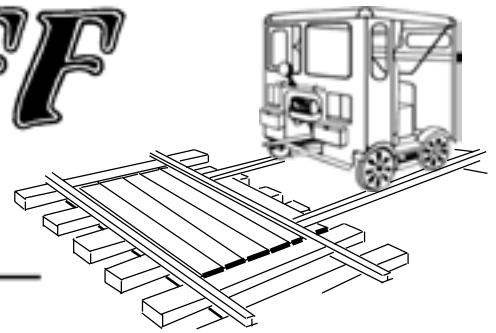


THE SETOFF

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

November/December 2001 Volume 15 - No. 5



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Please submit materials

for the January/February issue of
THE SETOFF
by December 28
as follows:

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

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Cover Photo

Not December but May! Rick Leach photographed Bob Shanklin in a snow flurry at Purdue, Idaho on PRO's run over the St. Maries River Railroad this spring.

The Montana Western hy-railer, stopped at a set off no longer connected to the tracks, at Durant, Montana, during PRO's Big Sky Adventure 2001.

From the President

Ron Zammit

As I write this, in late October, I still have not received my last **SETOFF**, probably due to my having moved and all the delay which that implies with the postal system. Regardless, the country is dealing with mail problems much more important than mine. And this serves as a continuing reminder of the events of September 11th.

As you know, the Board meeting in Chicago was postponed until December 7th and 8th—and please remember that you are all invited; contact Hank Brown for accommodations details. Many of us were sad to have to move the date in response to terrorism, however, with transportation uncertainties all over the country, there was little choice.

With the terrorist attacks, I'm moved to consider even our hobby's most complex issues to be small compared to what our country faces. However, I feel, and I'm sure the Board feels, that we need to go on as best we can with making our hobby better than ever. We have had a very successful year and I intend for us to end the year with a successful Board meeting.

One thing that has always been a concern is derailments and folks being thrown from the car, or hurt by some internal collision with something in the car. Again, I urge you to consider seat belts for all your loved ones, and for yourself. While I can hear a few of the nay-sayers now (some folks never learn), the evidence is overwhelming that seat belts will help to prevent injury in a derailment. And I feel we will all have the misfortune to derail sometime during our career. Thank goodness most of these derailments are minor. Elsewhere in this issue, you'll find Denny Anspach's tale of just such an incident, and I hope you'll read it. And then, I hope you'll install the belts.

That's it for now. Happy Thanksgiving!

Ron



JOHN CHASE PHOTO

NARCOA Insurance Coverage Expires - Renew Now

by Tom Norman, NARCOA Insurance Administrator

Your NARCOA insurance coverage through General Accident and United Shortline Insurance Services expires on January 31, 2002. Everyone needs to renew their insurance coverage in order to participate in NARCOA insured excursions beginning February 1, 2002.

Members should be aware of two important changes this year. First, our three-year contract with General Accident has expired. We are currently renegotiating insurance coverage for 2002. At this time I do not have details of insurance cost or even the insurance carrier that NARCOA will select. Hopefully if all goes well, you will find insurance program details and application forms inserted separately in this issue of **THE SETOFF**.

Second, the NARCOA Board of Directors has adopted a new Rule Book #5. Your old Rule Book Certification Card was based on Rule Book #4 and that certification card will expire January 31, 2002. In order to run your car at an insured meet you will need a new NARCOA Rule Book Certification Card. The September/October 2001 issue of **THE SETOFF** details the procedure to obtain a new certification card. If you have misplaced that issue, send a stamped, self-addressed business size envelope and request a rule book test form from:

Al McCracken, Safety and Rules Committee
2916 Taper Avenue
Santa Clara, CA 95051-2341

Don't let your insurance coverage lapse. Current participants should return their renewal applications as soon as possible. The NARCOA personal liability and physical damage policies cover the member all year long, not just at NARCOA-insured excursions. Your homeowner or automobile policies do not normally cover third party physical injury or property damage related to railcar liability, nor physical damage to your motorcar. So return your applications before 2/1/02 so that you have no gaps in coverage.

Again, if all goes smoothly with the insurance coverage renegotiations, you will find the 2002-2003 Application, NARCOA Agreement, and Description of Insurance form inserted separately in **THE SETOFF**. Please complete the application, carefully following the instructions, and return to me for processing. If the insert is missing, you may download the forms from NARCOA's web site at www.narcoa.org or contact any one of the NARCOA Area Insurance Representatives listed below:

Hank Brown
622 Oak Street
Cottage Grove, WI 53527
Phone: (608) 839-4939

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

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8023 Whitt Lane,
Yalaha, FL 34797
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Jim McKeel,
9742 Yosemite Court
Wichita, KS 67215
Phone: (316) 721-4378

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

Dick Wilhelm
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Bearsville, NY 12409
Phone: (845) 679-2870

Submitting Materials for Publication

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

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

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

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

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

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

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

THE SETOFF

Volume 15 Number 5

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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>

Editor's Note:

Please send photos and brief descriptions of your safety restraint applications for publication here. These range from sturdy armrests, a safety strap strung across the opening, half-doors of cargo netting or canvas (keeps the breeze off the knees as well as affording some protection) to safety belts. Obviously some afford more protection than others.

From Dave Hope,

“Jan, to add to your request for seat belt info. Almost all MOW cars have seat belts. On our run on Oct 20/21 from Willits to Fort Bragg and back every car had seat belts except one “A” car. This is not a required rule for MOW but is strongly suggested. After several accidents in which people were hurt by not having seat belts we became very conscious of their value. They are easy to install, cheap new from JCWhitney, or can be scrounged from an auto wrecking yard.”

Seat Belts and Motorcars

by Denny Anspach

I am an unabashed advocate for frame-mounted seat belts for motorcar operators and all passengers. For about eight years, I have personally exercised this rule on my own NARCOA-qualified motorcars, i.e. no one rides without a fastened seat belt.

However, at one time there was one serious breech, this:

On a gorgeous September afternoon, we are rolling north on the Nevada Northern Railway through the vast and grand Steptoe Valley about MP 65.0. We have about 20 cars and are looking forward to arriving at the end of line (some would say “the end of the earth”) at Shafter M.P 18, where the current tracks have been recently reconnected with the old Western Pacific (now Union Pacific) main line. We have just stopped at the ruins of the old steam-days coaling depot at Goshute MP 71. Prior to leaving, I relinquish the throttle of my 1937 Rock Island S2 to another qualified operator. He carefully fastens his seat belt, while I unthinkingly and carelessly do not fasten mine.

We depart the third in line behind two MT19s, one with a trailer. I relax in the passenger seat, feeling pretty good not to have the throttle in hand—I can now observe at my leisure and at length the galloping wild mustangs, manes flying, over the flats of the Goshute dry lake far in the distance. The old QB engine smoothly burbles away (music to the ears) and I almost immediately doze off.

I awake to a brake application and observe the two MT19s ahead rattle through a coarse gravel grade crossing, the first such we had encountered all day. They throw up a cloud of dust, cross safely in turn, accelerate and continue on. We slow somewhat and confidently hit the same crossing, but with a difference: the car ahead has just kicked a rock into a flangeway, which one of our front wheels then hits squarely. The car derails immediately to the right, rolls on bumping across the rough crossing, momentum finally carrying it off the end onto ties bare of ballast on the far side. The car hits the ties like a brick wall, forcing the car to then rotate sharply to the left.

While the operator stays tightly still strapped to his seat, his passenger (me) is propelled like a projectile head first out of the side of the car almost 15 feet, my shoulder-first landing cushioned slightly (but enough) by a big sagebrush bush. I am stunned, battered and bruised all over, but with no broken bones, and most fortunately, no broken neck. The motorcar has the roof supports ripped apart and both front and rear axles are seriously bent. Testimony as to the force of derailment is that it takes almost two hours of patient pattern searching of the desert later that evening to at last find my glasses, found almost ten feet from where I had landed.

This was an accident that could well have killed or forever disabled me, under most circumstances. If the car had been rotated even more to the left, I would have been propelled directly onto the tracks, where mere injury would have been unlikely.

Although the derailment would not have been prevented, there is no doubt whatsoever that if I had had my seat belt properly fastened, I would not have been thrown from the car, hazarding my own life, and the support and care of my family.

Several years previously, on the Northwestern Pacific Railroad, Dr. Bob Church's MT 14 (with a disabled MT 19 in tow) hit a sun-kink on a superelevated curve that derailed the car, and as the car hit the exposed ties, it too turned transversely with a brick-wall stop. Both Bob and Jeanne were firmly strapped in, and although pretty severely shaken up, neither was injured in any way. For the observers on the ground at the time, and for those looking at this incident only in retrospect, there was not a scintilla of a doubt then, nor now, that the seat belts alone prevented both of them from being forcefully thrown out the side of the car.

I have clear in mind other motorcar derailments resulting in injuries over the years where the simple addition of seat belts would have either minimized resulting personal injuries, or prevented them altogether.

Motorcars almost all have a very low center of gravity, even though the "house" or cab above it may be relatively high. As a result, when derailment occurs, motorcars usually stay upright. Rollovers can and do occur but usually only if the derailment causes the car to go down an embankment, or the special circumstance where a short wheel-base car (i.e. MT19) stubs its toe (i.e. turntable hitting a high crossing). Even under those circumstances being strapped in one's seat is better than being thrown around in the cab like a rag doll, or worse, being thrown out to the tender mercies of firmly fixed steel rails and exposed ties.

The primary purpose of motorcar seat belts is clearly and simply is minimize injury by restraining one from being thrown out of his or her seat, and most importantly, actually out of the car. Keep in mind that if one is thrown out of the car, it is far more likely to be head or upper body first.

Suitable aftermarket seat belts are commonly available at NAPA and other good auto supply stores. They come complete with mounting hardware. An inexpensive source is the back seat belt assemblies obtained from cars in wrecking yards. Back seat belts usually have had little use so are usually in good condition. Seat belts should always be mounted firmly to the frame of the motorcar, never the frame of the seat, or simply through the flimsy sheet metal or plywood flooring.

Open, and "historical" motorcars without separate seats are a special problem for which there may be no satisfactory seat belt solution. I have loved the feel of mindlessly breezing along in my open 1946 CNW M19, while at the same time, I have become graphically aware of what can and will happen to me, and those others aboard whom I love, should the car derail at any but the lowest speed.

Argument has been made that if we cannot mount seat belts to restrain shoulders (as in automobiles) that we should not have seat belts at all. On most motorcars, this type of restraint is simply not possible, of course and in this regard lap restraints alone have to be an acceptable compromise.

Argument is also made that not having seat belts is an important personal expression of the type of independence looked for in this hobby. In the real world of survival and rationality, however, "common sense" should easily trump "independence" in this regard.

Denny S. Anspach, MD
920 29th Street
Sacramento, CA 95816

January 18, 1895

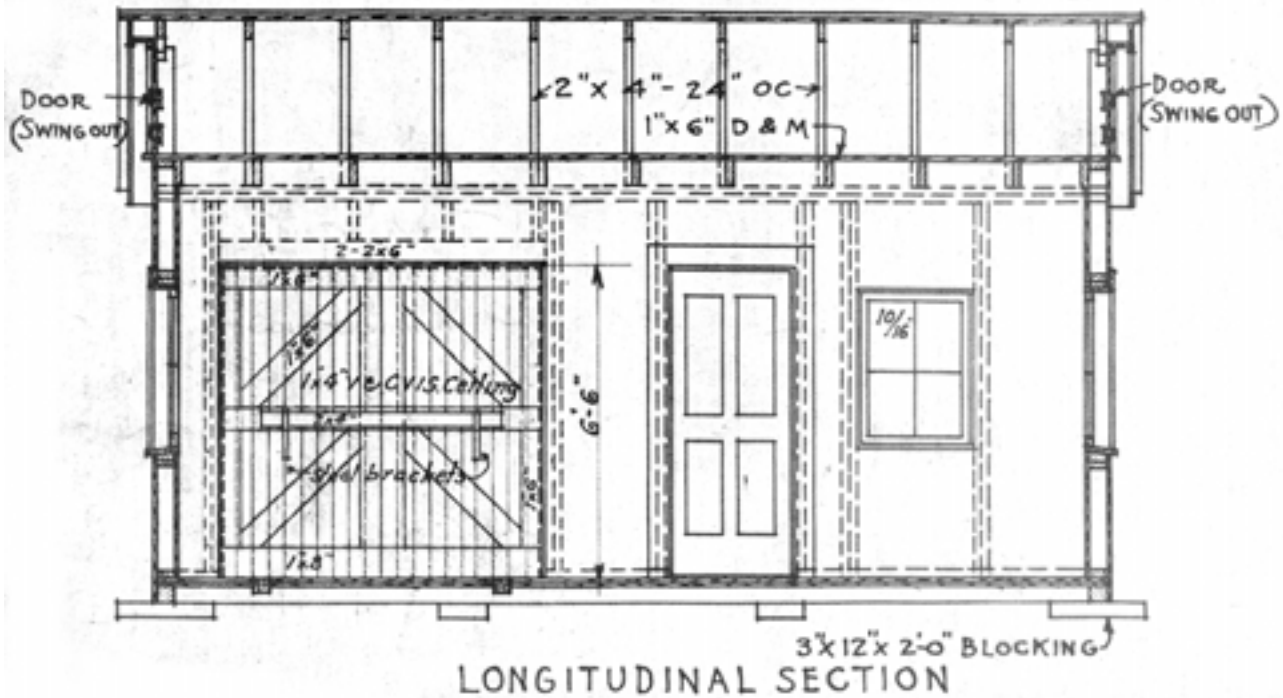
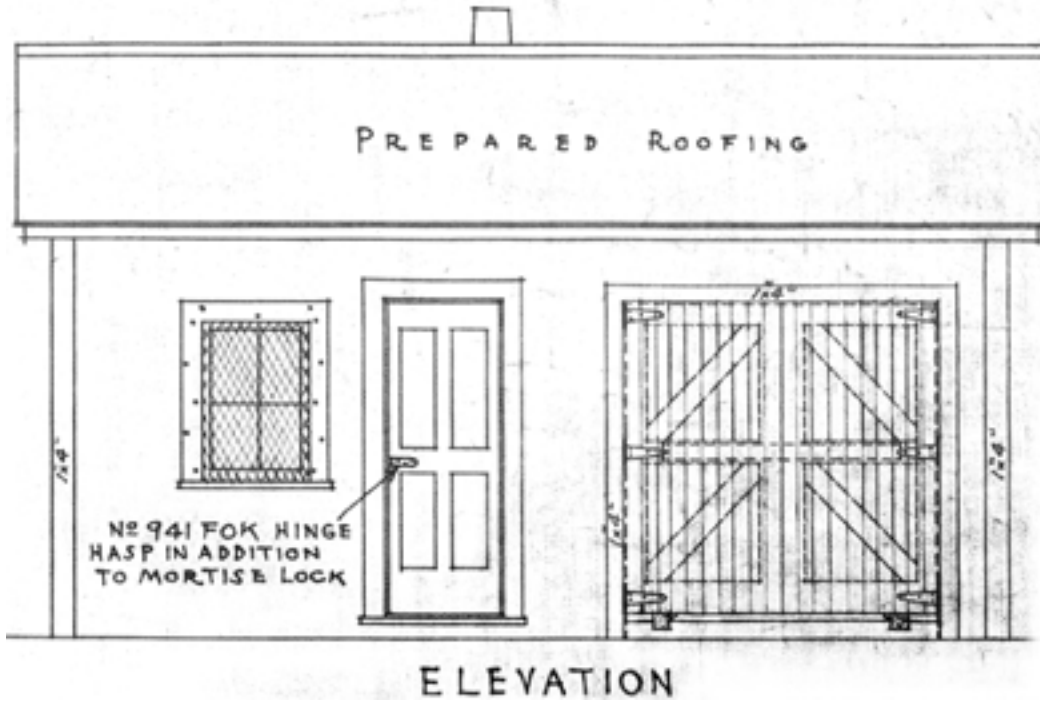
Jimmie and Nellie Deeney of the Spire Rock section house, started down the hill on a handcar Saturday night. When in the vicinity of Pipestone Springs, and while coming at a speed rate of about 20 miles an hour, a cow was met coming head on, with no lights or signals, and unfortunately Jimmie had left his cow catcher at home when they pulled out from the Rock. Jimmie tooted his whistle and supplied the air—he had lots of air for both as he and his sister were strictly in it speedily—but without avail, and the first thing he and Miss Deeney knew they were pulling themselves together at the bottom of a 20-foot rock-filled embankment, one on each side. Fortunately, both escaped with nothing more serious than sprains and bruises. Jimmie constituted himself a wrecking crew, got the car on the track again, and completed their journey without further mishaps. The cow's side of the story has not yet been heard.

Jefferson Valley Zephyr
Whitehall, Montana

1-Car Motor Car House for Signal Maintainer

N. P. R. Y.
STANDARD PLAN
OF
MOTOR CAR HOUSE FOR
SIGNAL MAINTAINERS
ONE CAR HOUSE
SCALE $\frac{1}{4}'' = 1'$ JUNE 21, 1929.

A project for this winter—build a snug home for your speeder. From a Northern Pacific plan book from Livingston, Montana, these drawings are reproduced with their smudges so none of the data was lost.
FROM THE COLLECTION OF BILL VENABLE



LUMBER						
Nº PCS	SIZE	LENGTH	QUALITY	DRESSING	F.B.M.	PURPOSE
2	3x12	10'	Pa 224	ROUGH	60	BLOCKING
5	4x4	20'	"	SIE.	133	SILLS
1	4x4	18'	"	"	24	"
30	2x4	8'	"	"	160	STUDS
5	2x4	10'	"	"	33	"
8	2x4	12'	"	"	64	"
4	2x4	12'	"	"	32	HEADERS & TRIMMERS
6	2x4	20'	"	"	80	PLATES
1	2x4	18'	"	"	12	"
4	1x4	8'	"	"	11	CORNER CLEATS
5	2x6	18'	"	"	90	CEILING JOISTS
1	2x6	10'	"	"	10	"
11	2x4	14'	"	"	103	RAFTERS
2	2x4	14'	"	"	19	LOOKOUTS
2	4x4	16'	"	"	43	RAILS
1	2x6	14'	"	"	14	DOOR HEADER
4	2x4	10'	"	S&S	27	SUPPORTS FOR SHELVES
1	1x8	8'	"	"	6	BOTTOM RAIL LG. DOOR
13	1x4	14'	Pa 154	1/2 CVIS	60	FOR LARGE DOORS
2	1x12	14'	Pa 224	S&S	28	SHELVES
1	4x8	4'	"	"	11	CLAMPS ON RAIL
1250 FBM	1x6	"	Pa 188	D&M	1250	FLOOR, CEILING
400 "	1x6	"	"	"	400	ROOF BOARDS
600 "	1x6	"	Pa 141	Rt. 106	600	DROP SIDING
2	1x5	12'	Pa 114	S&S	10	RIDGE PROTECTOR
2	1x4	12'	"	"	8	"
4	1x4	10'	"	"	13	CORNER BOARDS
4	1x3	10'	"	"	10	"
75 LUM. P.	1x6	"	"	"	38	FACIA
75 "	1x10	"	"	"	63	SOFFIT
3	1x6	12'	"	"	18	BLIND CASING
3	1x4	12'	"	"	24	OUTSIDE "
2	1x4	16'	"	"	11	"
1	1x4	18'	"	"	7	"
1	1x4	18'	"	"	7	INSIDE CASING
2	1x6	10'	Pa 224	"	18	LARGE DOOR
4	1x2	8'	Pa 114	"	2	DOOR ASTR & STOPS
2	1x6	14'	Pa 224	"	"	LARGE DOOR
3	2x6	8'	"	"	"	" " FRAME

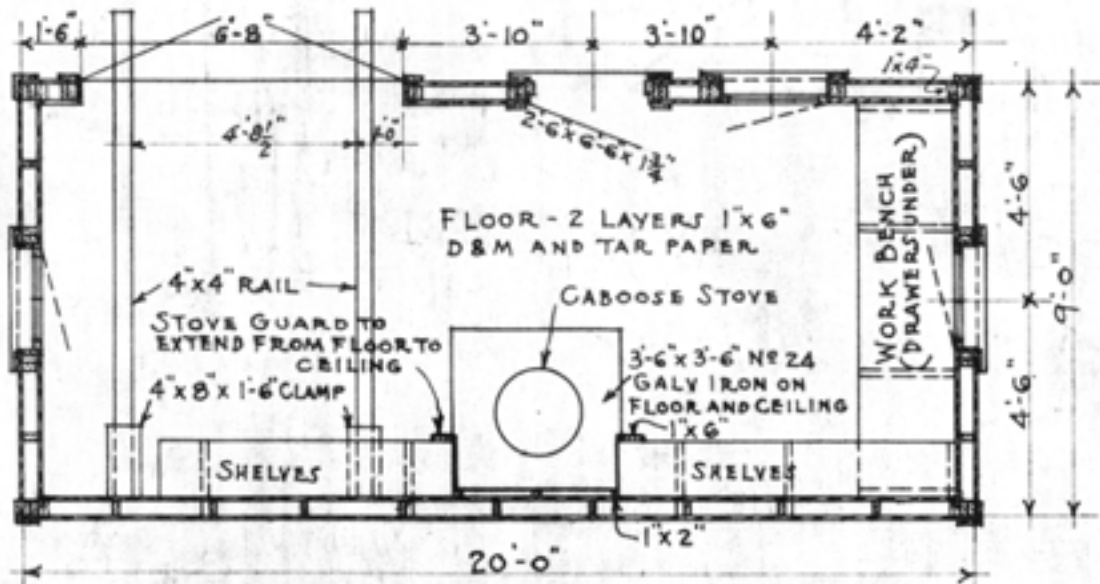
Plan 2-6-1
2-6-1, 2,3
Complete set shts-287A, 288 A, 289
Sheet 287-A

Cancelling Plan 287 Dated Oct.1, 1917 12/4/1944

Revised: 4-11-1932
12/4/1944
Sec SF1007
5/1/48



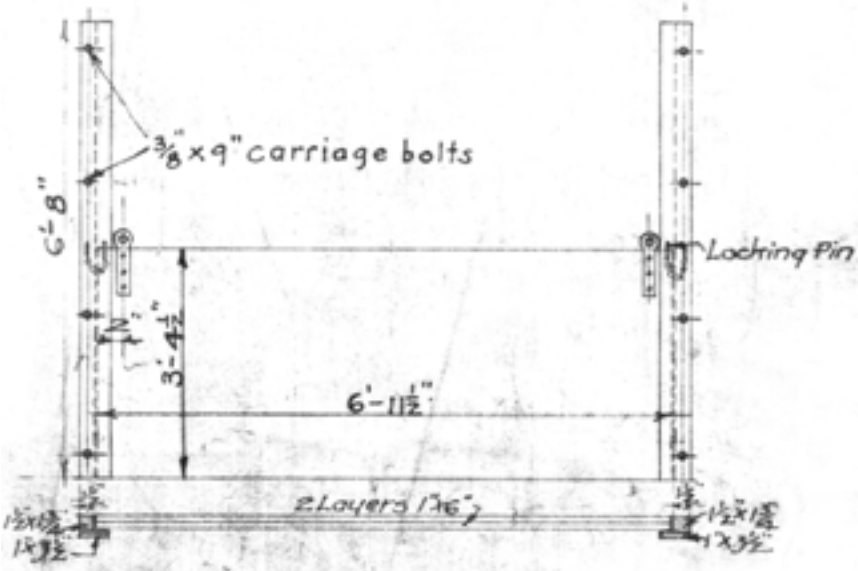
Detail of Door
Scale 1/2"=1'-0"



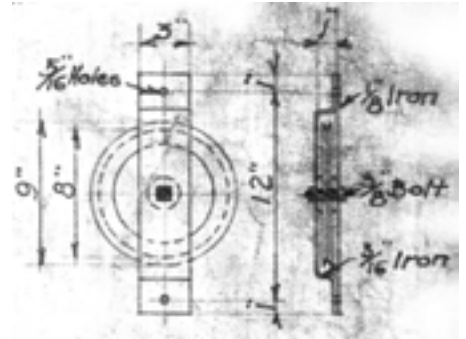
APPROVED:
FLOOR PLAN

H A R D W A R E	
3 PR. 10" TINGE S WITH BOLTS & SCREYS S. 330	9004
1 PC. HINGE HASP WITH SCREYS No 941 FOX & CO.	
2 PCS 6" HINGE HASP WITH SCREWS F.O.K. & Co. FOR END DOORS, No B-S.C. 915	
2 PRS 4" RYV STRAP HINGE No 902 WITH SCREWS	1006
1 PC STOVE GUARD No 24 GALV. IRON PER DETAIL SK. 207-A	2-6
2 PCS 3'-6" x 3'-6" No 24 GALV. IRON PER DETAIL SK. 207-A	2-6
1 " 10" DIAM. SOCKET TILE PIPE 3'-0" LG.	
1 " CONCRETE CHIMNEY COMPLETE WITH BASE PER SPECIAL PLAN (BRIDGE DEPT.)	
" DOOR PULLS WITH SCREWS PER 482J3 COM/CO	
6 " No 16 FLATHEAD WOOD SCREWS 1 1/2" LG.	
3 PCS 4x4 WROT STEEL LOOSE PIN BALL TIP BUTTS WITH SCREWS PER F.O.K. & Co. No 241 J.	
3 PRS 3x3 WROT STEEL LOOSE PIN BALL TIP BUTTS WITH SCREWS PER F.O.K. & Co. No 241 J.	
1 PC MORTISE LOCK SET WITH SCREWS PER F.O.K. & Co. No OCW-3225	
8 PCS DRAWER PULLS WITH SCREWS PER F.O.K. & Co. No OCW-650	
1 PC 6" DOOR CHAIN BOLT - F.O.K. No. 1055	
1 " 6" " FOOT BOLT - " NO. 1057	

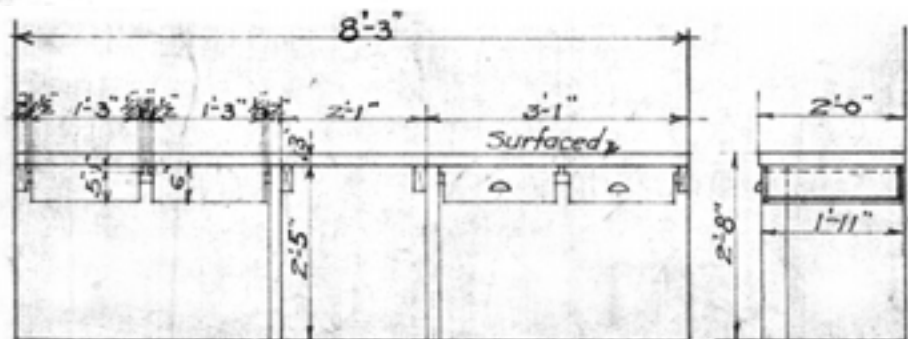
2 -	STEEL DR. BRACKETS & BOLTS - SEE PLAN 2-6-1 AND STAPLES COMPLETE PER DETAIL STD PLAN SHT. 209. 2-6-3
2 "	3x4x19" CAST IRON COUNTERWEIGHTS PER DETAIL STD PLAN SHT. 209. 2-6-3
16 LIN. FT.	1/2" - 6x19 CAST STEEL WIRE ROPE
4 PCS	No 8 J WIRE ROPE CLIPS
2 "	8" CAST IRON SHEAVES WITH WROT IRON FRAME COMPLETE PER DETAIL STD PLAN SHT. 209. 2-6-3.
3 "	CASEMENT SASH FASTENERS WITH SCREWS No B-000-1079 F.O.K. & Co.
3 "	2'-5" x 3'-5" SCREENS 2x2 MESH No 15 GAGE STEEL WIRE PER DETAIL STD PLAN SK. 209. 2-6-3
0 "	3/8" x 7" CARRIAGE BOLTS WITH NUTS
3 "	3/8" x 9" " " " " " " " "
0 "	3/8" CUT WASHERS
5 LIN. FT.	I.G. TIN FLASHING 6" WIDE FOR HEAD CASINGS
0 LBS.	60D COM. WIRE NAILS
0 "	20D " " " " " " " "
5 "	10D " " " " " " " "
0 "	8D " FINISHING NAILS
	ROLL No 2 TARRD FELT WEIGHING 45# PER ROLL
1 PCS	1/2" x 3" LAGSCREWS



Detail of Sliding Door
Scale 3/8" = 1'-0"



Detail of Sheave
Scale 1" = 1'-0"



Detail of Work Bench and Drawers
Scale 3/8" = 1'-0"

MILL WORK

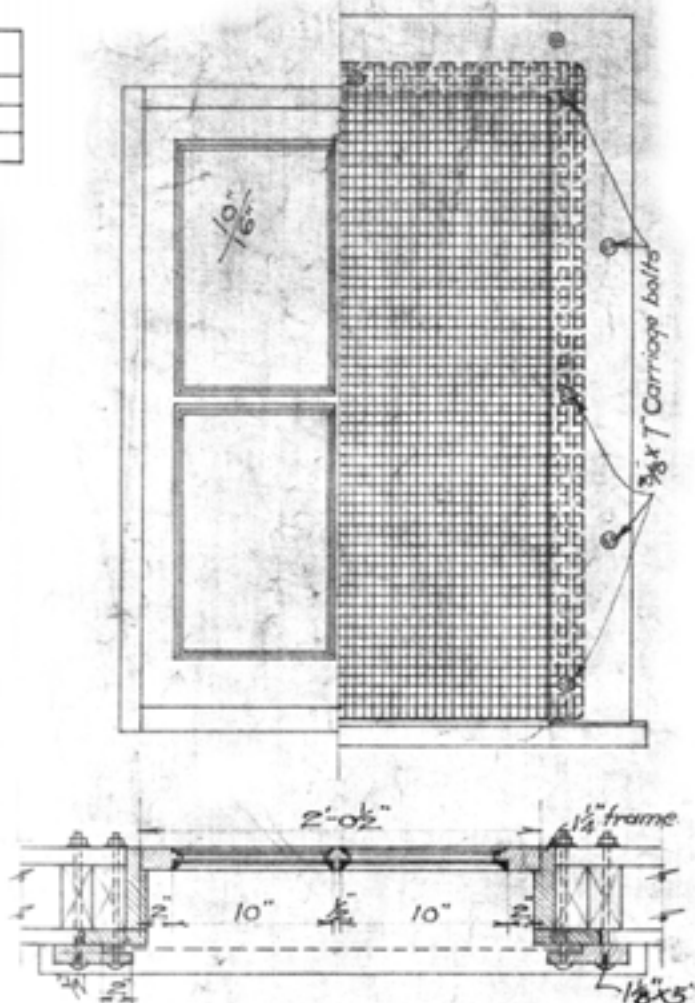
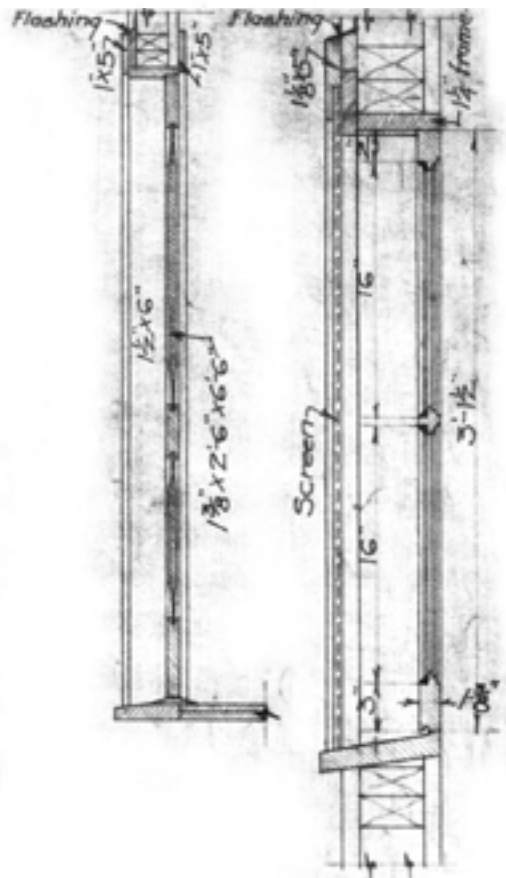
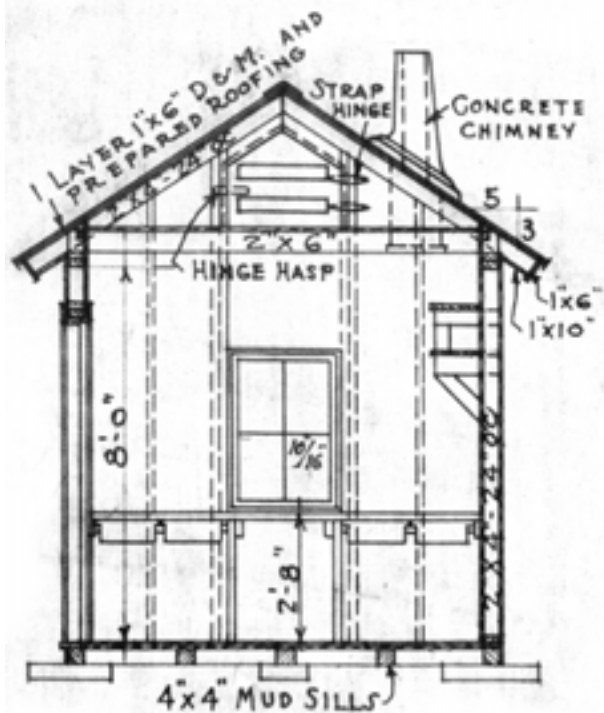
1	PC DOOR 2'-6" x 6'-6" x 1 1/4", 4 PANEL O.G.
	1ST QUALITY FIR OR PINE.
1	" FRAME FOR ABOVE DOOR 1 1/2" x 5 1/2" RABBETED FOR DOOR WITH 1 1/2" SILL, NO OUTSIDE CASING
3	" SASH 4 LTS 10x16, 1 1/8" THICK GLAZED S.S.
3	" FRAMES FOR ABOVE SASH 1 1/2" x 4 1/2" RABBETED ON THE INSIDE FOR SASH WITH 1 1/2" SILL, NO OUTSIDE CASING, PER DETAIL STD PLANS 204-2-6-2
4	" 6" x 1-3" x 1-11" DRAWERS COMPLETE PER DETAIL STD PLAN SHT. 204-2-6-3.
1	" TABLE TOP 2 1/2" x 2'-0" x 8'-3" OF NO 1 SHOP COM. PINE WITH HARD WOOD RUNNERS FOR ABOVE 4 DRAWERS, COMPLETE PER DETAIL SHT. 204-2-6-3
1	" OAK THRESHOLD 3'-0" LG. FOR DOOR.

P A I N T

4 1/2	GALS. INDIAN RED PAINT
1	" BOTTLE GREEN
2 1/2	" BOILED LINSEED OIL
1/2	" SHELLAC VARNISH
4	LBS. PUTTY

R O O F I N G

3	SQUARES 3 PLY PREPARED ROOFING WITH NAILS AND METAL NAILING CLEATS
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Detail of Window
Scale 1"=1'-0"

Right, motorcars pause for lunch on the first day at the Rondowa Bridge, MP 37, the confluence of the Grande Ronde and the Wallowa rivers. Below, Mike & Sarah Kelly depart Chief Joseph's homeland of the Wallowa Valley, MP 81, with the snow-capped Wallowa mountains—the "Oregon Alps"—in the background.



MOW's Pacific Northwest Tour 2001



Above, Dave Hope and his MT14 prepare to leave the Wallowa River lunch stop, MP 40. Right top, motorcars pause for the Clearwater River drawbridge to move into position, MP 69 on the 3rd Subdivision of the Camas Prairie Railnet. The bridge was originally constructed in 1906 by the Oregon-Washington & Idaho Railroad to compete with the Northern Pacific for freight in the Lewiston region. Right middle, with the spectacular "railroad on stilts" 2nd Subdivision to Grangeville and the remote scenic splendor of the 4th Subdivision to Jaype, the Camas Prairie Railnet offers two of the most popular excursions in the country. Here the route of the 4th Sub follows Orofino Creek near MP 17. At the present time, both the 2nd and 4th subdivision are faced with abandonment. Right bottom, after another hard day on the rails, a dedicated group of motorcar enthusiasts pause for a well earned meal at Konkolville, MP 3 on the 4th Sub. L/R Leo & "Twig" Wenzinger, Keith Mackey, Cindy (she put up with a lot) & Les King, Mark Werner.





Above, one branch of the Palouse River & Coulee City Railroad is the former Washington, Idaho & Montana Railway, built by the Potlatch Lumber Company in 1906. The PNW tour paused in the town of Potlatch, Idaho for a group photo in front of WI&M Ry #1, preserved in a city park next to the tracks.



Left, the open landscape of the Palouse country of eastern Washington begins to merge with the forest of western Idaho as the motorcars traverse the former Washington, Idaho & Montana Railway between Palouse, Washington and Potlatch, Idaho along the Palouse River. Below, the motorcars pose with a rather irate osprey on the Benewah Lake trestle, MP 1826 on the former Milwaukee Road mainline, now part of the Potlatch Corporation's St. Maries River Railroad.





Left, photographer Margaret Hope and Carl Vanderspek's A4 crosses over the Pedee Viaduct, MP 1831, on the St. Maries-Plummer branch of the St. Maries River Railroad.



Right, after turning the motorcars on the Union Pacific wye at St. Maries River RR's interchange at Plummer, Idaho, the group watched the local UP freight exchanging cars. Meet coordinator Chris Baldo poses beside his car. Below, the former Milwaukee road depot in St. Maries, Idaho now houses Potlatch's St. Maries River Railroad.



Photos by Margaret Hope and Terry Borden
Captions by Chris Baldo

Right, the motorcars pause for a break at a tunnel originally built by the Idaho & Washington Northern Railroad in 1908 as the railroad follows the Pend Orielle River from Newport to Metaline Falls, Washington.





Left top, is there another merger in the works that nobody told us about? The Columbia Basin RR interchanges with the BNSF at Connell, the junction of the former Northern Pacific mainline and NP's Central Washington branch. As the motorcars took a break, the participants saw three westbound BNSF freights. Left bottom, in addition to a motorcar excursion on this former Milwaukee Road line, all were treated to the debut of two newly restored 1910 steam locomotives. Here Chris Baldo's Mason County Logging #7, leads the train across the Nisqually River bridge with Mount Rainier in the background.



Above, the tour pauses along the Okanogan River on the Cascade and Columbia River Railroad at Janis, MP 114. Below, MOW's PNW tour concluded with a rare excursion on the Simpson Timber Company logging railroad at Shelton, Washington. Here the motorcars pause at the current end of track near the Frank Brehmeyer Log Reload, MP 32, to admire a magnificent display of wild flowers.



PRO on the Idaho Northern & Pacific

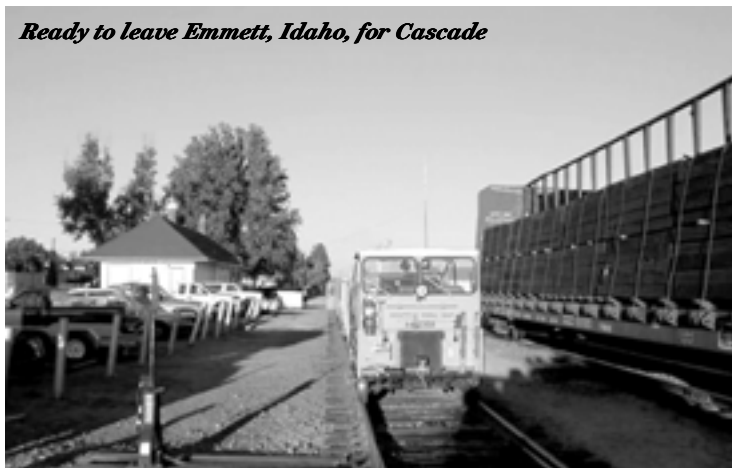
by Dan Berg

Pacific Railcar Operators (PRO) hosted runs over two of the Idaho Northern & Pacific Railroad's branch lines in Idaho and Eastern Oregon beginning on Friday evening August 24 and concluding on Sunday, August 26, 2001. George Gilchrist of La Grande, Oregon was the run coordinator. PRO motorcar operators and their guests included Donna and Bob Snyder of El Dorado, California in their Canadian MT14; Chris Ogilvie of Oakland, California in his SP MT19; Guy and Kay Howard from Eugene, Oregon in a Canadian M14 popper; Al Fisher of Portland, Oregon with his MT14; Keith and Anne Van Atta in their Woodings from Roseburg, Oregon; Dan Berg of Las Vegas with his MT19; Dave Cook in his MT19 from McCloud, California; Jimmy and Nancy Van Loo of Gales Creek, Oregon in their MT14; Jerry Van Loo with his a M14 popper; Merlin Kemper of Forrest Grove, Oregon in a MT14; BJ and Peggy King of Maple Valley, Washington, in their Kalamazoo; in a MT19 Carl Sorenson from Cascade, Idaho; Brian Loftin, New Plymouth, Idaho in another Canadian MT14; and finally, David Walters from Rexburg, Idaho in his A car.

Idaho Northern & Pacific Railroad's Emmett Branch

The first excursion was run from Emmett to Fruitland, Idaho on Friday evening. Operators set on late Friday afternoon and left Emmett around 5 o'clock. IN&P General Manager Bob Adams led the motorcar group in his hy-rail truck to Fruitland. Brian Loftin of New Plymouth, Idaho brought up the rear of the group. Brian related that the Payette branch was constructed between 1906 through 1910 by the Payette Valley Railroad Company and then sold to the Oregon Shortline Railroad during the summer of 1914. The branch line connects with the Union Pacific Railroad in Payette. After passing Junction Switch at MP 29, the ten motorcars, their operators and guests traveled 24 miles through the Payette River Valley passing a Boise-Cascade finishing mill, rural farms, homes and commercial packing plants. Although the commercial orchards and fields have diminished, the group enjoyed a run filled with the sights, sounds and smells of rural farms and small towns. They stopped in Fruitland, MP 5, turned their cars and walked a couple blocks to dine in a local steak house. On the late evening return run, a five-mile rail tangent allowed the operators the opportunity to travel at a good rate of speed. As the motorcars stretched out in the darkness, their headlights and taillights could be seen for miles. The group arrived back in Emmett around nine o'clock with the motorcars tied up in front of the Emmett depot.

Ready to leave Emmett, Idaho, for Cascade



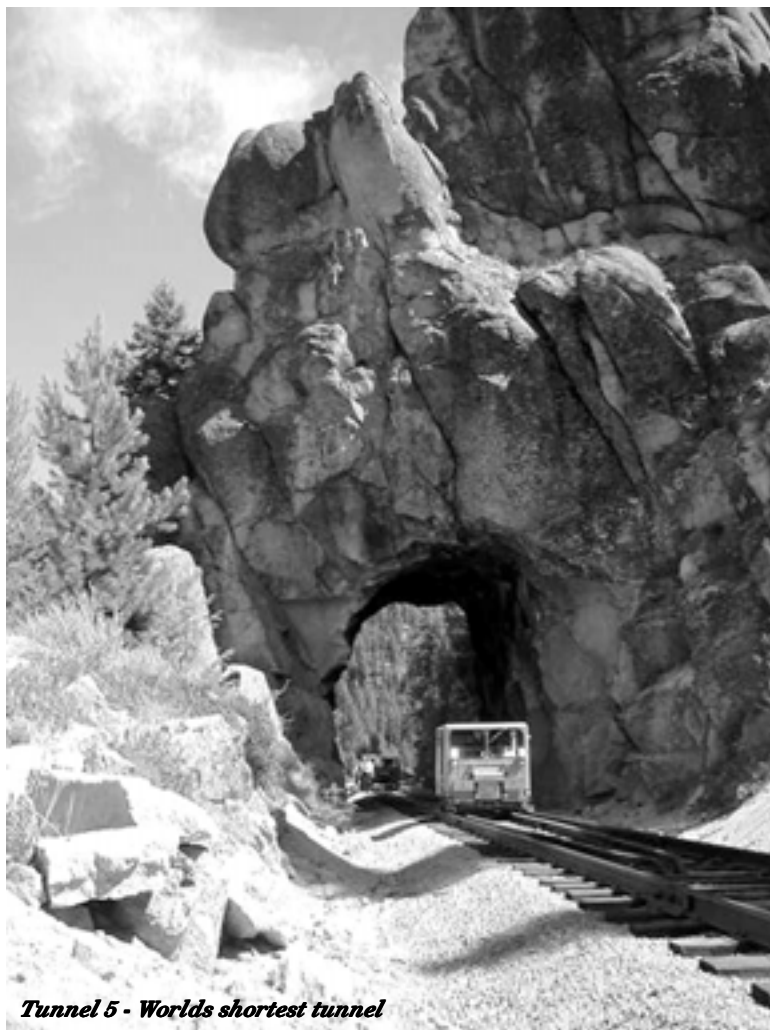
Cornfield Meet at Banks, Idaho

Early Saturday morning, a safety meeting was held in the Emmett depot. Gary Orr, an IN&P foreman, led the motorcar group from Emmett to Cascade, a distance of 73 miles. According to Brian Loftin, the Idaho Northern branch was built from 1901 to 1913 and acquired by the Oregon Shortline Railroad in 1913. The branch line was sold to the Idaho Northern and Pacific Railroad by the Union Pacific Railroad in 1993. Ten motorcars left Emmett at MP 27, climbing out of the Payette River Valley, passing the Black Canyon Dam and Reservoir. This lake provides the Payette Valley with

Payette River Canyon



trees in the canyon. A ruling grade of 2.5% north of Banks allowed the motorcars to run an average speed of 22 m.p.h. A rest stop was made at the Big Eddy siding, MP 75, next to the placid Payette River. The group observed many rafters and kayakers floating down the river. An old Union Pacific motorcar shed and section house were viewed at Smith's Ferry, MP 83. The motorcars passed though what is thought to be the world's shortest railroad tunnel. Tunnel 5 is a solid rock bore of 37 feet. The operators traveled on passing under the Idaho State Highway 55 concrete arch bridge and over the Payette River on another steel



Tunnel 5 - World's shortest tunnel

its irrigation water. At MP 33 the motorcars entered short Tunnel 2. The hillsides between Emmett and Horseshoe Bend are covered with sagebrush and high dry grass. The motorcars crossed over the Payette River on a truss bridge and stopped briefly at Horseshoe Bend, MP 49, to inspect the Thunder Mountain tourist passenger train and use the comfort station. Another recently closed Boise-Cascade lumber mill was observed adjacent to the Horseshoe Bend siding. The railroad makes a 90° bend to the north into the Payette River Canyon. Only after passing Banks, did the operators begin to experience heavy stands of pine

Smiths Ferry



truss bridge. As the motorcars approached the town of Cascade, the Payette River Canyon opened up into a broad mountain valley. The area was experiencing the same drought condition, as the other western states. Trees, shrubs and especially grasses were very dry. The motorcars were turned at the town of Cascade, MP 99. The group saw another closed Boise-Cascade lumber mill. All buildings and lumber had been removed from the site. While the operators and guests ate a quick lunch, the second tourist passenger train was being prepared for its afternoon run down the canyon. The group of motorcars left Cascade siding ahead of the passenger train. Traveling down the canyon was very warm that afternoon. On the return trip, a photo stop was held at Tunnel 5 to allow each motorcar to be photographed framed by the portal. As the motorcars approached the Banks siding at MP 64, they met the Horseshoe Bend passenger train and followed it down grade at 20 m.p.h. to the Horseshoe Bend Station. After a brief comfort stop, the group quickly traversed the

branch line to Emmett. The motorcars had traveled 146 rail miles. With a prompt set off completed by 6 o'clock, all operators were on their way, facing a three-hour drive to La Grande, Oregon.

Idaho Northern and Pacific Railroad's Joseph Branch

Twelve motorcars set on early Sunday morning at Island City, Oregon at MP 3, to run from La Grande to Enterprise and return. The weather was clear with the promise of lots of sunshine. After a brief safety meeting, IN&P employee Paul Howland led the motorcars towards a scheduled stop in Elgin. The first 20 miles was traveled at a fast pace on well maintained rail between the small farm communities of Conely and Rhinehart. The operators and guests encountered a heady smell of wintergreen coming from the fields surrounding the town of Imbler, Oregon at MP 12. The farmers were in the midst of their mint harvest and were spreading the processed waste on the fields. Approaching Elgin, it was a surprise to see the low water level in the Grande Ronde River Canyon. What should have been a placid 100-foot-wide flowing river had dried to a streambed of rocks with a trickle of water for more than 20 miles down stream until it reached the juncture with the Wallowa River. After slowing for Elgin cross streets and hopping over a spring frog turnout, the motorcars were parked along side the lofty grain elevators at MP 21, with the members taking a mid-morning comfort stop. Upon leaving town, the motorcars quickly descended back into the Grande Ronde River Canyon and proceeded through high weeds on poorly maintained track.



Leaving Island City, Oregon on the Joseph Branch



Sharing the Right of way along the Grande Ronde River

The tall weeds covering the roadbed appeared on and off for the next 26 miles to the road crossing at Minam. This isolated portion of the Joseph branch line meanders along the north side of the canyon. Here are dense pine tree groves interspersed with open hillsides. The pace was slowed even more by herds of cattle insisting on sharing the right of way below Looking Glass siding. A brief stop was made at the curved open deck girder bridge that crosses the confluence of the Grande Ronde and Wallowa Rivers at MP 37. The motorcars moved up stream along the Wallowa River passing sidings at Kimmell and Minam, MP 47. The canyon opened up into a broad mountain valley with pine-covered hills to the west and low, sparsely covered hills to the east. The track conditions improved, as there was less vegetation growing between the rails. An operating lumber mill was passed at Sevier, MP 56, with the motorcars stopping at a busy Highway 82 crossing in Wallowa. Flaggers were sent out to get the group safely across the busy road. Travel between Wallowa and Enterprise was delayed as a couple of rural road crossings had to have the flange ways dug out by a group of energetic operators. The motorcars approached Enterprise early in the afternoon and stopped at a crossing west of the town to turn around at MP 77. The group immediately began the return trip to La Grande. Because the operators were familiar with the track conditions, travel was set at a faster pace. A short catchup stop was appreciated in the shade at Minam in preparation to make a crossing of Highway 82. The temperature reached the mid 90s in spite of deep afternoon shadows in the Wallowa River Canyon as the group traveled toward Elgin. One last stop in the early evening at Elgin allowed all the participants to cool off and enjoy refreshments. After a fast run to La Grande, all were off the rails by 8 PM. Although sun baked and weed whipped, PRO members and their guests thoroughly enjoyed themselves on the last run over the Idaho Northern and Pacific Railroad's Joseph branch line.



Catch up stop at Milepost 37

Patriotism reigns in the Illinois Rail Net

by Dave Stroebe

There are meets which warrant being on your “Repeat List.” One of those is the Illinois Railnet meet usually run in conjunction with the NARCOA Board of Directors meeting in Chicago, set this year for the weekend of September 15. This ex-Chicago Burlington & Quincy/Burlington Northern line runs south from Yorkville to Streater, Illinois and is mostly ribbon (welded rail); what isn’t is very well maintained joined rail. Those of you who are new to the hobby will soon realize that running on ribbon rail is something we don’t get to do too often and is a treat when we do. You can’t beat the smooth and quiet ride of welded rail!

Sand is the line’s bread and butter with numerous sand mines along the right of way. The largest of these is the Seneca Silica Company whose towering silos and structures make for impressive industrial scenery. Power of the IRN is former AT&SF GE B-30-8 locomotives and one freshly painted ex-ATSF CF7 which is a rebuilt locomotive; EMD F7 cab units were cut down to the chassis and the long hood from a EMD GP7 or GP9 locomotive and cab were fitted onto the chassis. (The locomotive came back basically a new road switcher complete with 27RL airbrake schedules. As I recall the rebuild work was done at the [Fays] Clayburne Shops in California.)

My enthusiasm was diminished somewhat by the terrorist events of September 11, 2001 a day, which like December 7, 1941, will live in infamy. The IRN meet is sponsored by Great Lakes Railcars. And soon e-mail was flowing to the GLRC Board about whether to cancel the NARCOA Board of Directors meeting. Stan Conyer, NARCOA Area Three Representative and GLRC president, asked what the feelings were concerning the meeting. The majority of board members wanted to postpone the NARCOA BoD meeting, so it was rescheduled for December 6-7, but the IRN meet was going on. That made me feel good, as it in my own way of thinking allowed us to give the “Bronx Cheer” to Bin Laden! I then posted a request on the Speeders List to “Give Blood, Fly the Flag & Run your Motorcar!” I suggested that everybody who was going to run the IRN put a flag on their car. I was hoping for 100% in this endeavor. I made a trip to a large Muskegon area department store to acquire two 12-inch flags and got two of the last three in stock. Once at home I made a magnetic mount flag holder.

Saturday morning I headed for Ottawa, Illinois which is a six or seven-hour trip from Muskegon, Michigan. As usual there was construction on Interstate 80 with one lane open around Joliet, Illinois. I arrived at the Ottawa Travel Lodge (formerly the Ottawa Inn) where I had reservations, checked in and then after a supper at Ponderosa decided to head to nearby Waterman to catch the action on the BNSF (known as the “Big New Santa Fe” to railfans).

Dave Stroebe’s M19 C&O M1171 poses at Millington, Illinois with flags proudly displayed in a show of patriotism linked to the September 11th terrorist attack on the World Trade Center in New York City. The Meet took place on the Illinois Railnet September 16, 2001. In the background are a group of Harley Davidson motorcycles.



Westbound BNSF coal train near Waterman, Illinois 9-15-01



Sunday September 16 dawned cool with partly sunny skies. Since I had checked out the set on location the day before, I settled down to a leisurely breakfast of eggs, bacon and blue berry pancakes at a nearby restaurant. As I approached the establishment I heard a car horn toot. I turned to see Mike Mitzel with his M19 painted in Great Northern colors with the NARCOA insignia go by on his way to the set on site.



Motorcars wait for departure on the Illinois Railnet at Ottawa. All had American Flags in remembrance of the terrorist attack on the World Trade Center.

I arrived at the set on site at the refurbished CB&Q/BN depot on Madison Street in Ottawa to find meet coordinator Mike Mitzel with his car off the road next to the tracks, going about his duties. I unloaded my ex-C&O Fairmont M19E-3-7 # M1171 and after loading up with supplies proceeded to park my trailer in the lot across the street. Mike told me that he was going to split the group; half would go north to Yorkville first while the other group headed south to Streater. He gave me a choice of going north or running with him. I chose to run with him and set my

car on heading south. I ended up being behind our IRN Chevy Blazer escort. After all 27 motorcars and two hy-railers had set on, I took a photo of the group. Every motorcar or hyrailer had an American flag proudly displayed on their car, and those that couldn't find a flag, printed one up with their computer. One such endeavor had the flag and "God Bless America" written on the next page.

Waiting for the lift bridge over the Illinois River to be lowered for trip to Streater.

After everyone had completed servicing their cars, Mike Mitzel gave the safety talk. He climbed up on the fender of his trailer, welcomed everyone and introduced our escorts. He then gave the safety instructions. One thing he stated that unfortunately last year we had an individual with big airhorns violating NARCOA rules by blowing the horn through the grade crossings and not slowing to give the right of way to highway traffic. Mike warned that if anybody did that, they would be removed from the meet and not welcomed back! He then introduced GLRC President Stan Conyer who stepped up on the fender. Stan explained about the Board meeting being moved to December 6-7 and that this meet went on because, in light of the week's tragic events, "We need a diversion." Stan then reached in his pocket and pulled out 4-inch American flag that was all tattered and torn and dirty with black stains. He explained that this was the flag he had on the antenna of the army truck he drove in Kuwait during Dessert Storm. He said the black stains was the actual soot from the oil well fires caused by Iraqi when they retreated. He then put the flag back in his pocket and then asked for a moment of silence and prayer for the



victims of the World Trade Center and for our country. He said that the terrorists had awakened a sleeping giant and a lot of people were very angry. With that we took our hats off and reflected on the tragedy. After that the IRN General Manager (Tom) took the fender and welcomed us to the railroad. He suggested if the meet keeps growing and we continue with our safety record, bigger and better things were possible. He then told us to have fun, be safe and be sure to wave at him when we crossed the lift bridge over the Illinois

River. He would be in the operator's cabin high up on the bridge structure.

With that we started our engines and I opened the throttle and eased the belt lever towards the first notch. We crossed two busy crossings before arriving at the approach to the 100-year-old lift bridge as the other group headed North to Yorkville. Since the Illinois River is a navigable passage with numerous tow-boats with barges traveling up and down river, Tom had to call the U.S. Army Corps of Engineers to get permission to lower the track deck. The massive counter weight rose up while the track deck descended. Once the track was in place, our escort received permission to proceed. We slowly traveled over the bridge with American flags proudly flapping in the breeze. Several people on the shore and in boats on the river stopped to watch the unusual and very patriotic consist cross the river.



Once over the river we were among the gently rolling hills of the Illinois country side. We passed over several flood plains and criss-crossed the Fox River. We arrived in Streater about 25 miles south of Ottawa, turned our cars and headed up north towards Ottawa. A short time later the Yorkville group had turned their cars and were heading south to Ottawa. We arrived at Ottawa and after a short wait for the lift bridge to be lowered, crossed the two busy streets. I made a short stop at the depot to drop off our escort's mother, then headed north past the IRN engine house. The S2 ahead had broken down, and they decided to push the car the short distance to where we were to have our lunch break. It turned out to be almost a half mile, so they had their exercise. At the siding we paused near the two GE B-30-8s that were waiting for the evening sand train. The operators of the S2 struggled to get their buzz coil working. The IRN GM drove by and offered rides to the nearby McDonalds restaurant. He agreed to drive back to the S2's operator's truck and retrieve a new buzz coil. They arrived a short time later with buzz coil and lunches in hand. The IRN is very motorcar friendly and went out their way with hospitality.

Soon it was time to leave, and the S2 had a new coil and started right up. Meanwhile the Yorkville group was waiting "in the hole" for our group to start rolling. We headed up the tracks past the siding switch of the three-track yard, then reversed and backed down the siding. As soon as the first car of the Streater group had cleared the points, the go-ahead was given to the Yorkville group to roll down the main. As soon as they started past the siding switch, we were on the move. I passed Stan Conyer's S2 Chevy hy-rail pickup as I eased down the siding. This is the first rolling meet between two opposing groups of motorcars I've ever seen, and I can't recall something similar on a NARCOA Meet. It was fun passing the other flag-bearing cars. There was plenty of film and video footage shot of this event. The IRN had the switch manned, and when our escort and myself were clear, the turnout was realigned for the main. As I opened the throttle, the Yorkville group stopped and had their lunch.

Once again we were rolling along the gentle Illinois hills. We passed through (cont. inside back cover)

Flying meet at Ottawa where Streater group meets Yorkville group by Stan Conyer's hyrail truck on the fly. The Yorkville group will head for Streater while the Streater group will head to Millington, Illinois.

Motorcars passing on the fly Ottawa.



YP Rail October 2001

by Nic Doncaster

Pre-run gossip



Members of the Australian Society of Section Car Operators Incorporated recently had the pleasure to run the 50 or so kilometers of broad gauge railway between Wallaroo and Bute on South Australia's Yorke Peninsula. The event ran over three days, and included some

working mixed in with the host railway's own operations. Four cars, all from the "Fairmont" stable, participated, with one ASSCO member traveling from as far away as Melbourne.

The run, done under access negotiated with Yorke Peninsula Railway Preservation Society Inc, is the first time since the Rail Safety Act came into being that heritage operators have shared track and resources. "The management of YPRail have been fantastic from the day we approached them for access," noted Nic Doncaster, Group Coordinator. "There were several minor issues

needing to be resolved and these were quickly overcome." The trip was done under escort of a YPRail accredited safeworker. And Transport SA took the opportunity to complete part of the group's annual Rail Safety compliance audit.

Whilst the weather did not help too much on the Sunday, most of the weekend was fine and cool. With full crops ripening, the scenery was nothing short of spectacular. Several operators took the opportunity of the weekend to complete their competency assessments.

ASSCO extends its appreciation to YPRail, and its volunteers, for hosting the event, and looks forward to returning for further runs.

Full YP train w. section cars



YPRail became the first heritage operator to host a run by members of the ASSCO, with an event run over the Labor Day Long weekend of September 29, 30 and October 1.

The track runs from Wallaroo to Bute on the Yorke Peninsula, with Wallaroo itself being about 150km (95 miles) north of Adelaide by road. The corridor is broad gauge.

It was once part of a profitable private company, back in the 19th century, when run as a narrow gauge (42") line. Later acquired by the South Australian (Government) Railways, it was converted to broad gauge (63") with standard gauge added towards the later part of the 20th century. It was closed in the early 1990s when under the management of the Australian National Railways Commission. We ran using broad gauge vehicles.

The members of ASSCO extend a warm note of thanks to YPRail for their support of its activities, and in particular to Peter Carter, who not only assisted with the finalization of an access agreement, but also braved to ride as our Safeworker. We also acknowledge Wayne Wilkins who drew the short straw to come with us as safe worker on the Sunday, when it happened to rain, heavily.

As part of this run, we also had the pleasure of the company of Steve Hooper, Transport SA, Rail Safety Section, who completed part of our annual compliance audit.



Not far from Kadina

Editor's Note. I asked Nic to explain why the side-loading trailer?

Frank's ST2



"The side-loading idea came about years ago, and is still used for a couple of reasons. Most of the early "trolleying" was bootlegging, which meant many cars had to be put on and off at a grade crossing, or other convenient bit of track. It thus being easier to load and unload a side-saddle car quickly, without all the reversing. The other reason is that some cars also have wind shields, which as you probably already know, creates a lot of drag when towing. Loading sidesaddle means that the windshield is side on and thus less of a drag.

Want Ads

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



Bryant Rail Sawing Machine

*from the 1903
Crerar, Adams & Co.
Catalog*

JACK HOOVER COLLECTION



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

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

Dual gauge, Fairmont MT14L. Restored motorcar with seats, Onan rebuilt engine, custom manifold and exhaust, all new electrical parts (coil, etc.) rebuilt starter, new clutch, transmission rebuilt by Newman Machinery, 2 sets of axles, 2 drive chains, all new brake parts, and new gas tank. Narrow gauge wheels are "new" with only 700 miles on them. Standard gauge wheels are in great shape. 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 located in the Los Angeles area. See the photos at <http://home.netcom.com/~wparsons/Narrow.html>. Contact Wayne Parsons Tel: (818) 368-5942. MA02

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

License Plate Frame "My other car is a Fairmont Speeder." Black plastic frame with orange vinyl lettering. You will want one for your automobile and trailer. Delivery at Northern California runs \$14 COD. By first class mail in padded envelope \$15 for one, \$30.50 for two and \$45 for three. Don Pomplum, 521 Van Buren Place, San Ramon CA 94583 or e-mail: k2hug@home.com. JF02

FORD E-350 HIGH CUBE 'Speeder Transport' BOX TRUCK Why use your family car and an open trailer when you can drive and arrive in comfort? Cus-

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

Fairmont MT14 Strong open car, 4 seats, stock except for non-standard seats and curtains, proven trouble-free, long-distance runner on fast-paced runs (Mexico's Copper Canyon, BC Rail, Montana Big Sky, etc.) Onan electronic ignition, MOW-ready, current PRO inspection sticker, ready to roll, \$3,500. Optional extras available: Roseville custom **motorcar trailer** with spare, \$700, **Yaesu radio** \$150, Les King turntable kit ready to install, \$350. jmsmith@sonic.net. MA02

FAIRMONT MT14-L2 Speeder Purchased directly from Maine Central Railroad in Waterville ME when retired in operating condition as former MEC #189, currently restored (frame-off restoration/repainting etc.) as CNJ #189 in very good/excellent condition. New FAIRMONT yellow paint, new window glass, new side qtr. panels w/window, full rear panel w/glass, new heavy canvas side curtains w/clear plastic window, 2 upholstered passenger seats, interior Hunter gas heater, instrument panel lights, key ignition, FAIRMONT hydraulic turntable, complete aluminum lift handles, operating automatic rear brake lights/flashers, new MDO (not plywood) composite wood panels on

engine compartment, new aluminum front panels, good FAIRMONT wheels, front/rear tow bar, fire extinguisher equipped. Custom canvas storage cover. \$5,500 or BO (combine with FORD truck for best price). Located in New Jersey. Contact Walt Matuch, P.O. Box 222, Bloomsbury NJ 08804 or Tel: (908) 479-0002 evenings. MA02

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

Fairmont, 2-cycle, M19AA-5-RKB. This car is in very good condition. Motor has new rod bearings and seals. Offered at \$2,600. Contact Bill Young R4 Box 230 Bruceton Mills WV 26525 Tel: (304) 379-7784 MA02

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

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

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

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

Fairmont MT-14 with Tomah Cab and custom trailer. An excellent car and a good runner, has a perfect engine and straight body and four seats. Meets all NARCOA specifications. \$3000 or will make a trade of some kind for an open cab MT19 (no fiberglass). Contact Mert Williams, 1860 Nelson Lane SE, Rochester MN 55904 or Tel: (507) 289-1594. JF02

NARCOA logo embroidered jackets "PORTLANDER JACKET" manufactured with 100% Tason nylon and polyester fleece lining with inside pocket and contrasting collar. Available colors: Burgundy/Charcoal, Black/Charcoal, Navy/Forest, Red/Navy, Khaki/Charcoal, Royal/Black. All embroidered with the NARCOA logo. Sizes S thru XL \$48.50, XXL and XXXL \$53.50 plus shipping and handling. Would make a great Christmas gift. Contact Cindy King at C. King Embroidery, P.O. Box 164, North Lawrence OH 44666. Tel: (330) 833-2868, 7AM-8PM EST. JF02

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

NARCOA LOGO embroidered hats 6-PANEL HATS: Available colors: Khaki/Black, Khaki/Navy, Khaki/Dark Green

\$10 plus Shipping and handling. Also, DENIM HATS with a SUEDE BILL \$12.50 plus shipping and handling. All embroidered with the NARCOA logo. Would make a great Christmas gift. Call for prices on other available items. Contact Cindy King at C. King Embroidery P.O. Box 164, North Lawrence OH 44666. Tel: (330) 833-2868, 7AM-8PM EST. JF02

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

MT19A motorcar with custom-built trailer. This car is in very good condition, 4 extra wheels, spare aluminum lift handles and brake shoes. Car meets all specifications for motor-car excursions. Equipped with tow-bar, spark arrestor, brake light, fire extinguisher and first aid kit. This motorcar is ready to hit the rails. Price is \$6500. If interested contact Gary Mahon Tel: (530) 926-6039 or e-mail: gjmahon@snowcrest.net ND01

Videos of Track car Meets.
 —Kosciusko & Southwestern RR, Mississippi, with NARCOA group tour of New Orleans. (1999)
 —Apalachicola Northern with tour of Schenectady Super Steel Loco facility and the Upper Hudson River RR, New York State, (1999)
 —Maine Coast RR, ocean and riverside running, Wiscasset to Thomaston and Brunswick to Augusta. (5/99)
 —Quebec City Tour with group tour of St. Anne De Beaupre basilica. (1998)
 —Meridian & Bigbee RR, with Arkansas Midland RR, unique Mountain Railroad-ing. (1999)

(cont. on page 25)

Les King Motor Cars

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

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.

First Iowa Division

November 3, Boone & Scenic Valley Railroad

As usual, we will end our riding season with a trip on the Boone & Scenic Valley Railroad in Boone, Iowa. Enjoy the high bridge and beautiful scenery in the Des Moines River valley. We will run the 22-mile round trip line several times during the day. We will also have a cookout inside the shop building around noon with lots of food provided by the First Iowa Division, just to say thanks for riding with us during the year. Notice: NARCOA insurance is now required for this ride. For further information contact Carl Schneider, 1302 6th Avenue SE, Altoona IA 50009-2002. Tel: (515) 967-5181 or e-mail: motorcalr@raccoon.com.

Southwest Railcar Limited

November 24, 2001 California & Western Railroad

Willits, CA and return. Set on in Willits 7:00 AM with a scheduled departure time of 8:00 AM. We will arrive at the North Spur at 10:00 AM. There will be a train meet at Alpine at 10:30 AM. We will depart Alpine at 10:50 AM. Arrive Fort Bragg 12:15 PM and depart Fort Bragg at 1:50 PM. Arrive back in Willits at 5:30PM. There will be a 45-minute layover in the North Spur on the return trip. Run fee is \$95. Mail application and check to coordinator Pat Coleman, 1989 Robin Ridge Court, Walnut Creek CA 94596. Questions, contact Pat Coleman tel: (925) 979-1030 or e-mail; pat.coleman@mindspring.com. On-line applications available at http://www.southwest-railcar.org/ca_western_application.htm.

Independent Excursions

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

The Collis P. Huntington Railroad Historical Society Inc. and the tri-state motorcar division presents four exciting motorcar trips for 2001 with more to be announced soon. New members welcome.

December 8, 2001 Indiana Transportation Museum

On Saturday, December 8, Indiana Transportation Museum, at Noblesville. 20 miles round trip to Tipton. Annual Christmas trip. Decorate your car for Christmas. Santa will travel with us to give treats to the children along the way. Buffet pizza lunch at Tipton. Cost to be determined later. Set on is eight blocks south of the square in Noblesville at 9:00 AM EST. Bring sand, gas line antifreeze and cab heaters. NARCOA rules will apply. Contact Stan Conyer Tel: (812) 342-0565 or e-mailto: stanconyer@hotmail.com.

Excursion Calendar NARCOA

November 3 (FID)
Boone & Scenic Valley Railroad

November 24, 2001 (SML)
California & Western Railroad

Excursion Calendar Non-NARCOA cont.

November 11, 2001
Great Smoky Mountains Railroad

December 8, 2001
Indiana Transportation Museum

**December 31, 2001-
January 1, 2002**
Great Smoky Mountains Railroad

Independent Excursions cont.

November 11, 2001

Great Smoky Mountains Railroad

Sunday, November 11, 2001, on the Great Smoky Mountains Railroad—we will start in Dillsboro, NC and ride to Bryson City, North Carolina then off to Nantahala, NC and return. There will be a "Rail Dawg" spaghetti feast on Saturday, November 10 late in the afternoon/evening. This event will not include the 5.5% grade at Red Marble Gap. Cost for this excursion is \$60. All NARCOA rules will apply! Contact Tom Falcon Tel: (828) 488-8063 or e-mail: raildawg@gte.net or Randall Dyer Tel: (865) 475-9539.

December 31, 2001 - January 1, 2002

Great Smoky Mountains Railroad

Spend New Years evening on the rails! Monday, December 31, 2001, and Tuesday, January 1, 2002, ride on the Great Smoky Mountains Railroad. Between 3 and 5pm we simultaneously will set on in Bryson City and serve a famous "Rail Dawg" meal at the Bryson City railroad depot. This meal is included as part of the excursion price. After the safety meeting we will proceed towards Andrews, NC and return around 9pm that evening. New Years day, January 1, we will start in Bryson City and run the entire line on a schedule that is yet to be determined. All belt driven cars will be towed over Red Marble Gap. All NARCOA rules apply! Cost is \$60 for one day or \$85 for both days. Contact Tom Falcon "Rail Dawg" Tel: (828) 488-8063 or e-mail raildawg@gte.net or Randall Dyer Tel: (865) 475-9539.

Looking for a Headlight?

by Bil Kinney (wkinney@kscable.com)

I wanted to replace my existing headlight bulb and housing, but finding a new replacement that looked like the old Fairmont headlight wasn't easy. I finally found one locally that looked and mounted very much like the original. In case you are interested, here are the details:

Wichita Tractor Co. Tel: (316) 942-8118 www.wichitatractor.com

Headlight Assy (12V, 35W) - New Holland, part# 310068. (Be sure to order Adapter #E0NN13A097AA for base mount.) Prices: Lamp Assy \$28.12, Adapter \$2.83. The furnished bulb is #4419 (~6" diameter). I think a 6V version of the assembly is also available.

I hope this is helpful to someone.

Low Tech Gas Gauge

by the Collective Expertise of Members

The Army-surplus Jeep I drove during high school utilized a wooden stick for a gas gauge—if the bottom of the stick showed any dampness at all, we were good for the evening.

With the addition of numbers, you can get a more accurate reading. Calibration for a gas gauge is below. Numbers are the distance from bottom of tank (Fairmont/Les King models) to the fuel level.

3.0 gallon tank

0.5 gal --- 1.9 in
1.0 gal --- 3.1 in
1.5 gal --- 4.0 in
2.0 gal --- 4.8 in
2.5 gal --- 6.0 in

4.5 gallon tank

0.5 gal --- 1.15 in
1.0 gal --- 2.0 in
2.0 gal --- 3.6 in
3.0 gal --- 5.1 in
4.0 gal --- 7.1 in

6.0 gallon tank

1.0 gal --- 1.6 in
2.0 gal --- 6.8 in
3.0 gal --- 3.9 in
4.0 gal --- 5.1 in
5.0 gal --- 6.2 in

Classified Ads cont.

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

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

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

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

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

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

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

Videos recorded from 8 mm;

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

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

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

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

Coming soon: —

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

Waybill:

All tapes 2 hours unless specified. Digitally recorded and edited. VHS, with narration and music where appropriate at: \$16.00 each plus \$3.00 shipping 1st tape, \$4.00 shipping 2 tapes. Free shipping with order of 3 tapes or more. Visa, MasterCard, checks, dog biscuits or track car parts! Bill "mad dog" Kozel, 23 Lee Ave., Rexford, NY 12148-1209. Tel: (518)399-5836 anytime. E-mail: Madogbill@aol.com MA01

Wanted

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

(cont. on page 26)

"From An Old Poster"

Jim Appleby writes, "came across this little blurb that I found somewhere many years ago and put away because I enjoyed reading it. I can't remember where it came from but I thought some of our group might get a chuckle out of it too. It was titled:

"From An Old Poster"

He brushed his teeth twice a day, the doctor examined him twice a year, he slept with his windows open, he ate vegetables, golfed, never smoked, drank or lost his temper, he got at least eight hours sleep each night...the funeral will be Friday. He forgot about choo-choo trains.

Classified Ads cont.

I am looking for a very old **wooden speeder** that I can restore, probably have to be pre-1930, maybe a Fairmont S2, Casey Jones, or a Buda. Any ideas, help or leads would be greatly appreciated. Contact Gary Dion, 1910 Lakeville Rd, Leonard MI 48367 or e-mail: gwd@mich.com. ND01

Looking for any **standard gauge motorcar**, prefer complete car that is running or close to running. \$700 or less. Texas or adjoining states preferred. Enclose picture, description and price. Loren Little, Route 1 Box 693, Point Blank TX 77364. Tel. (936) 377-5214 ND01

Doesn't Anyone Own a Woodings?

Dick Raisanen writes from Mesa, Arizona that he has recently purchased a Woodings motorcar in Maine and brought it home. Now he fears he has one of the few in existence, since "most of the articles are about the Fairmont motorcar." He would like to hear from others who own Woodings, so he can network concerning parts, maintenance, etc. The roster lists a couple of dozen Woodings owners, so perhaps some of you could contact Dick at:

8310 E. Monterey Avenue
Meza AZ 85208-5269
Tel: (480) 984-0269

Help!

Did you send this series of pictures? If so, please send the accompanying information, and I'll run them in the next issue. J



Oops!

My apologies to Gil Dominquez who sent in the back cover photo on last issue—and to Terry Bordan who got credit instead. Gil and I have discussed the picture further, each adding what we know. Gil could make out the NP&__; I added the M for Montana. The Northern Pacific & Montana was a separate corporation organized in the territory in 1889 to build branchlines which later were incorporated into the NP. Unless this converted (?) pushcar lingered in an old paint scheme, the lettering indicates a date between 1889 and 1896. Thanks for sharing the picture, Gil.



(cont. from page 19)

small towns where some of the towns folk waved at us as we went by. We passed through Seneca and the large sand mine. At Sherridan several folks who watched the Yorkville group go through earlier watched us as we passed through. We had a deadline of 3:30 PM CST to be off the rails, and since we were running a bit late went only as far as Millington. When I arrived at Millington a man with long rather unkempt hair and equally unkempt beard stood trackside waving an American flag. I guess we provided just as welcome a diversion for those trackside, as it did for us. We stopped just past the main street of Millington to turn our cars, providing entertainment to a group of bikers on Harley Davidson motorcycles—motorcars and Harleys. It doesn't get better than that! As we arrived back in Ottawa, Stan Conyer had his hy-railer parked with the beacons flashing and was helping the local police with grade crossing duty. Some operators from the Yorkville group had already loaded up their cars and were waiting with the other motorists at the grade crossing. We arrived back at the depot about 4:30 PM, said our good byes, loaded up and went home.

I wish to thank the management of the Illinois Railnet for their hospitality and letting us run on their railroad and Mike Mitzel for another fine meet. I'd highly recommend this run for your schedule next year.

North American Railcar Operators Association (NARCOA)

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

Happy Holidays!

And a special thank you to all who keep us "on track"—especially those who contribute to the newsletter!

Safe running in 2002,

Jan

