric “Allen” wrench. The wrench is 5mm, and it can be readily obtained with a 3/8-inch drive fitting on one end so that it can be attached to a torque wrench. I purchased mine from Sears.

My next surprise came when I discovered that, even though there is side-to-side movement built into the idler sprockets on their respective shafts, my idlers wouldn't move far enough toward the right side of the car to come into alignment with the gearbox and rear axle sprockets. I had to install 1/4-inch spacers between each idler sprocket and the new bracket to correctly position the idlers. This concerns me somewhat, because it places the vertical component of the front idler sprocket chain load further away from the new idler bracket and the aluminum frame member to which it is attached. This results in a higher torsional load on this relatively weak aluminum frame piece. Only time will tell if this is of any consequence.

I hope my comments will serve as a useful addendum to Keith's informative article and will provide those of you interested in installing Les King's excellent rear axle/dual idler kit with an additional idea or two for making your task an easier one.

Rick Tinsley
200 Twelve Oaks Road
Tullahoma, TN
(931) 455-2871
ctinsley@cafes.net

Suppliers:

*Les King Motorcar Sales
North Lawrence OH*

*RW Machine & Tool
Ravenna OH*

*McMaster-Carr
www.mcmaster.com*

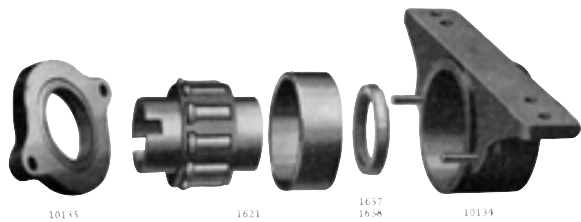
Sears

Instruction Book and Catalogue of Parts for the Mudge

Third Edition, June 1927


FROM THE COLLECTION OF JACK HOOVER

Cars built prior to April, 1927, were equipped with Hyatt axle bearings. Later cars are equipped with heavy duty Mudge-Bower roller bearings. To distinguish between the two bearings, remember that the Bower has a hardened inner race which extends through both sides of the box and that the box cover, number 2757, is on the inside of the car frame instead of next to the wheel hub as with the Hyatt. See page 54.



MUDGE-BOWER
AXLE BEARING PARTS

"Make it your business to personally inspect the car ONCE EVERY DAY, paying particular attention to wheels, axles and brakes."



To users of Mudge motor cars:

SUCCESSFUL operation of any motor car depends largely upon the judgment and ability of the operator and the care given the car.

Therefore, it is important that you study the instructions contained herein and acquaint yourself with the car, its various parts, their function and care.

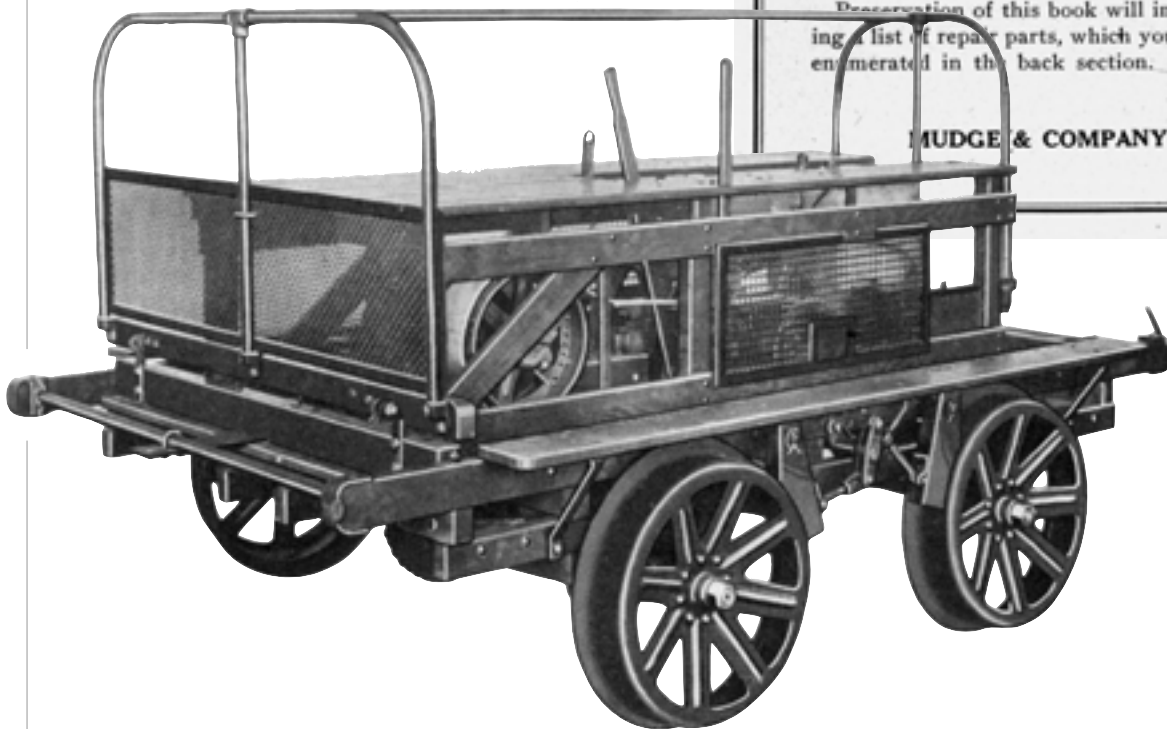
Mudge cars, when given reasonable care, will render satisfactory service over long periods of time. They are scientifically designed, honestly constructed, carefully tested and inspected, and will serve you in direct proportion to the way you operate and care for them.

In this book, we have set forth the most important points of operation and maintenance. No attempt is made to specifically cover all the details, for the reason that they vary as do other practices on different railroads, but by following the principles set forth herein, you will have no difficulty in operating your car successfully.

Preservation of this book will insure having a list of repair parts, which you will find enumerated in the back section.

MUDGE & COMPANY

Page 1



Mudge Class "WS-3" "Heavy Duty" Motor Car

Side View

Starting the Car

Have all passengers seated.

Release the brake.

If the car is equipped with a two-speed transmission see that the low speed clutch is engaged.

Open the throttle about half way.

Advance the spark. To do this proceed as follows:

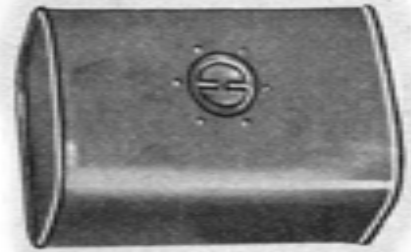
On engines equipped with BATTERY IGNITION, move the timer lever as far as it will go in the **same direction** that the car is going to run.

On engines equipped with MAGNETO IGNITION, move the timer lever **toward the water hopper** as far as it will go, regardless of which direction the car is going to run.

Gradually tighten the belt—just enough to propel the car.

If the car is equipped with a two-speed transmission, run along for several rail lengths in low gear—then release the belt, shift to high gear and then tighten the belt.

Cars equipped with Mudge type "B" safety railings should be run with the netting end of the railing **AHEAD**.



"On account of sediment and water in fuel, we advise that all gasoline be strained when putting into fuel tank. Funnel furnished with the car is fitted with a strainer. Never use a chamois skin or a flag as a strainer."



"If the engine 'sneezes' or backfires the mixture is too lean and the remedy is to turn the needle valve to the left a little at a time until the sneezing ceases."



Reversing the Car

There are three ways of doing this, i. e.:

(1) Stop the car and engine and crank the engine from the opposite side of the car.

(2) Stop the car and engine and push the car in the opposite direction.

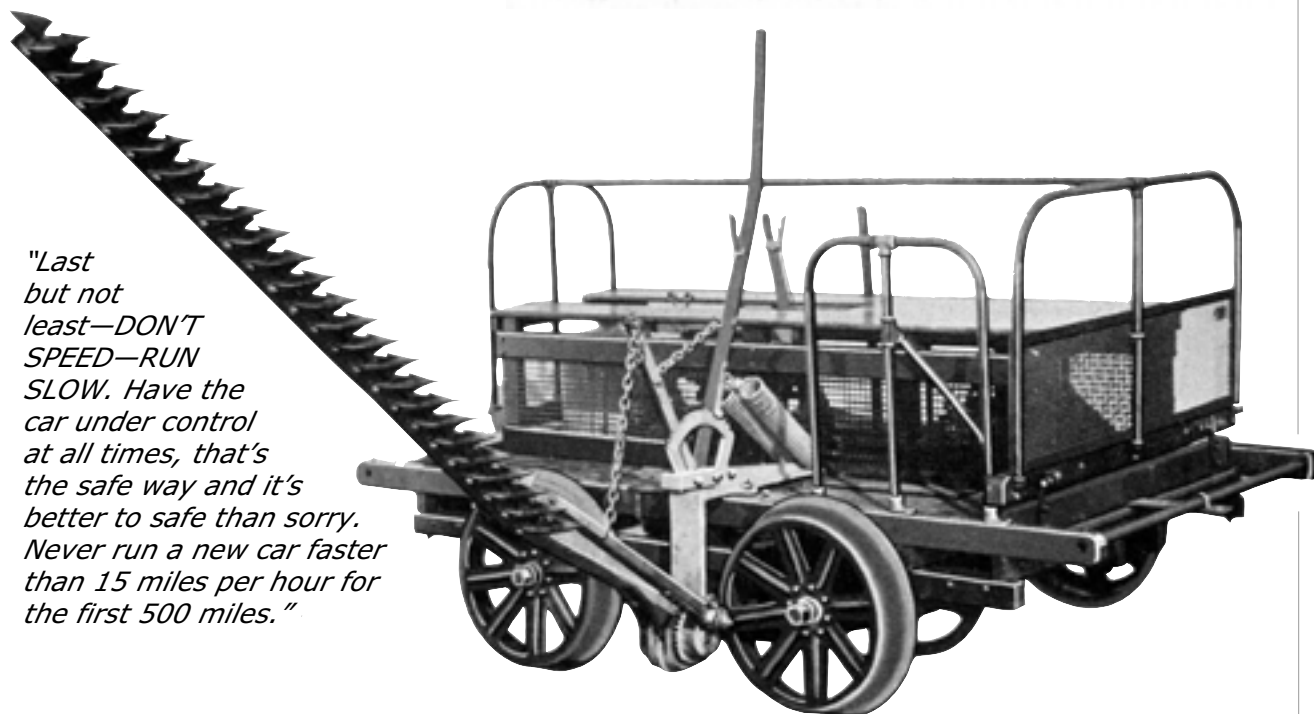
(3) Stop the car but allow the engine to run at fair speed, advance the spark all the way, then, if the engine has BATTERY IGNITION open the ignition switch, or if the engine has MAGNETO IGNITION close the ignition switch, and allow the engine to slow down until you think it will surely stop on the next revolution. Then return the ignition switch blade to running position and the engine will usually kick over and run in the opposite direction. This is not nearly as difficult as it may seem and with a little practice anyone can learn to do it successfully nine out of ten times. Try it, there is absolutely no danger of injuring either yourself or the engine.

"Mudge battery ignition cars are equipped with either: one six-cell Columbia Hot Shot Battery, or six standard dry cells.... A standard dry cell or a Hot Shot that tests less than eight amperes on a battery tester should be replaced with a fresh one."

"Don't buzz the coil unless the spark plug wire is connected to the spark plug in the cylinder or resting upon the metal parts of the engine. Failure to do this will damage the coil.... Don't screw the spark plug in too tight, it is apt to stick. A few drops of oil on the threads before you screw the plug in will help prevent this."

MUDGE & COMPANY
4425 West Sixteenth Street
Chicago, Illinois

Numerous freezing tests, conducted at temperatures of from fifteen to twenty degrees below zero demonstrate that, with the hopper filled to the proper level the water can freeze into a solid chunk of ice **WITHOUT INJURING THE ENGINE.** However, it is a rather difficult and mighty disagreeable job to get the engine started again under these conditions unless you can get it in a warm room. Therefore we recommend that you drain the hopper every night during freezing weather.

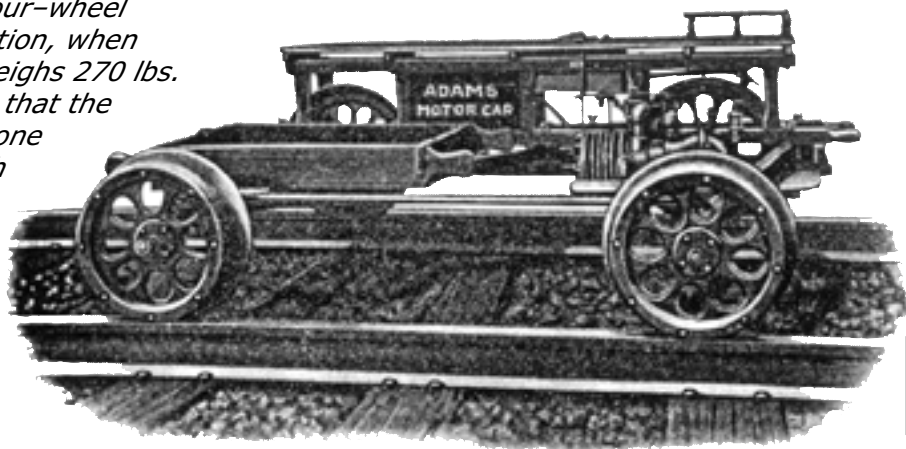


"Last but not least—DON'T SPEED—RUN SLOW. Have the car under control at all times, that's the safe way and it's better to safe than sorry. Never run a new car faster than 15 miles per hour for the first 500 miles."

Mudge Class "WS-5" "Weed Mower" Car
Side View

from Railway Age Gazette, January 28, 1910

"The Adams inspection car is designed for the use of signalmen, linemen, lampmen, roadmasters and inspectors. The four-wheel standard, shown in the illustration, when equipped with the iron tray, weighs 270 lbs. The weight is well balanced so that the car can be readily handled by one man. The frame is of white ash rails, braced and bolted, the cross arms being iron bound. The gasoline motor is illustrated in the accompanying cut. It is a two-cycle, reversible, air-cooled motor, directly connected to the rear wheel."



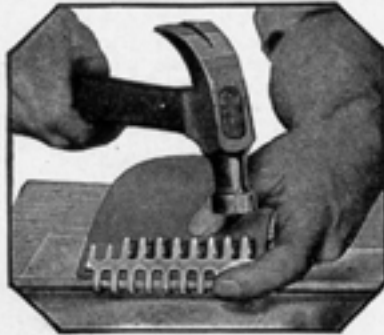
"The endless cord belt is practically free from shrinkage or stretch and having no joints to break, it will outlast two or three laced belts. Never attempt to lace an endless cord belt as the lace will not hold and belt will be ruined."

NEVER ATTEMPT TO LACE AN ENDLESS CORD BELT.



Figure 1

Square belt ends with square. Break two pieces of lacing of equal length narrower than belt. Use gauge pin.



ON IRON BLOCK

Figure 2

Center the bar of lacing on the top side of belt. Drive end prongs half through belt, holding lacing firmly against gauge pin—then all prongs on top side half way through. Reverse belt and drive the other prongs in full length.



ON WOOD BLOCK

Figure 3

Turn belt again and hammer lacing until teeth sink into wood block. Clinch under teeth sideways as they come through.



ON IRON BLOCK

Figure 4

Turn belt and clinch all teeth sideways, then beat lacing down smooth and flush with belt.

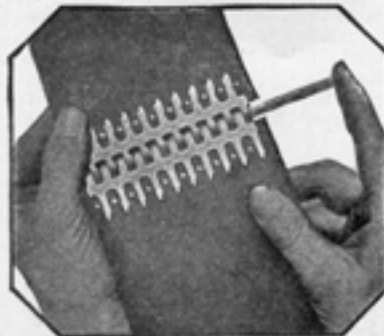


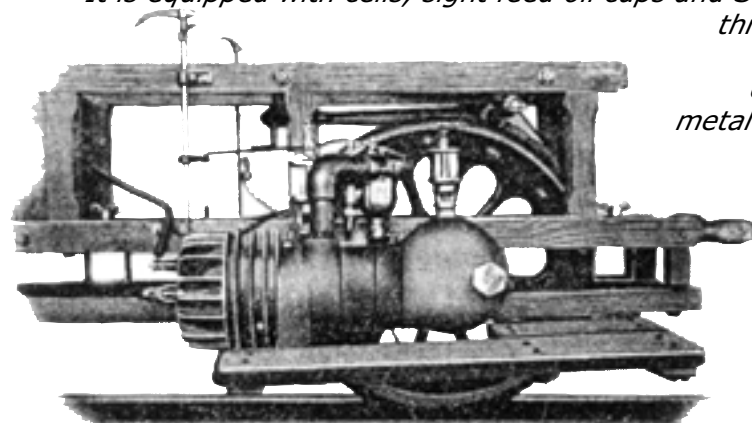
Figure 5

Cut two hinge pins just alike, (Fig. 7) same length as bar of lacing. For a perfect joint two pins must be used. Join belt, using two pins with smooth faces together and lugs alternating.

Figure 7



Figure 6
This Side Next to Pulley



The car is being placed on the market exclusively by Burton W. Mudge & Co., Chicago.

It is equipped with cells, sight feed oil cups and Schebler carburetor and is controlled by a throttle lever, spark lever, and compression relief lever for starting and coasting. The cylinder head and crank case are ground, metal to metal, and all other working parts are enclosed to insure cleanliness. By locking the box containing the batteries, spark coil, switch and tools, the car is effectively protected against being started in the owner's absence. The builders can limit the speed to anything under 30 miles an hour without decreasing the power developed. It is said that 70 to 90 miles can be run on each gallon of gasoline.

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

For Sale

Fairbanks-Morse 40-B Railroad Motor car, two-cylinder air-cooled engine, friction drive. This car in running order and in original form as when retired from the Winston-Salem Southbound Railway. Also an original turntable goes with car. Price is \$2,150 for both items. Contact Ray Hinkle PO Box 1127, Welcome NC 27374 Tel: (336) 731-4231 or email Hinklehere@aol.com SO02

Fairmont Railway Motor car - Master M2 and a predecessor to the S2 style car. Belt driven, with 20" wheels, metal front with two windows, metal running boards, 8 HP, Type HP QBA, Group E, Special 1, Mak HP 13, Engine #82573. Car is in running order and in original form as when retired from the High Point, Thomasville & Denton Railroad Co. Also an original turntable goes with car. One piece of turntable is missing. Price is \$2,150 for both items. Contact Ray Hinkle PO Box 1127, Welcome NC 27374 Tel: (336) 731-4231 or email Hinklehere@aol.com SO02

SCL Railroad push car - Small wheels and a wood bed. Height is the same as base of a Fairbanks-Morse motor car. Price is \$400. Contact Ray Hinkle PO Box 1127, Welcome NC 27374 Tel: (336) 731-4231 or email Hinklehere@aol.com SO02

Headlight mounting brackets - New sets for headlight mounting, part numbers 41000 & 41001. Price is \$20 each plus S/H. Contact Carey Boney 1605 Powers Road Wallace, NC 28466 Tel: (910) 285-7489. SO02

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. Postpaid, \$15 for one, \$29 for two and \$43 for three. Don Pomplum 521 Van Buren Place, San Ramon CA 94583 SO02

Fairmont MT-19 with tilt trailer - This car has been carefully restored to railroad specifications. Original Onan CCKB overhauled in 1998, new carburetor, new bearings at all corners, good wheels and brakes. Car has a unique

original Canadian National fiberglass cab, first aid box and decals. NARCOA safety equipment added includes a fire extinguisher, horns, seat belts, tow bar, and brake light. Car was operated around Wisconsin area and on the LS&I trips with no problems. A very reliable car that is ready for the summer of 2002. Also included is a Falcon heavy-duty tilt-bed trailer with 14" wheels, mechanical winch on the front for easy loading of speeder. \$4,000 will get you a nice ride with trailer for transporting. Contact Mark Preussler Tel: (920) 565-2183 or email markshelly@charter.net. SO02

Used Hy-Rail gear - Models 0307, 0307A, 0305, HR1000. Ride the rails in real comfort. Now you can convert your full size Chevy or Ford pickup, Bronco, Suburban, and others with Fairmont's 0307 Hy-rail equipment, simply add proper wheels and mounts available from Fairmont. For an easy Dodge Dakota, Durango, or Ford Explorer conversion use HR1000 and OEM wheels with proper mounts from Fairmont. Chevy S10 uses 0305. Most sets come with bumpers, derail skids, and rail wipers. Call for details and prices. Stan Conyer Tel:(812) 342-0565 or email stanconyer@hotmail.com. SO02

New M-9 Axle Pulleys - Just two left. Part No. M21581K. All professionally cast and machined. Ready to bolt on, \$245 plus postage. Contact Jim Dobbins, RR2, Box 105, Goff KS 66428. Tel: (785) 868-2388 or email motorcar@juno.com. SO02

Fairmont seats and component, brand new OEM seats and components. Walnut vinyl, black hinged tubular frame. Back support \$49.95, seat cushion \$49.95, frame \$39.95, complete seat \$134.95 plus shipping. Contact Clinton Andrews 892 Beaconsfield, Grosse Pointe Park MI 48230 Tel: (313) 822-2000. SO02

Fairmont clutch parts are now available after a 6-month special order. Brand new from Rockford Powertrain, these are original not replacement Fairmont clutch friction plates (driven member). Not available elsewhere. \$69.95. Also pressure plates, springs, levers, brackets and bearings. Call for



pricing and availability. Contact Clinton Andrews, 892 Beaconsfield Grosse Pointe Park MI 48230 Tel: (313) 822-2000. S002

Fairmont M-19 - I am posting this ad for a friend of mine who is leaving the hobby. He has an ex-NPRR M19 with extra parts and a trailer. Asking \$2,000. This is a good looking, good running car. It has been on the Algoma Central Runs, etc. This car is in Muskegon MI. Dave Stroebe. Please call Tom and talk directly to him. Tom Snider Tel: (231) 759-1267 S002

United We Stand - I have designed & printed a "**United We Stand Run" T-shirt**. This neat shirt commemorates our September 16, 2001 run on the Illinois Railnet. The printed logo is designed around our "NARCOA/Great Lakes Railcars United We Stand Run September 16, 2001", theme which is written above the photo of a M19 and "Illinois Railnet" written below the emblem—the same photo that appears on the NARCOA front web page. T-shirt is white with black lettering. \$15 (XL) per shirt this price includes the shirt, printing and shipping. Please remit endorsed checks to Dave Stroebe, 1694 Broadmoor Street, Muskegon MI 49442-5302. If I can get enough orders, I might be able to get a better-run price, in which case any profits will go to the American Red Cross. S002

C5 & C8 Carburetor Seats - one piece all aluminum, nothing to leak or separate. Install them and forget them. Tried and proven. Will not mark or groove poppet valves. I have sold dozens of these seats with no problem. Order FW1353C5 for C5 carbs. FW1353C8 for C8 carbs and FW 1353RK for RKA/RKB twins. Cost \$5 per seat plus a flat rate of \$2 S&H. Send remittance to West Michigan Railcar; endorse checks to Dave Stroebe, 1694 Broadmoor Street, Muskegon MI 49442-5302 Tel: (231) 773-7980. email strobx@aol.com. S002

MT-14 - ex-SOO #7700-33. Railroad paint, open car, alum. front and top. Good runner. \$4,400. **MT-19A** - ex-ATSF #292. Open car, alum. front and top. New rear axle, 2 high back seats with arm rests and seat belts. Good runner. \$3,700. Located in Washington state. Clyde Andrews Tel: (509) 488-2538 or email candrews@qosi.net. S002

Sheffield Velocipedes - Parting-out two Sheffield velocipedes, clean hardware, reasonable prices. Please send a large SASE to receive a part list. Fred Lienhard, 895 Daniel Drive, Reno NV 89509. Tel: (775) 323-0928. JA02

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 4 narrow gauge runs. It takes 4 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). 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 \$1,000 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

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 email: tyust@rconnect.com. MJ02

Brass O Gauge Operating Hand Car Kit - Precision Scale Company has pro-

duced 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 to Stan Conyer, 9333 West State Road 46, Columbus IN 47201. MJ02

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

Custom-built Box Trailer - Trailer has front, side, and rear doors with solar electric battery charger. Trailer price \$2,600 (Delivery is negotiable) Gus vonHolten, 314 Salt Creek Drive, North Port FL 34287. Tel: (941) 429-8481 or email: vonholtenp@netzero.net. S002

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 \$1,000. Photos provided upon request. Contact Jim Shoemaker Tel: (740) 349-2718 MA02

Railroad Radio Antenna - 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 locomotive. Only one left, price reduced to \$25 plus S/H. Contact Walt Matuch, PO Box 222, Bloomsbury NJ 08804. Tel: (908) 479-0002 S002

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

(cont. page 31)

Les King Motor Cars

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

**Excursion Calendar
NARCOA**

Copper Basin Rwy (PRO)
March 21, 2002

Arizona & California (SWRC)
March 23-24, 2002

Southwest Tour (SWRC)
March 30-31, 2002

California Northern RR (PRO)
April 13, 2002

Everett RR (NCRC)
April 13, 2002

Paulouse River & Coulee City (PRO)
April 13-14, 2002

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.

NARCOA EXCURSIONS

Central Pennsylvania Railcar

Nittany & Bald Eagle Railroad
Sunday April 14, 2002

Coordinator Larry Maynard will be scheduling an excursion on the Nittany & Bald Eagle Railroad for Sunday, April 14, 2002. All NARCOA rules and insurance requirements will be in effect. A combined mailing is expected in late February 2002. Contact Larry Maynard, RR1 Box 351, New Columbia PA 17856. Tel: (570) 538-9050 or email lmayn@jdweb.com.

Lycoming Valley Railroad
Saturday April 27, 2002

Ride the entire Lycoming Valley Railroad from Avis to Muncy, PA. Total mileage is approximately 80 miles. This year we will tour the Williamsport Wire Rope Works, a major maker of heavy steel cables for bridges, ski lifts, elevators etc. We will also ride over the only railroad drawbridge in Pennsylvania, to enter the Williamsport facility. Please note: hard hats, safety glasses and hard-soled shoes will be required to tour the facility. This is a NARCOA insured activity and all NARCOA rules will be enforced. Cost is \$45.00. Send remittance to: Central PA Excursions, PO Box 145, White Deer, PA 17887. For information call: Larry Maynard (570) 538-9050 or email: lmayn@jdweb.com.

North Central Railcars

Everett Railroad
Saturday April 13, 2002

Plans are being finalized at this time for our third annual excursion on the scenic Everett Railroad. In both 2000 and 2001, we had a total round trip distance of 64 miles. We expect the same in 2002. We had good runs in both of the previous years, and are looking forward to this year's excursion. The planned set-on will be at Claysburg PA, which is located just off I-99 between Bedford and Altoona. 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 for our lunch/restroom stop. The station's restroom and a portable toilet are expected to be available for our use. After lunch, we will continue south to Martinsburg and back through the wye to Curryville, and then retrace our route back to Claysburg. Price for the trip is \$30 per car. This will be a NARCOA excursion. All NARCOA rules and insurance requirements will be in effect. There are no other clubs to join. There is a 40-car limit. A mailing will be sent in February to all insured NARCOA members in Pennsylvania and all surrounding states. For information contact Gary Shrey Tel: (717) 227-9628 or email: Gshrey@aol.com.

Nittany & Bald Eagle Railroad
Sunday April 14, 2002

Make it a two-ride weekend - Central Pennsylvania Railcar coordinator Larry Maynard will be scheduling an excursion on the Nittany & Bald Eagle Railroad for Sunday, April 14, 2002. Travel time is less than one hour between the two railroads. All

North Central Railcars cont.

NARCOA rules and insurance requirements will be in effect. A combined mailing is expected in late February 2002. Contact Larry Maynard, RR1 Box 351, New Columbia PA 17856. Tel: (570) 538-9050 or email: lmayn@jdweb.com.

**Brookville Area Railroads
Saturday April 20 and Sunday April 21, 2002**

On Saturday, April 20, 2002, ride the "Piney Branch" of the former Mountain Laurel Railroad. This will be our second excursion on this historic and scenic railroad. The 42-mile round trip will include four very high and long trestles. The entire ride is through a mountain/forest type setting. The future of this line is very uncertain. There are ongoing court battles to try to save this line, but the order to remove it may come at any time, so ride it while you can. The "Piney Branch" runs west from the western edge of Brookville PA to about a mile west of Reidsburg PA. On Sunday, April 21, we hope to ride an approximate 30-mile roundtrip on the "Brookville to Brockway" section of the former Pittsburg & Shawmut RR. We haven't been able to get these rails checked out at this time, but expect to do so well in advance of our planned trip. This railroad runs 20 miles east from the eastern edge of Brookville, Pa, to Brockway, PA. This track has been abandoned and probably will be removed in the near future. Two miles on the Brockway end are being used to service customers. Another mile or two on that end has been removed. One mile on the Brookville end is being used to store hopper cars. We hope to ride the 15 miles in the middle. The section we will ride has one very high, very long trestle. Most of this railroad is in a very remote area. Price for the 2-day weekend is \$35 per car. This will be a NARCOA excursion. There are no other clubs to join. NARCOA rules and insurance will be in effect. We may have a 25-30 car limit, but will take all that parking and turning space allow. Applications must be received by Saturday April 13, 2002. Please send name, address, telephone number, email address, exam number, insurance number, and your payment to: Northern Central Railcar Assoc., PO Box 13, Railroad PA 17355. For information contact Gary Shrey. Tel: (717) 227-9628 or email: GShrey@aol.com.

**Eastern Shore Railroad
Saturday May 18 and Sunday May 19, 2002**

Ride our second 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 set-on location. Saturday we will travel south to Cape Charles, turn on the wye and return. A box lunch will be available from the Cape Charles museum for our Saturday lunch. Details will be sent to all that register. Sunday, we will travel north to Pocomoke City, MD and return. The 2-day total mileage is expected to be approximately 130 miles. The 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 for sale by the museum/fire company Saturday and Sunday morning. An all-you-can-eat spaghetti supper, for sale by the museum/fire company, will be available on Saturday evening. This will be a NARCOA excursion. No other clubs to join. NARCOA rules and insurance 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 May 11, 2002. Please send name, address, telephone number, email address, exam number, insurance number, and your payment to: Northern Central Railcar Assoc. PO Box 13 Railroad, PA 17355. For information, contact Ed Thornton phone (610) 869-9305 or e-mail: edthorn@bellatlantic.net.

**Southern Manitoba Railway
Friday June 14 Saturday June 15, 2002**

This two-day excursion will take us across the golden grain fields of southern Manitoba from Lowe Farm to Elgin, MB. We will be traveling almost the entire length of the railroad (134 miles) each day, covering the Miami and Hartney Subdivisions. Price of the excursion includes all rail fees, one-night accommodations (1 room per motor car) in Brandon, MB, and roundtrip bus transportation between Elgin and our hotel. Total rail miles: 268. Total Cost: \$250 (USD) 25-car limit. NARCOA rules and insurance required.

**Excursion Calendar
NARCOA cont.**

Nittany & Bald Eagle RR (CPR)
April 14, 2002

Brookville Area RRs (NCRC)
April 20- 21, 2002

NWP/Cal Western (PRO)
April 20-21, 2002

Lycoming Valley RR (CPR)
April 27, 2002

Bangor & Aroostook RR (WT)
April 30-May 1, 2002

**Excursion Calendar
NARCOA cont.**

Columbia River & Cascade (PRO)
May 4-5, 2002

New Brunswick & East Coast RR (WT)
May 3-5, 2002

Eastern Shore RR (NCRC)
May 18-19, 2002

Willamette and Pacific RR (PRO)
May 24-26, 2002

McCloud River RR (PRO)
May 25, 2002

North Central Railcars cont.

Central Manitoba Railroad
Sunday June 16 Monday June 17, 2002

The first day of this two-day excursion will take us southwest from Winnipeg, MB (Oak Bluff, MB) to Graysville, MB and back on the Carman Subdivision (101 miles roundtrip). Day two will take us northeast from Winnipeg (near Beach Junction) to Pine Falls, MB and return (135 miles roundtrip) on the Pine Falls Subdivision. We will not be able to leave our cars on the CEMR overnight between trips, as our set-on point is different each day. Hotel accommodations will be on your own, however, we do have a discounted group rate available at a preferred hotel for participants. Total rail miles: 236. Total Cost: \$110 (USD). 25-car limit. NARCOA rules and insurance required.

Minnesota Northern Railroad
Tuesday June 18, 2002

This one-day trip on ex-BN trackage will take us through the agricultural land of northern Minnesota from Thief River Falls to Warroad, near the Canadian border. We will cross the Canadian Pacific main line (Detroit Lakes Sub) just north of Thief River Falls, and then we will proceed north/northeast to Warroad where the MNN interchanges with the Canadian National. We should meet the northbound freight on our way back Tuesday afternoon. Total rail miles: 172. Total Cost: \$80 (USD). 25-car limit. NARCOA rules and insurance required.

3 Excursion "Package" Price - If you register for all 3 excursions (5 days and 676 rail miles) at the same time, the total price will be \$400 (USD). To register for any or all of these excursions, please send a check for the proper amount (payable to North Central Railcars) to: Michael P. Ford, 7712 Carpenter Court, Plainfield IN 46168-8035. Be sure to include a note stating which trip(s) you wish to register for. Upon receipt of your check, registration materials and additional information will be sent. For further information on any of these trips, contact Mike Ford at the above address, Tel: (317) 839-9320, or email: mpford@iquest.net.

Pacific Railcar Operators

Copper Basin Railway
Thursday March 21, 2002

Was scheduled for Thursday, March 28, 2002 - Copper Basin Railway through rugged Arizona scenery. Approximate 80 miles round trip. \$60 per car. Limited to 25 motor cars. Set-on in Kearny, AZ. Open to all NARCOA insured and NARCOA rulebook certified operators. Spark arrestors and brake actuated taillights required. Smoking not permitted in motor cars or on railroad property. To register, send LSASE with \$0.57 postage with a check made payable to Pacific Railcar Operators to Doug Stivers, 1544 Fuchsia Dr., San Jose, CA 95125-4833. Tel: (408) 269-5547.

California Northern Railroad
Saturday, April 13, 2002

THE ROUTE OF THE SHASTA DAYLIGHT - The California Northern Railroad, Woodland to Corning, California and back to Woodland. This is our third motor car excursion on this famous former Southern Pacific heavy-duty track. Approximately 187 track miles. We will experience the wonderful scenery that is well away, and very different than that most familiar along Interstate 5. Our April run date should give us the benefit of warming spring weather, April flowers and associated greenery that is common to the great Sacramento Valley. This will be a fast pace excursion that will place a premium on even the best mechanical maintained motor car. This run also will require quick and alert operations. The afternoon southerly head winds may prove to hamper smaller, belt-driven cars and/or heavily loaded cars. \$140 per car. Thirty-car limit, PRO membership and NARCOA membership as well as NARCOA insurance is required. Seat belts will also be required. Send PRO endorsed checks and two large SASE to Denny S. Anspach 920 29th Street, Sacramento, CA 95816. No refunds are guaranteed after Wednesday, March 30, 2002.

Pacific Railcar Operators cont.

**Paulouse River & Coulee City Rail Road
Saturday April 13, and Sunday April 14, 2002**

PRO Paulouse River and Coulee City Rail Road welcomes you to a spring ride out of Rosalia, through the Paulouse Hills for two days. \$125 per car for two days based on 20 cars, 25-car maximum as per railroad request. NARCOA Insurance paid by 3-31-02. Current NARCOA rule book in effect. Seat belts required per PRO. Information package and forms will be mailed upon receiving your check, made out to PRO. Mail to Terry Wade ,P.O. Box 152, Orting WA 98360. Questions Tel: (360) 893-2290 or email: railstails@yahoo.com.

**NWP/Cal Western
Saturday April 20, and Sunday April 21, 2002**

PRO NWP/Cal Western PRO is pleased to announce a very unique motor car excursion. We will run on two railroads on the same day. We will start out in Cloverdale on the NWP traveling through scenic vineyards, tunnels and parallel the beautiful Russian River. We will meet with our friends from MOW at Ukiah as they come down on their run from Willits to Cloverdale. We will then proceed up and over Ridge and interchange on to the Cal Western where we will travel to Fort Bragg. The Cal Western provides some of the most spectacular motorcar running in the country where we will be traveling 8.5 miles by rail to go the distance of 1.5 miles. We will go through gorgeous redwoods running next to the Noyo River. There will be a stop at North Spur on our way to Fort Bragg. We will spend the night in Fort Bragg and return Sunday to Cloverdale. This will repeat Saturday's run without the meet with MOW. Be sure to sign up early for this one-of-a-kind run! The meet coordinators for this trip are Tom Slivka and Steve Paluso. The cost of the run is \$250. Please send your checks payable to PRO and a large self-addressed stamped envelope with at least 57 cents postage to Steve Paluso 2878 Rosario Court San Jose, CA 95132. For questions email Steve Paluso at sbpaluso@aol.com or phone Steve at (408) 956-8070 between 5:00-9:00 pm or Tom at (707) 996-6238 between 7:30-8:30 pm. Run is limited to 25 cars. No cancellation refunds guaranteed after Friday, April 5, 2002. Need NARCOA license and insurance. NARCOA rules and PRO general order #2 are in effect. Please check the PRO Website for the text of the general order.

**Columbia River & Cascade Railroad
Saturday, May 4, and Sunday, May 5, 2002**

PRO Columbia River Railroad & Cascade & PRO invites you to enjoy a motorcar trip through the apple blossoms along the mighty Columbia River May 4th and 5th. This is a two-day event with set on at Rocky Reach Dam, seven miles north of Wenatchee, Washington. We will overnight in Omak, WA and return to Rocky Reach the following Sunday. Total mileage is approximately 175 miles. Your NARCOA insurance must be purchased by 3/31/02. All current NARCOA & PRO rules and requirements will be in effect. (i.e. seat belts are mandatory per PRO). Trip cost to be \$165 per car. Information package and forms will be mailed upon receipt of your check. Please make your check payable to PRO and mail to B.J. King 28005 203rd Ave. S.E. Kent, WA 98042. If you have any questions contact B.J. King Tel: (253) 638-7298 or email: bjking@qwest.net.

**McCloud River Railroad
Saturday, May 25, 2002**

PRO SPRING GREEN IN THE CALIFORNIA INTERMOUNTAIN HIGH COUNTRY. "Burney to Lookout" round trip approximately 190 miles. This is a fine railroad with exquisite scenery and few crossings. This run is for experienced operators and strong cars. 20 cars maximum. Trip cost \$110. McCloud is running their #18 the same day as our excursion from Burney to Lookout. PRO membership, NARCOA Rules, NARCOA Operators Certificate and Insurance are required. Cancellation Policy is 50% Refund after Wednesday, May 1, 2002. No refunds guaranteed after Wednesday, May 15, 2002. Send check and \$0.57 LSSAE to PRO McCloud, David McClain, 22850 Placer Hills Road, Colfax CA 95713. Email: mctrain@jps.net.

**Excursion Calendar
NARCOA cont.**

Lake County RR (PRO)
May 25-26, 2002

California Northern (PRO)
June 1, 2002

Montana Rail Link (PRO)
June 1-2, 2002

Hudson Bay RR (WT)
June 2-8, 2002

Hudson Bay RR (WT)
June 9-11, 2002

**Excursion Calendar
NARCOA cont.**

Canadian National (SWRC)
July 9-18, 2002

Southern Manitoba Rwy (NCRC)
June 14-15, 2002

Central Manitoba RR (NCRC)
June 16-17, 2002

Minnesota Northern RR (NCRC)
June 18, 2002

Alaska RR (WT)
August 9-12, 2002

Pacific Railcar Operators cont.

**Lake County RR
Saturday, May 25, and Sunday, May 26, 2002**

This is the first notice for this year's Memorial Day weekend Lakeview to Alturas run. After last year's successful run we have added inducements to make you want to travel about as far you can and still be in California, or Oregon for that matter. There will be a night run from Alturas to Lakeview on Saturday night, May 25, for those coming from the McCloud run. Set on will be at the AG station just north of Alturas. The proposed departure time should be approximately 8:00 PM however this may change after details with Dave McClain are worked out. You do not have to be on Dave McClain's McCloud run. The 52-mile run to Lakeview will take about three hours and we want you to have a good night sleep. We can ride all the way to the old railroad depot in Lakeview, and then walk a short distance to the town's motels. Next morning a local civic club is doing a pancake breakfast, either at the Gravel Pit or in town at the Depot. These details will be worked out after a site review by the run coordinators. Also on Saturday we need volunteers to do a rail inspection to ensure there are no possible hazards between the rails that could cause problems for us at night. Sunday, the usual set on, either at the Gravel Pit or in town. We travel to Alturas where those on the night run and wishing to go home early will set off. The rest of us will return to Lakeview. It is possible to make more than one round trip, depending on the location of your rig when you set off. Davis Creek Deli will once again feed us at the Davis Creek crossing, included in the run fee. We plan to have a port-a-potty there as well. This year we will need three port-a-potties, so the \$85 covering both events may not cover the whole expense and we may have to pass the hat, but that is not likely as the Lake County RR dropped the per-car fee if we have enough participants. We are hoping for over 20 this year. Lakeview is a dark-sky environment and even though it is a full moon night, there will be several telescopes, including a 1500mm Maksutov and an 8" Dobson on Lakeview Peak Observatory Saturday night. We want this run to be a major rail-based tourist event for the area. The Lake County RR management has promised to put in a good word for us (if all goes as planned). One more thing: There will be special light requirements for the night run, already on most motor cars, and emergency signaling at night. Contact Joe Porhammer, 1090 Tunnel Road, Glendale OR 97442 or email: porhamr@echoweb.net.

**Willamette and Pacific RR
Friday May 24 through Sunday 26, 2002**

Corvallis Branch Line Tour with a steam saw mill tour. This is a "Doggone Few Frills Production" from Van Loo, Leach, & Stivers. If you don't know what "Doggone Few Frills" means, please ask before signing up. Friday, May 24, (Optional) Steam Saw Mill Tour. Saturday, May 25, Willamette and Pacific RR, Bailey Branch and Willamina Branch. Sunday, May 26, Willamette and Pacific RR, Toledo Branch. This is a PRO and NARCOA event. NARCOA and PRO rules apply. NARCOA insurance required. This run is in the early planning stages, details to follow in coming months. Coordinators: Rick Leach and Rich Stivers. Contact Rick Leach rickleach@juno.com.

**California Northern
Saturday June 1, 2002**

Tracy to Los Banos Woolgrowers (Tentative) Coordinator Steve Paluso sbpaluso@aol.com. Details to follow.

**Montana Rail Link
Saturday, June 1 and Sunday June 2, 2002**

Montana Rail Link has approved a PRO run on its Jefferson River line from Logan MT to Pipestone MT siding above Whitehall including the two branches to Harrison and Twin Bridges for June 1-2, 2002. NARCOA and PRO rules will apply and NARCOA insurance required. Other roads may be added as planning continues. Contact Bill Taylor Tel: (406)721-2351 or email: btaylor@montana.com.

**Golden Gate Railroad Museum
Saturday September 28, 2002**

Was scheduled for Saturday, April 6, 2002 (Tentative) Golden Gate Railroad Museum, Hunters Point CA (San Francisco). Details to follow. Coordinators: Ed Morse and Diane Thomas railroadhouse@hotmail.com.

Southwest Rail Car

Arizona & California

Saturday March 23 and Sunday March 24, 2002

Arizona & California - Parker, AZ March 23-24, 2002 - Arizona & California - Parker, AZ March 23, 2002 - Parker, AZ to Blythe, CA on Sunday March 24, 2002 - Parker, AZ to Salome, AZ on Monday. Coordinator Pat Coleman, 1989 Robin Ridge Court, Walnut Creek CA 94596. Tel: (925) 979-1040 or email: pat.coleman@mindspring.com. Run Fee - \$240. This is a NARCOA insured activity. All NARCOA insured and rulebook certified operators are welcome. This run is part of a cooperative effort of SWRC, and PRO. Please check back for additions to this run known as the Southwest Tour.

Canadian National

Tuesday July 9 through Thursday July 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 and BC Rail Loop

August 20 - 30, 2002

Sold Out Wait List only. Please consider Prince George to Prince Rupert trip in July 2002.

McCloud River Railway

Saturday October 5 and Sunday 6, 2002

Set on at McCloud, CA. Coordinator, Tom Phair, PO Box 664, Alamo, CA 94507 or e-mail tphair@silcon.com. Run Fee - \$185. Check made payable to SWRC. Spark arrestor is required. This is a NARCOA insured activity. All NARCOA insured and rulebook certified operators are welcome.

California Western

Saturday November 30, 2002

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

Wilderness Tours LLC

Bangor & Aroostook Rail Road

Tuesday April 30 and Wednesday May 1, 2002

The first tour will begin on April 30 when we ride the B&ARR from Sherman to Fort Kent, ME. We will spend the night in Fort Kent and return to Sherman the next day. These 125 miles of track run straight north through the thick forests of Maine. \$400 per car w/2 persons, includes 2 days on the B&ARR, 2 nights lodging, transportation in Fort Kent.

New Brunswick & East Coast Rail Road

Friday May 3 through Sunday May 5, 2002

The second tour will begin on May 3 when we ride the NB&ECRR from Moncton to Bathurst, New Brunswick where we will spend the night (132 miles). The next morning we will follow the coastline of the Chaleurs Bay from Bathurst to Matapedia, then return to Bathurst for the night (162 miles). On May 5 we will return to Moncton. \$650 per car w/2 persons includes 3 days on the NB&ECRR, 3 nights lodging, transportation in Bathurst, motor car gas.

Excursion Calendar NARCOA cont.

CN/BC Rail Loop (SWRC)

August 20 - 30, 2002

Golden Gate RR Museum (PRO)

September 28, 2002

McCloud River Rwy (SWRC)

October 5-6, 2002

California Western (SWRC)

November 30, 2002

**Excursion Calendar
Non-NARCOA**

NRG Flinders
Easter 2002

Depot Days, Brooklyn, WI
April 27-28, 2002

Australian RRs (PRO and ASSCO)
September 15 to November 15, 2004

Wilderness Tours LLC cont.

Hudson Bay Rail Road
Monday June 2 through Saturday June 8, 2002

WT
Our third tour is on the HBRR, formerly owned by the Canadian National. Our trip begins 375 miles north of Winnipeg in The Pas, Manitoba. We will head northeast for 231 miles to the mining town of Thompson. The next morning we'll continue northeast for 158 miles to Gillam, home of a large hydroelectric dam visible from the tracks. The third day we head north into the Arctic wind for 185 miles to Churchill. We will have a full day in Churchill to watch Beluga whales in the Churchill River and to track polar bears and caribou. We might even see an iceberg or two. Then we will turn south and retrace our tracks to the Pas. Ladies Option—Travel the same route by VIA Rail while your partner travels by motor car. Details available upon registration. \$900 per car w/2 persons includes 6 days on HBRR, 8 nights lodging, transportation in Thompson and Churchill, motor car gas. Extra far tours offered in Churchill.

Hudson Bay Rail Road
Sunday June 9 through Tuesday June 11, 2002

WT
Our fourth tour will continue on the HBRR starting at Cranberry Portage, 53 miles north of The Pas. We will ride 186 miles north through forests and around lakes, with no grade crossings until we arrive at Lynn Lake where we will spend the night. The next morning we will head south for 184 miles to Sherritt Junction and then turn west for 34 miles to Flin Flon for the night. On our final morning we will return the 36 miles to Cranberry Portage. This is a very remote part of Manitoba with no facilities between Cranberry Portage and Lynn Lake. \$500 per car w/2 persons includes 3 days on the HBRR, 2 nights lodging, transportation in Lynn Lake and Flin Flon, motor car gas.

The Alaska Rail Road
Friday August 9 through Monday August 12, 2002

WT
The final tour for this year will be on the Alaska Railroad. We will begin our journey on August 9 from Anchorage traveling 114 miles to Seward through some of the best scenery in Alaska. We will spend a full day exploring the Kenai Peninsula, visiting glaciers, and watching for grizzlies. On the third day we will head north to Portage Glacier, then turn east to Whittier (76 miles). On our way we will pass through 2 tunnels, one shared with cars and trucks. We may even catch the railroad interchange with barges. After spending the night in Whittier, we will ride 62 miles back to Anchorage. \$1550 per car w/2 persons includes 3 days on the ARR, 3 nights lodging, transportation in Seward and Whittier, motor car gas. Extra fares will be offered in Seward.

NARCOA rules will apply. There will be a 25-car limit on each run. For more information on these tours please contact Hank Brown's Wilderness Tours. Tel: (608) 839-4939 Fax (608) 839-5595 or email: wilderness@inxpress.net.

Non-NARCOA 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.

Depot Days, Brooklyn, Wisconsin
Saturday April 27 and Sunday April 28, 2002

We are looking for owners of motor cars, hand cars, velocipedes or any type of rail vehicle to help with the festivities by giving rides to the public. As a bonus for the operators a night ride has been scheduled for Friday night the 26th. For more information call Gerry Lesko Tel: (847) 806-7702 or email: Pyf1@prodigy.net. NARCOA insurance is not required.

**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.

**Australian Railroads
September 15 to November 15, 2004**

PRO and ASSCO (Australian Society of Section Car Operators) are jointly sponsoring a number of speeder trips on several Australian railroads. This is being called the Boomerang Tour. Your total time on the continent is estimated at 30 days, total speeder mileage is estimated at 2,500. Total cost currently estimated in the 6-11 thousand dollar range. Current plans call for loading 4-6 speeders into a 40' container and shipping that container from the San Francisco bay area to either Sydney or Melbourne. The destination selected would be determined by the location of the railroads available for the run. The speeders will be shipped at least a month before the first day of operation. A valid passport, an Australian Visa, and ASSCO membership will be required for all participants, whether operators or passengers. Additionally, membership in NARCOA, valid NARCOA license and insurance, and Australian and ASSCO license/ accreditation will be required for all operators. For further details contact either Paul Zaro email: zarocmrails@aol.com or Chuck Lee email: cwlee@post.harvard.edu⁰⁰⁰.

(cont. from page 23)

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 email: pat.coleman@mindspring.com. Please see photograph at <http://www.narcoa.org/ads/4sale%20want.htm>. MJ02

Fairmont MT19 - Retired Canadian National Railway motor car. 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 \$1,900. Contact Don Borden Tel: (530) 357-4563 or email: dborden@jett.net. MJ02

Fairmont Hy-Rail - Nice Fairmont 0307 Hy-Rail gear with bumpers, good rubber wheels. Asking price \$1,500. Wheels also available. Contact Stan Conyer, Columbus IN. Tel: (812) 342-0565 or email stanconyer@hotmail.com. MJ02

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

NARCOA & "Motorcar" **Logo T-shirts, hats, sweatshirts, jackets**. Final clearance sale American-made T-shirts only \$5. Feature full-color NAR-

COA 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, PO Box 222, Bloomsbury, NJ 08804. Sorry no phones please. MA02

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 motor car 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 9-hp 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 email: fairmont-dave@directvinternet.com. MA02

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 email 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 email 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 Railroading. (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. Email: Madogbill@aol.com MA01

Fairmont parts or parts car for A-6 or A-8 model motor car 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 email fairmont-dave@di-rectvinternet.com. MA02

Wanted

THE SETOFF I am looking for any or all back issues of **THE SETOFF** prior to Volume 13, Number 2 either original or facsimile. If necessary I will reimburse your costs, or will trade for facsimiles of **SPEEDER** I have a full set. Contact Nic Doncaster Box 609 North Adelaide, South Australia 5006 or email nldoncas@cobweb.com.au. S002

MCCA's **SPEEDER**, Volumes 1 through 7 and Volumes 11 and 12. Also looking for NARCOA's **THE SETOFF** 1988-summer issue. Please, if you have any or all of these issues I will pay for copying and postage or buy original issues. Contact Larry Hileman, PO Box 63, Terra Alta WV 26764. Tel: (303) 789-6942 S002

Looking for a **small Wooding or Fairmont standard gauge motor car**. Car should be mechanically good, and restorable. \$750 or less. Prefer Texas or adjoining states. Please enclose a picture, model description and your price. Loren Little Route 1 Box 693 Pointblank, TX 77364 (Houston Area). Tel: (936) 377-5214 or e-mail llittle@samlink.com.

Looking for **20-inch cast motor car wheels**. Jaime Samuell, 19367 Met-o-Wood Lane, Gambier OH 43022. Tel: (740) 427-4444 or email 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. Contact Leonard S. Gilmore, 34 Hayes Park, Exeter NH 03833. Tel: (603) 778-0269. MJ02

Gyalight® 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 email Jaime@GAMBIERandWESTERN.com. MJ02

Toy Speeder Evaluation

by Jim Appleby

I have recently purchased two toy speeders and thought some in the group might be interested. One is an operating "O" Gauge unit, and the other, a nonoperating "O" Scale speeder and speeder shed. In my opinion, both of these toys are nice accessories for one's "O" Gauge (three-rail, as in Lionel) train layout. Lacking a train layout, the operating speeder could be displayed and operated on a short piece of track or on a loop around the Christmas tree. The speeder and shed combination would look good anywhere.

K-LINE SPEEDER

The operating speeder is manufactured by K-Line and can be viewed on their web-site at www.k-linetrains.com. (Just www.k-line.com will get you to a nice photo of a K-Line ship loaded with containers). Once you get to the website, view the speeders by typing "speeder" in the search window, then hit "GO."

When I last looked, the speeder was (or will shortly be) available in seven paint schemes. I chose D&RG (yellow and silver) because the colors most closely matched my ex-CPRail speeder. The dimensions of this "O" Gauge unit are as follows:

(cont. on page 35)

He was the first one in, I became the last out.

by Bruce Ferguson

In 1859, my great-grandfather became a “city-founder” in the Washington Territory. Emory C. Ferguson named the new town site “Snohomish”, 30 miles north of Seattle. Several years later, in June 1877, he deeded property to the Seattle and West Coast Railway. The railroad came to town and of course, the town grew.

At one time, the town boasted three depots: Milwaukee, Northern Pacific and Great Northern. In the 1940s, 50s, and 60s the right-of-way belonged to the NP. I can remember at least seven companies that used the N.P., including my dad’s Ferguson Canning Co. The last business needing the railroad was Central Feed in 1999.

During my growing-up years in Snohomish, I have several memories of speeders running past our cannery. One summer day I watched as a man set on in front of the speeder shack. I never did explore or investigate that shack. He started the engine. It was probably an M-19 because of the sound and smoke. I never forgot the sound it made as I watched him head down the line out of town, heading towards Hartford, seven miles away. If only I could own that speeder today!

Another speeder encounter involved a section gang parking their cars over night on a spur next to our cannery. Then I didn’t know my speeders, but I remember seeing an A-4(?), two M-19s(?) and two push cars with tools. The colors were orange and silver. I remember sitting on the A-4 and shifting the gearbox.

Today the City is the new legal owner after BNSF declared abandonment. I received permission from City Hall to operate a railcar on the tracks. The rail bed is now being torn up. But before that is completed, I made my own history. I spent two hours running through town, out over the bridge and trestle that crosses the Snohomish River. With my old and now new memories, I said my good-byes to these rails.

I had a special feeling knowing I was the last rail car to set off.

P.S. Not all is lost. My next run will be May 4th and 5th on the Cascade & Columbia River Railroad with Terry Wade. I’ll be on the rails again, making new memories and friends. You know the feeling.

*Out over the river.
Now the trestle begins
to curve. This was the
first time I’d taken this
car out. The MT-19B
was built in 1986 for
the UP.*



Grade crossing on 1st Street in Snohomish. The NP depot was one mile behind me. Just on the other side of this crossing, the bridge crosses the river.



Courtesy on the Rails

by Charlene and Jim Morvay

This is our first year riding the rails, and we really enjoy our new-found hobby, with our new-found friends. However, in the 16 plus excursions we have taken during this first year, we have noticed a few things that should be addressed. We refer to this as "Courtesy on the Rails."

Read Announcements Carefully—If a certain size car is not permitted, don't try to make an exception. There are good reasons for this, e.g., set-on site does not accommodate larger cars, etc.

If the announcement states that long pants and above-the-ankle boots are required, wear them. Don't show up in shorts and sneakers and make the organizer have to tell you to change.

At Set On—Before setting on, be sure to check with the excursion organizer. There may be some last minute details that have changed. No matter how well an excursion is organized, sometimes some unforeseen roadblocks can and do occur.

During The Ride—Unless notified otherwise, always stay with your car during stops. We have seen organizers frantically looking for operators when it's time to get underway. This is especially important if there is a set schedule, because there is other traffic on the same track. If you're not at a certain place at a certain time, you can be held up longer than a few hours. If you're not sure about how long you're going to be at a stop, ask your organizer how much time you have to wander.

Also, don't ever take a rider, especially a child, without having them sign a release. This could cause serious problems for the organization.

At Set Off—This, to us, is the most frustrating part of an excursion. We have been witness to people driving their vehicles to the tracks, and disappearing, only to frustrate everyone else who is trying to set off. This also creates a real problem for local traffic trying to get through an intersection. For instance, one set-off in NY blocked an intersection for over 45 minutes. This not only gives fuel to the locals as to why NARCOA should not be allowed to return but allows tempers to flare at the set-off site.

This is what we have found to be the best way to set off:

- Get your car to the set-off; move your car out of the area; retrieve your vehicle. (If you have a rider with you, you can task them with pushing the car to the set-off while you get the vehicle.)
- Load your car on the trailer, and move it only after it has been safely tied down; you can finish the tie-down after you've moved a few blocks out of the way.

Following common courtesy makes for a more enjoyable ride for everyone. And one last thing: be sure to thank your organizer. We know it's not an easy job to coordinate these rides and make everyone happy.



Jim and Charlene Morvay

Frank Hubley writes:

"There is an article about our Motor car Hobby in the March, 2002 Issue of MOTORHOME Magazine. Possibly some friend(s) who are into motorhomes may subscribe to this magazine. You may also be able to find a copy at your local library or on a newstand."

(cont. from page 32)

Overall length 4.125 inches
(length of lifting bars)

Body Length 3.4375 inches

Body Height 2.6875 inches

Body Width 2.2500 inches

Wheel Dia. 0.7500 inches

The speeder looks like a typical Fairmont model with front windshield panel, top, and rear panel. It has two detailed figures on seats facing forward. Like Lionel trains, it has transformer controlled forward, neutral, and reverse, with neutral occurring between each change of direction. The gearing is low enough for it to run smoothly at scale speeds of about 25 m.p.h. Other features are: operating headlight, trailer connecting bar, two center rail pick-up rollers (helps with the smooth operation), and a metal chassis.

The speeder has a suggested price of \$49.95 but several mail order toy train dealers advertising in magazines such as "O" Gauge Railroading and Classic Toy Trains usually discount them.

Walther's Speeder and Speeder Shed

The second "speeder toy" is manufactured by Walthers Cornerstone series. This set is currently available in three color schemes and can be viewed on Walthers website at www.walthers.com. In the search window type "speeder shed," hit enter, then scroll down to "Walthers Kits" and look for the speeder and shed combinations.

This speeder and shed are "O" Scale which is one quarter inch to the foot. The dimensions of the speeder are therefore about half those of the "O" Gauge K-Line speeder even though track width is the same. This set is nonoperating except for the doors of the shed. The shed has rails extending out the front, about the length of a typical set off upon which the speeder can be placed. The speeder and shed set has a suggested price of \$34.95 but can be obtained as above from the same advertisers.

North American Railcar Operators Association (NARCOA)

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THE SETOFF

Jan Taylor
917 Park View way
Missoula MT 59803

Nominations Elections

Carl Anderson
1330 Rosedale Ln.
Hoffman Estates IL 60195

Legal Forms

Mark Springer
143 N. Arcadia
Wichita KS 67212

Operations

Hank Brown
622 Oak Street
Cottage Grove WI 53527

Rule Book Certification Test

Al McCracken
2916 Taper Avenue
Santa Clara CA 95051

NARCOA Web Master and Communications

Rich Stivers
1548 Fuchsia Dr.
San Jose CA 95125-4833

**NARCOA Licensed Radio Call Sign
WPHT745 – 151.625 mHz**

Location, date, railroad unknown.

