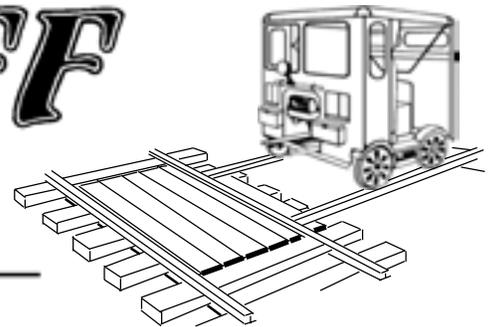


# THE SETOFF

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

November/December 2002 Volume 16 - No. 5



*Lunch stop at Edon, Ohio on the Indiana Northeastern Railroad excursion, 18 August 2002. Kenneth Huffines' MT19 in the lead.*

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## Please submit materials

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

**Classified Ads**  
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## Cover Photo

*Ken Huffines photographed his MT19 on the second annual NARCOA excursion over the Indiana Northeastern Railroad*

*Tom Falicon on velo at Great Smoky Mountain Railroad 2002 Railfest.*

## President "Rail Dawg"

Hello, I'm Tom Falicon or "Rail Dawg," and I am your new NARCOA president! I was elected at the October board meeting by a majority of votes from your Area Directors. I live back in the hills of Western North Carolina with my wife Magdalena. I have a little machine/fabricating shop where I rebuild motorcars and do some small contract jobs. My background is in designing and manufacturing high performance crankshafts for mostly Japanese racing motorcycles and hot street bikes. The company that I founded and ran manufactured and sold crankshafts, clutches and connecting rods worldwide. You may have seen the most visible evidence of my work if you have ever watched any NHRA Professional Drag Racing on ESPN. My crankshafts continuously win and get runner up at every NHRA Event in the Pro-stock motorcycle class, and once again the NHRA World Championship has been won with my crank design in Angelle Seeling's, Star Racing/Mohegan Sun Bike. I sold the crank company a few years ago and so have freed up some time that I can now use to work with our organization. I am an accomplished machinist, fabricator, heat treater and precision welder as well as performance equipment designer. I hope I can incorporate these skills in helping any of you that may have questions relating to any of these fields.

But that is enough about me. As I write this, the North Carolina hills are ablaze with their fall colors, and it is time to start changing the oil in the equipment to a lighter weight and start thinking of some indoor jobs for those few icy days that we have here. Just as the seasons are changing, so is our organization. As the number of members increases so does the job of keeping the group informed, safe and happy. I realize this is a big undertaking, but I feel the Board and I are up to the job! In the past years as Area 4 NARCOA Director I have seen all sorts of problems arise that many of us have never even thought of before. Some of these issues are very complex and have no easy or fast answers, but with all of us working together, rather than against each other, I think we can make some positive changes. I plan to be easily accessible to all of you, and I will give you direct answers to your questions. These answers may not be what you want to hear, but they will be straight forward and truthful. Neither the board nor I have any time for idle chatter, unsubstantiated facts or name calling. The Board of



Directors, the Committees and I are all working together on our own volunteered time to try to keep this organization and it's hobby alive and well for many years to come. One of the best ways is for all of you to get involved and help us is by getting to know your Area Director. There may be many reasons you may have elected your Area Director: 1) he has gained your trust; 2) you may agree with how he feels about many issues; 3) you feel he'll represent your thoughts and concerns more than the other candidate; 4) he is a good listener and seems to understand your ideas or problems; 5) you may like his spaghetti sauce (which is the case in my Area 4). If you did not choose your Area rep for any or all of the first four items listed, then our organization cannot perform as it was designed. You all have a voice at every NARCOA Board Meeting whether it be at the Chicago meeting or an on-line meeting—that voice is your Area Director! He is your link to the workings of our group. You may not believe this, but it is true. Taking the initiative to express your feelings to your Area Director will result in changes that you may have never thought possible. The Area Directors have agreed to be as accessible as possible by phone, email or the postal service. They have agreed to try to keep you more informed of issues than in the past. I will also be doing my part by trying to inform you of more issues by way of the **SETOFF**. The Board of Directors and I ask you to please work with us so we can work for you. We are not an evil monster that only meets to make your life harder. We are a group of people that work on our own time to insure we all have a hobby to enjoy each year. The next person in our link to keeping our group functioning and moving forward is the Excursion Coordinator. Excursion coordinators across the land work their tails off to try to give you an event that is fun, safe and worth driving to. Organizing and running an excursion is one of the toughest and sometimes most thankless jobs a person can have. Contrary to popular belief, it doesn't pay well, it takes long devoted hours and it includes many futile attempts at various operations. It is also very unnerving to be responsible for all those attendees who will be riding the rails and passing over endless traffic-filled grade crossings throughout the day. The Excursion Coordinator has taken on another responsibility, and that is to be a sounding board for any problem you (the excursion attendee) may have. The Excursion Coordinator or possibly one of his assistants must be informed of a problem if you expect the problem to be addressed. Talking to the hosting railroad, or anyone else who will listen, serves no purpose other than to "stir the pot," cause ill feelings and possibly make it harder for future runs to happen on that line. Our organization has rules and policies in place that insure that the members, the meet coordinators, the committees, the Board of Directors and yes, even the President are all treated fairly and also that they all treat each other fairly. If you feel that there has been unfair treatment please do not just "stir the pot!" Follow the chain of order listed above and let's see if your problem can get solved and not just bantered around endlessly, injuring and offending many in it's path. OK, I'm going to step down off my crate of oil and inform you of a few more items of note and let you get on with your lives.

There will be a new column "NARCOA NEWS" in the **SETOFF**. This column will be written by me or any of the other directors or committee members. It is to inform you of what is happening at this time in our organization as far as rule changes, policy changes, legislative issues or other issues (that are not private and of concern to only one person). This column may not appear in every issue of the **SETOFF**, so if you do not see it in an issue, do not be concerned. It means there's absolutely nothing happening. (cont. on page 5)

## 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 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 \$24 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>

## Elections

by Carl Anderson

The 2002 election for the odd numbered areas is over. The results are in. We have another election next summer for the even area. I for one feel that we as a group should do a lot better job when it comes to voting.

We seem to want the other guy to do it all: vote, run meets, serve on committees, etc. "I just want to run my motorcar." Oh yes, gripe that there aren't enough meets, insurance costs too much, and the rule book is too picky.

There were 165 votes cast this election. Our membership numbers around 1500. Half—those in odd numbered areas—or 750 members had the opportunity to vote. The math indicates 22% of those eligible to vote did so. So a bit over one fifth of the members are interested enough to vote. The other 80% don't care who is running our club—members who make the rules, spend the money we each pay in as dues and represent the membership to the railroad community.

Come January, the nominations will be open for the even numbered areas. If you have someone you would like to nominate, do so. But vote, even if you are OK with the incumbent. A vote is a confirmation of your board member. Above all, get involved in NARCOA. Make it your club. VOTE.

## Insurance Program Status for 2003

by Tom Norman,  
NARCOA Insurance Administrator

Our current liability insurance program with USF&G will expire 1/31/03. I will be negotiating the renewal with United Shortline Insurance Services and the underwriter in November and December. Hopefully I will be able to have insurance application forms inserted in this issue of the **SETOFF**.

For those of you interested in statistics, I provided the following information to the Directors at the October 2002 NARCOA Annual Board Meeting:

The NARCOA Railroad Motorcar Insurance Program for the current year has 851 members compared to 748 last year, or a 14% increase over 2001.

California has the most insured members at 188 (22%) followed by Pennsylvania (62, 7%), Ohio (61, 7%), Iowa (45, 5%), and Washington (33, 4%).

In 1999 I broke down the insured membership by age. Here is a comparison of 1999 to 2002:

Age	1999	2002
29 and under	11 (2%)	20 (2%)
30 to 39	32 (5%)	49 (6%)
40 to 49	139 (23%)	141 (17%)
50 to 59	227 (38%)	312 (37%)
60 to 69	129 (22%)	240 (28%)
70 to 79	48 (8%)	74 (9%)
80 to 89	6 (1%)	15 (2%)

Through October 21st we have issued 160 Certificates of Insurance compared to 168 for all of last year.

From 3/6/95 to 10/21/02, NARCOA has insured 293 different railroads with 1,096 Certificates of Insurance.

Even more remarkable is the fact that we insured 26 new railroads this year.

## Letter to the Editor – Memorial

Hello Jan,

I know I have never written to you before and this is not a happy way of starting either. I am writing to you to inform you that Peter Loscalzo, one of our members, just passed away on Thursday [September 19, 2002].... If it is possibly could you print up a memorial in the next Setoff for the loss of our friend?...

Michael Levitsky  
New Tripoli, PA 18066

## **2002 Report on the NARCOA Web Site**

by Jeremy Winkworth

### STATISTICS

a. Visits to site	34,000 per year
b. Number of pages	133
c. Number of pictures	274
d. Size of site	20MB

### WORKLOAD

I check the NARCOA email addresses every couple of days. Over 80% of email received is junk mail or virus-containing. Spam filtering has done little to improve this. Legitimate messages break down into the following categories:

80% for sale or wanted ads
15% changes to documents such as the email address list
5% excursion information

It all adds up to 2-3 hours work a week for the webmaster.

### NEW FEATURES

Rich Stivers handed over to me a well organized and visually pleasing web site. There has been no reason to make major changes to it, nor have there been any requests to do so.

The one new feature is a page for new members. It was created because of one member's confusion about what to expect when joining NARCOA. This page explains what a new member can expect and when he/she can expect it.

### SUMMARY

This is a mature web site that requires 2-3 hours of support a week. The most popular feature for NARCOA members is the "For Sale/Wanted" page. There are no major changes planned for the site.

Submitted September 28, 2002  
Jeremy Winkworth  
NARCOA Webmaster

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

## **President "Rail Dawg" - cont.**

(cont. from page 3)

I am open to any of your comments or suggestions. I would love to get them by email, fax or through the mail. I will take your phone calls but prefer that you call before PM EST. It may be hard for me to return your calls, so please be advised that I am not ignoring you, just try again. Contact me as follows:

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Bryson City NC 28713  
[Raildawg@GTE.net](mailto:Raildawg@GTE.net)

Home Phone (828) 488-8063  
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Fax (828) 488-0732

I would like to thank you in advance for working with me as your new president. I feel I can lead our NARCOA family into a new era of being safe and working together. My wife Magdalena and I would like to send our deepest holiday wishes to each of you and all of your families in this upcoming holiday season!

Tom Falicon, your NARCOA President

## ***Vintage***

### **RUNNING BACKWARDS IN WINTER**

The end with the loose wheels is generally considered the front end of the car, and the car is generally run this way. This is all right in the summer time, and it is necessary that the car be run this way as much as possible to get a strong breeze of cool air on the cylinder heads. But in the winter the car should be operated with the loose wheels to the rear so that the cold air will be kept from the cylinder heads. The cylinders will generally keep cool enough in winter without the current of air striking the cylinder heads.

*RAILWAY AGE*

FEBRUARY 16, 1912

## Postings from the NARCOA[forum] Re: Growing Concern

"There is a growing concern among some of the excursion coordinators in the West, as we hear of more and more instances of excursion participants complaining about various aspects of the run directly to the railroad and/or directly to the hotels/motels.

Complaints of this type have already closed doors to railroads and damaged our reputation as a recreational group with the motel/hotel community in some cities.

Is this a problem in other areas of the US and Canada? How can we turn around this trend so that excursion participants only complain to the excursion coordinator like they are supposed to do?"

Rich Stivers

*My own personal observation is that members expect more and more as every season goes by. Back in the mid-90s we were very grateful for 80-100 miles of running on good track. Now there are a significant number of members in the Midwest who won't attend an excursion unless there's something special like a multi-day excursion, a new railroad, new mileage on a railroad we've already ridden on, a trip up onto an ore dock, across a big bridge, etc. There are local members that I don't see anymore at local excursions because of this.*

*I have been an M[eeet] C[oordinator] for ten years now, and I agree members are complaining more, and some seem less grateful.... Complaining jeopardizes our relationships with the railroads, takes a lot of the pleasure out of being on these runs and takes nearly all the pleasure out of hosting runs.*

*As this hobby has been growing, so have the number of people that have been supporting it. I see more members pitching in and helping for a successful run. But I do see an increase in "DEMANDING MEMBERS."*

*Every organized group known to man has the 2% complainers.*

*The majority of the participants are great, [but] there sometimes are one or two that only want to do their own agenda and make it hard for the others. The RR has the final say, and the Coordinator runs the show period.*

*We work too hard getting these runs setup for everyone to enjoy to let a little complaining mess it up for all. I don't think most of the people that run know what the coordinators have to go through to get one of these great runs put on.*

*I can't believe that meet participants would actually complain about the handling of the group directly to the railroad. This is totally opposite of what we MC operators should be doing. I usually write a quick note thanking the hosting Railroad for the opportunity to travel over their railroad.*

*I can see why people are getting more prone to complaining. It all comes down to the \$\$\$\$.*

*Some people think that it is the money that motivates railroads to allow us to run on their property. I can't imagine any organization exposing itself to the risk that a motor car run presents for the few \$s we pay.*

*I think we should all remember that no matter how much we pay for a ride, that that income is normally a 1 time per year infusion and likely covers mainly their out of pocket expenses for having us as their guest.*

*People, give the coordinators a break. Heck, jump in and do all you can to help. Ask, what can I do to help? Any little help sure can be appreciated, even if it is only to appreciate what they do. Be part of the solution, not part of the problem.*

*A quick mention at the safety meeting of the correct way to handle gripes could also help to remind people of the "chain of command" and prevent a situation....I try to make it a point to let the coordinator and the railroad escorts know how much I appreciate their time and energy to put on the ride.*

*How an individual should appropriately behave and act in the presence of any railroad—whether that railroad supports our activities or not—should also be an essential and critical part of a new member's mentoring process. When I first entered the hobby, joined NARCOA and acquired my first motorcar, the "mentoring" process we have in place today did not exist. Nonetheless, the two individuals who I consider my mentors had the foresight and wisdom to instill in me a sense of how fragile our hobby really is. In essence, they taught me that when it comes down to brass tacks, the railroads are our sole benefactor, and absent their support and cooperation, we have no hobby. Hence, it was the responsibility of each and every motorcar owner/operator, myself included, to conduct ourselves in such a manner that would not give the railroads any cause to look unfavorably upon us.*

*The NARCOA Code of Conduct appears on NARCOA web site at*

*<http://www.narcoa.org/docs.htm>*

*While on the tracks, I am part of the group representing NARCOA and the hobby, but when I call ahead and make reservations or stop at a place to dine, that is and should be an agreement between me and the place of business. Any unsatisfactory business with these places is my concern, and I should be the one to deal with it.*

*Each excursion participant, operator or passenger, is a "diplomat for the motorcar hobby." Even if you have a legitimate complaint, what each of us does as an individual in the town(s) where we stay, eat, shop, etc will most certainly influence future activities for the entire group. Is this fair? Probably not, but it is reality and we must accept it if we want to continue the future of the hobby and act in the best interests of NARCOA.*

*No matter how much money the ride costs, we are always guests of the RR. This hobby will survive only as long as the RRs continue hold the railcar operators in high regard. If I invite you to my house for a party and you complain to me about the food and drinks, not only will I ask you to leave and never invite you back, I'll probably talk amongst my friends about what an inconsiderate boob you are.*

*Everyone needs to remember that these railroads all talk back and forth. Our actions on one follow us to all the others....We are a guest upon railroad property. Conduct yourself with that in mind at all times.*

*I think the most we can do at this point, is suggest that during the safety meeting, the excursion coordinator explain the possible consequences of a person complaining to the host RR. Our NARCOA members are all rational people, and I think when the threat of the loss of a host RR is presented to them, they might think twice about how they conduct themselves during and after an excursion.*

## **NARCOA News**

by Tom Falicon

### **Seat Belts**

As I write this, the Chicago board meeting ended just a few days ago. The minutes of the meeting are being transcribed from tape to paper so they can then be approved by the board. I thought it would be nice to inform you of a few of the issues that we worked on at the meeting without you having to wait for months. Please note that these are my words taken from the notes that I took at the meeting.

All of the board has a deep concern that a member or passenger will be fatally injured someday due to being ejected from a motorcar and suffering a catastrophic injury. In as much as we would like to legislate mandatory seat belts and their use, we feel that at this time our stance is that we HIGHLY recommend seat belts and their use but we will not require them. We do, however, feel that this complex issue will not go away, and I say this in reference to the probability of hosting railroads starting to require seat belt use when motorcars are run on their rails.

### **Custom-Built Motorcars**

After the Board meeting was adjourned on Friday night a Custom-Built/Highly Modified Motorcar Standards committee was created, and the group held a work session. This committee worked on developing and refining standards for motorcars that are built by a non-commercial motorcar builder or OEM motorcars that are highly modified. These standards or guidelines are being developed to give all NARCOA members a common set of standards that will aid in building and inspecting these motorcars. It is not being written with the intention of prohibiting or banning custom-built or highly modified motorcars; it is being written to help assure that these motorcars are compatible with, and can operate safely alongside, factory built motorcars. During the board meeting on Saturday, the standards were read and corrected. Once input is received from the NARCOA membership, the standards committee will meet throughout the year to incorporate member ideas into the standards. This process may take a long time, but we would like to do it right the first time and not have to make radical changes at a later date. When these standards are published, we welcome constructive input from all members, and of course we will not acknowledge nor reply to non-constructive correspondence.

### **Appointees**

Due to Mike Mitzel stepping down as the head of our safety committee, I have appointed Bob Knight to head that committee for our future. I know Bob will do a great job for us just as Mike did for us in the past. It was also necessary for me to appoint two Directors at Large for our board. I chose to reappoint the two members who were already in that position for 2002. The men I reappointed are Mark Springer and Dave Verzi. Both have contributed quite a lot to the meetings, and I look forward to working with them and using their knowledge to help keep all of us moving forward.

### **Dues Increase**

Due to the increased cost of operating our organization, effective January 2003 it will be necessary for us to increase our dues from \$20 to \$24. This price increase will not be going for any new or improved services; it will, however, insure that the plentiful amount of goods and services you receive from us yearly will still be available. Because of increased postal rates and increased production costs for the **Set-off**, calendar, roster, rulebook, etc., we have to increase these dues this small amount just to be able to break even in the future years. We are all constantly striving to give you the most for your money and will work hard to do so in the future.

## **Avoiding Electrical Problems with WL Jenkins Bells.**

by Kenneth Huffines

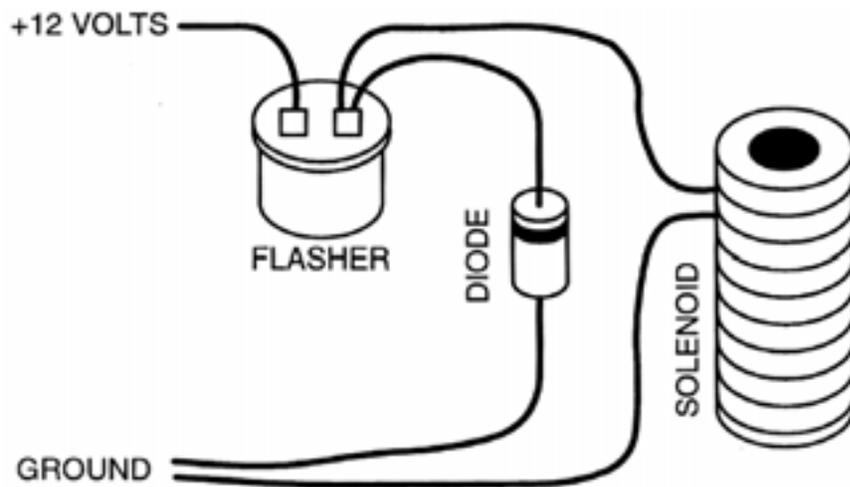
Many speeders are accessorized with bells from the *WL Jenkins Company*. I have one and my car and I like it a lot. I generally use it when people are about (such as flaggers at a crossing), when there's a bunch of folks watching us depart, or during the rare meet of trains. (Granted, no audible warning excuses the operator of due diligence, but sometimes it's handy to be heard.)

The bell worked fine for a couple of years, then it went crazy. Rather than give a polite "ding" once a second, it would ring spastically, like a kid playing with the desk bell at an old hotel. Time for maintenance!

The bell's guts consists of a 552 flasher and a solenoid—not much to go wrong. Bypassing the flasher with a jumper wire caused the solenoid to pull in fine. The problem seemed to be the flasher, and with nothing to lose, I took it apart. Indeed, that was the problem. The contacts were pitted and burned, clear evidence of arcing.

What caused the flasher to arc? It's a common problem, and one that is familiar to anyone who has been knocked on their fanny by touching the spark plug on a running engine. A coil, when energized, builds up a magnetic field. Turn the power off, and the collapsing magnetic field induces electricity back into a coil. It does not matter if the coil is a spark coil or a solenoid coil. When power is turned off (in the bell's case, by the flasher) the surge caused by the collapsing field has no where to go. The surge causes an arc across the flasher's contacts and is then absorbed by your speeder's electrical system. The flasher's contacts are damaged a little bit each time the arc. Eventually the damage adds up, and either the points stop conducting, or (in my case) they sustain an arc, thus causing the solenoid to keep firing causing the bell to ring in a disorderly fashion.

Preventing the arc is easy. All you need is a diode—a semiconductor device that's like a one-way valve,



allowing current to pass only one way through it. Any good medium-current diode will do, like a 1N5402 (or better). A *Radio Shack* 276 1144 will do fine. (They call it an Epoxy Rectifier.) Because diodes are polarity sensitive you'll have to pay attention in hooking it up.

Check your bell to verify it's wiring. One end of the solenoid should be grounded. The other solenoid wire goes to one side of the flasher. The other side of the flasher goes to 12 volts.

Now have a look at the diode. The body has a silver band painted around one end. That

end of the diode goes to the positive side of the solenoid, or in the above wiring, the junction between the solenoid and flasher. The other end of the diode (no band), goes to the negative (or ground) side of the solenoid.

You'll probably need to solder (or crimp) some wire onto the diode's leads so it'll reach. If you solder, be careful not to get the diode too hot. Be sure to cover the exposed wires with tape or heat-shrink tubing (*Radio Shack* 278-1627B).

And as long as you're inside the bell and before you start the work, consider replacing the flasher module, especially if your bell has been erratic. It's held in with a large amount of silicon caulking. Any good auto part store should carry the 552.

Test the bell before buttoning everything back up. If you got the diode in right, it will harmlessly bypass the surge. If you got it backwards, the bell won't work, and you'll burn out the diode. You'll know it's backwards when the smoke comes out!

This fix should keep your flasher working for a long time.

## NARCOA Board of Directors Meeting Chicago, October 25-6, 2002



Front row left to right: Ron Zammit, Area 11 director Pat Coleman, secretary and Area 2 director Joel Williams, Area 3 director Stan Conyer, Area 5 director Bobby Moreman, Area 7 director Carl Schneider, Ted Hannafan, vice-president and Area 8 director Ken Annett. Back row left to right: Area 10 director Tom Norman, Carl Anderson, director at large Mark Springer, recording secretary Lee Wilhite, director at large Dave Verzi, Setoff Editor Jan Taylor, president and Area 4 director Tom Falicon, Area 9 director Jim McKeel, Area 6 director Pat Rock, Hank Brown, Area 1 director Warren Riccitelli.

After the meeting,  
seventeen of us rode  
the CTA into town to  
railfan and dine.



Also attending:  
Dick Wilhelm, Bill  
Dunn, Mike Mitzel,  
Wally Schneider,  
Debbie Springer,  
Mugz Falicon,  
Ken Cafilisch.

**And the Motorcar Run Sunday  
on Illinois Railnet**



*CSX junction and  
Illinois Railnet  
engine house in  
Ottawa*



*Dave Verzi Photos*



*Both at Sheridan,  
Illinois*



## **Alaska or Bust**

by Hank Brown

Several years ago on an excursion someone asked me, “why don’t we ride the Alaska Railroad.” I thought about it and decided that it was “to much to ask for.” I mean, this was one of the all time great rides. Little did I know that we would have the opportunity to ride one of the great railroads in North America?

On a warm August day in Anchorage Fred Furminger and I met with some of the officials of the Alaska Railroad to map out the first motorcar excursion on this famous railroad.

The railroad officials were unprepared for what the North American Railcar Operators Association is capable of accomplishing. They suggested that we write the rules test, take an exam for operation of the radio, and in general, go through a safety school. The operation manager sent timetables, track charts, safety manual and the General Code of Operating Rules Book for us to study. The railroad sent us their best representative to guide us through this morass of homework. When all was said and done and they had read our rule book, seen our rules test, read our waivers, and looked at the history of our hobby, they decided we were ready to ride their railroad.

Our ride began at the station in Anchorage where the cruise ships load and unload thousands of passengers every day. We were given clearance from the yardmaster and proceeded out on the main. We

*Group photo at  
Bartlett Glacier*



passed the signals and rode along the shoreline of Cooks Inlet. We followed the Tony Knowles Bike Trail through Earthquake Park and then passed the gravel quarry. The railroad is involved in a massive program of laying new track. They are double- and triple-tracking some areas to handle the increased traffic.

We coasted down a long hill to Potter's Marsh. Here we watched the huge number of birds that migrate to Alaska every year. The flowers were in full bloom, which helped to beautify this conservancy. The track began to wind in and out of coves following the coastline of Turnagain Arm. The tide was out which showed the mud flats and how shallow this area of the Arm is.

Our first stop was Windy Point, named for the dangerous winds that blow in the winter in this area. Today, however, the wind was calm, and the mountain goats were out for our pleasure. We watched them grazing high in the hills for some time. But the trains were heading our way so we, finally, departed.

Our next stop was the morning break at Indian Siding. We waited for the morning passenger train from Seward. Luckily we had a restaurant close by for those great morning buns and coffee, and of course, the bathrooms. Eventually the train arrived, and we were given clearance to proceed to Girdwood Siding and hold for the Anchorage-to-Seward local passenger train. This was a real treat because we had time to get some great shots of the train and motorcars from the highway bridge over the tracks. We formed a photo line in true railfan form.

After the train passed we headed to Spencer Flats and Portage Junction. This is where the railroad splits. The line goes east through the flats to two tunnels and then into Whittier. The other direction (that we took) headed south through the flats and over the mountains to Seward.

The scenery along the coast of Turnagain Arm is something everyone should experience. The high mountains, deep valley, and all that water are very special. No words can describe the feeling one gets when traveling along the coastline. We continued along the flats to the Spencer River. Upon crossing it on a truss bridge, we saw a strange building and a bulldozer close to the tracks. It seems that the railroad experiences a number of avalanches each year. In order to eliminate this hazard, they have cannon that they shoot into the mountains to cause the avalanches. This way they can keep the snow problem to a minimum. We saw a number of areas that were prone to avalanches. The railroad has developed a system whereby they control the detonations by someone with a computer miles away from the site to eliminate the human hazards.

This area was our lunch break. We enjoyed a beautiful view of Spencer Glacier less than a mile away and watched the clouds drift by. That afternoon the flats gave way to the valley. The rails began to climb the mountains on a 2% grade. As we climbed, the vegetation changed. The flowers of the flats gave way to the mountain asters. The trees climbed only three-quarters up the slopes. As we continued to climb we approached the five tunnels and the deep cut where a river of water rushed to meet the sea. We stopped briefly to exam the tunnels and proceeded to Bartlett Glacier.

This is a famous spot on the railroad. When the railroad was first surveyed, the glacier filled the valley and caused the engineers to map a route that circled around and crossed over itself about half way up the mountain. The glacier receded, and in the late 1940s the railroad took out the loop, increased the grade to 3% and decreased the mile-



*Bartlett Glacier and the Alaska Railroad main line to Seward*

age that was needed to traverse this area.

After our stop at Bartlett Glacier we headed over the summit and down the valley to Seward. The great part of this section is the open valley with the wide variety of vegetation and beautiful lakes. There were flowers and birds that we had never seen before. It was a spectacular view.

We arrived in Seward and stored all 10 motorcars in the engine shed for safe keeping. The yardmaster in Seward wondered what all the motorcars were doing in his engine house, but didn't seem to mind when we told him what we were up to. It seems he used to ride an "A" car over this area and told us several stories of the cold winter wind and lots of snow that hampered him in his daily rounds.

The bus was waiting for us and took us to our hotel for the night. The next morning everyone was off on a different mission. Some went fishing while others went cruising on charter boats to find whales. Some went in search of more glaciers in the Kenai Peninsula. The weather caused some to stay in Seward. It was overcast and later in the day the fog rolled in, but everyone agreed that the food was excellent and the town served up a hardy dose of history and excitement. The museums and stores were filled with cruise ship passengers eager to leave their money at every gift shop in town.

The third morning we were up at 7AM to meet our bus. The fog from the night before had lifted, but the light rain soon gave us a picture of what it would be like the rest of the day. It seems when it rains in Alaska it doesn't interfere with any activity. It doesn't rain hard, just light enough to cause some discomfort.

We left Seward and got about five miles from town when we took the siding to wait for the morning passenger train from Anchorage. With its passing we took the main again and proceeded passed the beautiful lake and on into the open meadows. It didn't look the same as two days before. The clouds blocked the high mountains, and the rain blocked our pictures. So we were content to ride comfortably along the wet rails while we climbed the summit and over the other side to Bartlett Glacier. The rain stopped and so did we. Jack Burton, our guide from the railroad told us stories of building the railroad around this glacier. We continued down the slope to tunnel. This is where there is a series of five tunnels cut through igneous rock. During an earthquake the ground shifted enough to cause a rift. With Bartlett Glacier melting, the water now had somewhere to go, so it pours through this opening creating a river about 15 feet wide and very deep.

We continued down the mountains and on to Spencer Flats. This time we took the siding at Portage Junction and headed east to the famous tunnel to Whittier. We traveled along the Portage River that looked more like a steam. The mountains that formed the glacial valley were shrouded in low hanging clouds. We went through the first mile-long tunnel. Then we entered a valley that was noted for winds of up to 200 miles per hour. We were told stories of trains, railroad cars and automobiles being blown off the tracks in the winter because of the high winds.

We arrived at the Whittier Tunnel, built in 1942 to connect the open water, ice-free port of Whittier with Anchorage. The Army Corp of Engineers built the whole town of Whittier in one year so they could support the war effort in Alaska. The Army was afraid that the Japanese would gain a foothold in Alaska if they didn't have enough supplies and manpower in that area. What they left behind was a very unusual set of buildings. The largest building is an old army barracks that housed the officers. This was turned into condos for residents of

*West entrance to  
Whittier Tunnel*



Anchorage. We used it as a bed and breakfast. Prior to going through this tunnel, we were told that before 2001 the only way for cars, trucks, and buses to get to Whittier was to board flat cars and be shuttled from Portage Junction to Whittier. In 2001 the State of Alaska decided to improve the tunnel and spent \$50 million to pave between the tracks and set up a control system to regulate when train traffic and vehicle traffic would use the tunnel. We were given the privilege of visiting the control center to watch just how this was accomplished.

It was our turn to ride through this tunnel—over five miles long. It was eerie to ride through this long but very well lighted tunnel with escape rooms, traffic control lights, and other things you but don't normally see in a tunnel. We arrived on the other side of the mountain, and rain joined us again. We pulled into the storage area next to a tank car. Fred insisted on having a blue flag on the tail end of our group to protect us against other railroad movements.

The next morning the fog was as thick as pea soup. The rain that accompanied it made for an interesting departure. We quickly boarded the motorcars and headed back to the Whittier Tunnel. The dispatcher in the control room saw us and gave permission to enter. The cars and trucks stopped, and we proceeded. I don't know how many of you have ever been in a five-mile tunnel, but it seemed like we were in this one forever. We finally came out the other side, then ducked into the next tunnel that was only a mile long. We broke through the other side into a long meadow with high mountains on each side. We retraced our tracks back to Portage Junction, then with Turnagain Arm on our left we proceeded to Indian Siding to wait for the morning train. With its passing we took the main and cruised along the coast. We passed Potter's Marsh and climbed up the last grade to a siding. The morning gravel train was switching. We waited our turn. With clearance from dispatch we headed back to Anchorage. We arrived in good shape with no breakdowns and no accidents, which to me, defines a good motorcar excursion. The cars quickly loaded, and we were off the railroad in record time.

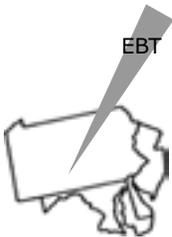
I would like to thank a couple of people who permitted this trip to happen: Jack Burton is on the Board of Directors of the Alaska Railroad. He was our guide and mentor. He worked for the railroad for over 35 years and is an inspiration to anyone who has the privilege to meet him; the legal and risk management team who went out of their way to make this excursion happen; Steve Silverstein who said "yes;" and Bob Waldner who was instrumental in making this golden opportunity a reality. I will always be grateful for the help these kind people gave to us.



*Control room for monitoring the Whittier Tunnel where trains and vehicles share the tunnel*

*Riding along Turnagain Arm on the way back to Anchorage*





## Rare Dual Gauge Meet on East Broad Top and Rockhill Trolley Museum

By Bruce Carpenter, Photos By Mike Woodburn

Saturday, October 19, 2002 marked the second time motorcars had ridden the East Broad Top Railroad and the very first time on the Rockhill Trolley Museum trackage (standard gauge) in Orbisonia, Pennsylvania. A dual gauge meet anywhere is a rarity, but when you couple the significance of both these organizations together, it becomes an unbeatable combination. The East Broad Top is probably the most original, complete narrow gauge railroad in the country. The shop and roundhouse complex are literal time capsules. When the railroad was closed in 1956, the lights were turned off, and everything is basically right where it was left! The Rockhill Trolley Museum which shares some dual gauge trackage with the EBT is located right across the street. Their restoration efforts by a crew of dedicated volunteers is first class. Throughout the day a steady parade of restored trolley and interurban cars marches up and down the track.

We arrived at 7:00AM and were told to set on at the predetermined areas, but a minor derailment the night before would effect our departure time. Five narrow gaugers and three standard gauge cars were in attendance. After some quick negotiations with the general manager, we made two shorter runs down to the derailment sight, where some minor track repairs were underway. After our second run, we skirted the Rockhill Museum grounds to position ourselves by the coal dock at south edge of the EBT yards. We had about 45 minutes to look around the complex before Number 14, a Baldwin 2-8-2 exited the roundhouse to assemble the passenger for the day.

The powerhouse, with steam engine and electric turbine for electricity, has wheel lathes, milling machines, pulleys, belts, etc., all still here! A peak around every corner and into every building reveled some new antiquity. And, if you every want to see the most ancient collection of

*Cars posed on turntable at Orbisonia on the East Broad Top, Oct. 19, 2002. Left to right Bruce Carpenter, Les King, Keith Mackey, Mike Scrocke, Dave Verzi, Jeff's wife, Gary Greenwood and Jeff Levengood.*



Fairmont and Casey Jones speeders, they've got those to!

Number 14 backed slowly out of the roundhouse and onto the turntable (Armstrong type, of course), where the crew quickly cleaned the ash pans and loaded her with coal and water. With servicing complete, No. 14 drifted to the south end, aligned the switch for the northbound movement and proceeded to station to assemble the train. With No. 14 out of the way, the motorcar group fired up and proceeded onto the turntable for some group photos.

Once, No. 14 arrived back in town after it's first run of the day, we lined ourselves in behind the train for the next run. We departed town behind the train and kept a safe distance back. We turned at the end of the line, utilizing the wye track at the picnic area. We returned to Orbisonia and followed train around the southern wye and parked next to train as they took on water. The group took a littler break to eat lunch and ride the train or trolley. We took our turn on the train on board the small but fancy *Orbisonia* business car. The car rode very smoothly and is in excellent condition. We made one final trip over the entire line once the train was put away for the evening and rounded off a cloudy, yet dry day of rare motorcar mileage.

Final notes: I apologize for not being able to tend to our standard gauge guests as well as I could have, but I think everyone had a great time. Special thanks, to Stan and the gang at EBT in Orbisonia and all the folks at the Rockhill Trolley Museum. Keep up the great work! Despite all the rumors about the EBT, it is safe for now, and money is being spent to bring No. 15 back into operation in 2003. Some track work is scheduled for next year, as well.

Hope to see all of you in 2004, when we plan to revisit the jewel of Pennsylvania, The East Broad Top Railroad.



*Bruce Carpenter's  
M19-Z36 in front of  
East Broad Top's  
Orbisonia Station.*



*Bruce Carpenter and  
Garth Shifflett  
(flagger) at East  
Broad Top's,  
Orbisonia Station,  
heading North.*

## "Susie-Q" Spectacular, 2002

By Tom Schmieder



On the weekend of September 21<sup>st</sup> and 22<sup>nd</sup> NARCOA once again visited the New York, Susquehanna & Western otherwise known as the "Susie-Q" in northern New Jersey. For those of you who have not been to New Jersey, thinking of that state sometimes brings to mind the words of the well worn joke, "You're from New Jersey—what exit?" While it is true that the New Jersey Turnpike is a remarkable sight, it is by far not representative of the natural beauty found through the rest of the state. Remember that it is called the "Garden State." The NYS&W sees it all as it runs west from the industrial metropolitan New York waterfront area of New Jersey through coastal salt marshes, known as "the meadows," through towns in suburban Bergen County and then up and over the rocky and mountainous region in Sussex County.

A brief look at the history of the New York, Susquehanna & Western Railroad is in order. It originally ran from Edgewater, New Jersey west across northern New Jersey, through the Delaware Water Gap and into northeastern Pennsylvania. After the decline of the coal industry in the 1950s, the NYS&W cut its main line back to Sparta. For years the railroad survived on what little local traffic existed on its line from Edgewater to Sparta. Today's Susquehanna is owned by the Delaware Otsego System, a regional railroad owner located in upstate New York. In the early 1980s, Delaware Otsego rescued the floundering NYS&W, also purchasing an abandoned section of the Lehigh & Hudson River Railway located between Sparta, New Jersey and Warwick, New York. With these lines purchased, Delaware Otsego signed an operating agreement with Conrail so it could run trains from its upstate connections in Binghamton, New York via Conrail's Southern Tier (old Erie mainline) to Hudson Junction where it would enter the former Lehigh & Hudson River tracks. Trains traversed the old L&HR to Sparta Junction where they switched onto the original NYS&W mainline and continued all the way to Little Ferry, it's eastern terminus. A lucrative intermodal container business created lots of railroad traffic for the new Susquehanna, requiring the rehabilita-

*Author's 1945 C&O m19 poses next to NYS&W GP #3040, Little Ferry engine terminal.*



tion of its entire New Jersey mainline. Much of the rail was replaced with welded rail, and the roadbed was improved with new grading and ballast. Despite recent drop-offs in the through train business, the railroad survives today on the business of on-line shippers.

Fortunately for NARCOA, several employees of the Susquehanna that have an interest in motorcars. That combined with NARCOA's very high safety record and liability coverage has made possible the excursions so many have enjoyed already. The official hosts are the Volunteer Railroaders Association. Located in New

Jersey, they work to preserve the history and enjoyment of railroading. The VRA is very active in restoration projects and assist with the operation of many railroad excursions. Their slogan says it all; "It's so close to railroading, only the paycheck is missing!" Not only do they organize this NARCOA meet, they also flag most of the grade crossings on the trip. Over the two-day meet the Volunteers split up and took turns, flagging on one day and enjoying the ride on the motorcars on the other. They formed teams of flaggers in vehicles that leapfrogged the motorcar group as it proceeded up the mainline. In most cases, as the motorcars approached grade crossings the Volunteers already had the crossings protected, allowing the motorcars to proceed without stopping. As a safety precaution, however, all motorcars were warned to approach each crossing prepared to stop in case a motorist disobeyed the flaggers or the crossing was not protected.

Saturday, September 21<sup>st</sup> turned out to be a beautiful day. Although it was a bit hazy, the rains that had been forecast earlier in the week held off. Motorcars were put on the track at a crossing in the Butler Yard, adjacent to the original NYS&W Butler station (restored and serving as a local museum). Once the cars were lined up and we had our Form D for clearance west, we headed out of town. We immediately began climbing upgrade towards the summit at Beaver Lake. Through an area called Smoke Rise, the tracks lie on a right of way cut into the side of the mountain and look over New Jersey Route 23, following along on a lower level. The track winds its way in and out of notches in the mountain, riding on fills and over bridges and going around sharp curves that snake through rock cuts. The rugged beauty of the mountain in this area and the ways the railroad conquered it captivated us as we rode through it all on welded rail. After passing the summit at Beaver Lake, the line descends the west side of Sparta Mountain. The grade here is pretty steep as the track once again clings to the side of the mountain. A stop was made about one third of the way down the mountain at a power line right of way to view Ogdensburg in the valley below. Once everyone had taken their photos, we continued down into the town of Sparta for lunch at the Sparta Station.

The building is an original NYS&W wooden station, preserved by the local Sparta Station Foundation. Although the building is in poor condition right now, the group is working to stabilize the structure and intends to restore it to its former glory. The group opened the station for visitors and cooked a barbecue lunch for the us.

Following lunch, we headed west out of town. We shortly came to the crossing of Route 15, a very busy highway. The NYS&W employees activated the crossing gates allowed all of the motorcars to cross in one tight group. With the two-lane highway packed with vehicles, the curious looks that the motorists gave our motorcars had to belie their inner frustration with the delay. We then approached Sparta Junction, the former crossing of the NYS&W and the L&HR. We traversed the connecting track and headed north towards Warwick, New York on former L&HR track. Almost immediately

*The group takes a break at the Sparta, New Jersey station.*



*Nephew Henry John at a scenic overlook on Sparta Mountain where the group paused to take in the view of Ogdensburg, New Jersey in the valley below.*



*Lorne Maul of York, Pennsylvania, is about to "bank the diamond" with his motorcar at the junction of the Susquehanna and the former Erie Greenwood Lake Branch in Bloomingdale, New Jersey.*

we crossed Route 15 where we again used the assistance of activated crossing gates. We continued north to Franklin, New Jersey. The single track that now survives through Franklin is a lonely reminder of the three railroads that once converged on this zinc mining town. The Susquehanna's Hanford branch as well as the Delaware Lackawanna & Western's Franklin Branch both also served this former industrial hotspot. As we passed by the abandoned zinc plant, we wondered what it must have been like in its heyday.

The group of motorcars picked up the pace as we headed through the valley towards Vernon, New Jersey. The area has seen a lot of development surrounding the resorts that exist there. The tracks cut right through a golf course, and we had several golf cart crossings to go over (they were even complete with signals and gates!) Passing into New York state, we approached the end of the NYS&W's property. The last grade crossing is at Baird's Farm, a famous photo location for railfans of the Susie-Q. We ran past the crossing to the end of the line at Pelton Road, where the rails become the property of Norfolk Southern. We then backed to Baird's Farm and turned all of the cars for the return run to Butler. On the welded rail we made great time, sometimes running wide open. Arriving back in Butler, we parked the motorcars on a siding in the yard for night, as we were leaving from the same location the next day.

I had an especially nice time on this day because it was the first motorcar trip for my nine-year-old nephew Henry John. Apprehensive at first, he quickly adjusted to the enjoyment of riding the rails and had a great time. Sunday was another treat as I had friend George Petrie along. A true fan of the Susquehanna, George grew up about a block from the tracks in Paterson and watched the railroad's transition from steam to diesel.

Sunday morning brought this NARCOA excursion to new rails. The railroad between Butler and Hackensack had never been traversed before by a motorcar trip due to the many grade crossings through the city of Paterson. Ambitious railroad employees were the key component in solving this problem. After the safety meeting, we pulled out of Butler and headed east. We shortly crossed the former Erie Railroad's Greenwood Lake Branch at grade in Bloomingdale. It sounded neat hearing the motorcars "banging the diamond" as we crossed over the branch at speed. We passed through suburban towns of Bergen County such as Riverdale, Wyckoff and Midland Park as we rode towards Hawthorne. Many original Susquehanna wooden stations are still in existence and were a treat to ride past. In Hawthorne, we passed by the former site of the original NYS&W's maintenance shops. The only remaining clue as to the exact location was the group of spur tracks that turned away from the main and disappeared into the ground in the direction of the buildings. Some of the shop buildings still stand, now serving different purposes. I could barely make out some of them as I looked through the line of trucks parked along the track. We stopped at the Hawthorne station home of the Volunteer Railroader's Association. The station is in beautiful condition and has many railroad collectibles on display.

After having another safety meeting to go over the details of traveling through inner city Paterson, we left Hawthorne and headed east. Crossing the Passaic River on a high deck girder bridge, we entered the city en masse. The plan to go through the city worked perfectly, with 12 sets of crossing gates lowered at a time. We passed through the first half of the city and paused for the second dozen sets of gates to be lowered. On the roll again, we passed the former junction of the

Paterson City Branch of the Susquehanna, an abandoned semaphore signal base standing sentinel at the site. My trip through Paterson was most fascinating as my friend George excitedly relived the memories of his childhood; “That’s where I went to school. Look there—that is where I used to play baseball. Oh, that vacant lot over there is where the ice cream plant used to be! Over there is my sister-in-law, Stella’s house. I grew up just around the corner from there! Right here is where I saw that train wreck!” It was a real joy watching George’s face light up with each thought as we trundled through the tracks of his memories. Crossing the Passaic River again over another deck girder bridge, we left the city behind us and entered Elmwood Park.

We passed the Marcal Paper Company plant in Elmwood Park and continued east through Saddle Brook where there is a bulk material transfer yard filled with covered hoppers. We also passed through Rochelle Park where the NYS&W was storing coaches to be used in its upcoming fall excursions behind steam engine No. 142. Rolling east, we rode through Hackensack and crossed its namesake river on a swing bridge. The welded rail on the bridge indicated that the span has not moved in many years. Docked in the river at Hackensack is the SS *Ling*, a World War II submarine, visible from the bridge as we crossed.

Entering Ridgefield Park, the Susquehanna track meets and runs parallel to the CSX River Line, a former New York Central route. As the two lines converged, we found ourselves pacing a southbound CSX

*Friend George finishes his first motorcar excursion riding in the author’s C&O M19.*



*As the motorcars approach Ridgefield Park, they pace a southbound CSX autorack train on the adjacent mainline (former Conrail River Line, nee New York Central).*

freight train—a first for me on the motorcar—riding along side it until we arrived in Little Ferry, the location of the Susquehanna’s eastern engine terminal and our lunch stop. This location is adjacent to CSX’s CP5 (Control Point milepost 5), one of the hottest railfan spots in New Jersey. While the group dined on sandwiches and salads from a nearby deli, I hiked up onto the Route 46 overpass overlooking the whole scene. Enough traffic passes by on CSX that I was sure I could get a good motorcar group photo with a passing freight. I only had to wait about



*View of Little Ferry from Rte. 46. Motorcars hold the NYS&W main while a northbound CSX freight thunders by with nine engines on the points.*

20 minutes before a nine-unit lash-up headed north pulling a containerized manifest.

In order to turn the motorcars and maximize the fun on our trip, we ran down into the former Susquehanna yard, now owned by CSX,



*As the operator lines up the vintage Susquehanna turntable with the lead track, motorcars prepare to head west. A wooden roundhouse stood in the background at this location until about 10 years ago.*

*Lunch at the NYS&W's Little Ferry engine terminal.*



to turn the cars on the steam-era turntable. Although the NYS&W sold the yard to CSX, the turntable and lead were not part of the sale. Trackage rights through the yard allowed us to move the motorcars through the CSX-owned portion and onto the turntable lead. This was another first for me and maybe for NARCOA—using trackage rights to ride on a Class I railroad. Yes, we were riding on CSX track! Talk about cool! Once on the lead, we passed No. 142, a 2-8-2 Mikado steam engine and moved onto the turntable. It is a rare piece of history, as it is one of two original turntables still in operation in North Jersey. Every face

was grinning ear to ear as the industrial giant, designed to turn 100-ton steam engines, spun the tiny motorcars around. Facing north (railroad west) we gathered back up at the Little Ferry engine terminal.

Once the group formed up, we headed west back towards Butler. The Volunteers continued to protect most of the crossings along the way, and the railroad staff guarded our passage through the streets of Paterson. It seemed as though they came alive as we again passed through. Residents lined the many crossings and cheered the motorcars on. Back across the Passaic River and west through Bergen County, our ride concluded at Butler Yard.

The end of the day brought to a close the best trip I have ever had on the NYS&W. The most important part, however, was the opportunity to share the hobby of motorcars with my nephew Henry John and my friend George. The Volunteer Railroaders Association makes this trip stand out from the rest with the protection of about 80 crossings on this most scenically diverse line. From the beautiful scenery in rural

Sussex County through the suburban Bergen County and into the cities of Passaic County, the Susquehanna offers something for everyone. Many thanks go out to the members of the VRA as well as to the NYS&W staff for making this spectacular trip possible. I hope to see you all again next year as well as some new faces and hopefully some old ones who could not make it this year. I think you will all see that it's worth the trip.

## Want Ads

**THE SETOFF** is happy to print all ads received from NARCOA members as they related to the railroad motorcar hobby. 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](mailto:wcoulson@softcom.net)

### For Sale

**Fairmont A-3D** Restored Illinois Central Railroad, 4-cylinder gang car with a Waukesha ICK 17 HP engine, 12V alternator, lights, gauges and air horns. Many, many extra parts: brake shoes, a carburetor kit, engine gasket set, extra engine, radiator, manuals, and more. Priced at \$4750. Also available is a professionally built trailer priced at \$1500. Photographs are available with a SASE. Contact Bob DeShane, 7612 Bud Hawkins Road Corryton, TN 37721. Tel: (865) 688-6422 or email: [jeanbobdeshan@att.net](mailto:jeanbobdeshan@att.net). MA03

**Fairmont MT14L - 1980 ex Union Pacific** motorcar with UP identification tag. This car has a fresh Onan overhaul, new bell, air horns, Les King seats and Fairmont side curtains. Onan and original Fairmont manuals go with car. NARCOA inspected and ready to roll. Price \$7500 USD. Contact Bill Stern 5321 Balmoral Way Jefferson City, MO 65101. Tel: (314) 640-2342 or email: [williamstern@aol.com](mailto:williamstern@aol.com). MA03

**Fairmont MT19A**, circa 1979, Onan motor was professionally rebuilt by RR and has less than 20 hours of use. This is the perfect car for the person who is looking for a car to set on & go. I will deliver within 250 miles of Fond Du Lac, WI. For pictures, details and price contact Fred Martin tel: (920) 922-0154 or email [retcap@charter.net](mailto:retcap@charter.net). MA03

**Fairmont MT19 - Canadian National** DB6 R6 chain, custom seats, repainted, new wheels, new interior oak wood panels all lights required by NARCOA. Price: \$4000. **Fairmont MT14 - EX DR&W** painted to Rock Island scheme, 4 seats, turn table, all lights required for NARCOA. Price: \$4000. **Fairmont S2** - gang car early 40s all complete. This car would make for an excellent winter project. Engine turns free, good front end and glass. Price: \$500. **Ford industrial engine** - brand new model vs6-411, 27 to 30 hp, never started. New radiator. Price: \$1500. **Fairmont MT19** - 1973 model track inspector's car. Came from the BN in St. Paul Minn. The car is in very good condition and will pass all NARCOA inspections. Car

comes with an Onan engine with good yellow paint, new original seats, side curtains, lights, wipers, and horn. Price: \$4500. Contact: Gene Lott or Add Pralle 403 E. 4th Street Blue Rapids, KS 66411. Tel: (785) 363-7953 or email: [upgreen@flinthills.com](mailto:upgreen@flinthills.com). MA03

**Parts for a Fairbanks-Morse F40B:** 1 each, shifter-handle for slide shifter. Price: \$12. 1 each, fiber drive wheel N.O.S. Price: \$65. 6 volt lamps of various numbers, all N.O.S., call for the "numbers" you need and price. For more information contact: Jay Boggs 3289 County Oaks Court, Orange Park FL 32065. Tel: (904) 215-2956 or email [boggsrr@aol.com](mailto:boggsrr@aol.com). MA03

**Fairmont M-19F** - Built in 1946, car was originally Frisco Railroad and is painted as such. This car is generally in good shape and has been kept "original" as possible. All glass is intact and has new seats but will soon need a 16-inch wheel and a brake light to conform to NARCOA standards. Included brake light switch needs to be installed. Leaving hobby, asking \$3000. Ron Garling 3050 East Ragan Court Springfield MO. 65804 Tel: (417) 888-0354 or email: [rgar1@msn.com](mailto:rgar1@msn.com). MA03

**Carburetor rebuilding service - and C-5 and C-8 carburetors parts.** Send a large SASE for parts list or telephone. Rebuilding is \$45 plus parts. This price will include cleaning, bead blasting and painting any non-aluminum parts. I also have parts for Hy-Duty and the Weatherseal timers. Carey Boney, 1605 Powers Rd, Wallace NC 28466. Tel: (910) 285-7489 email [careyboney@intrstar.net](mailto:careyboney@intrstar.net). JF03

**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. Post-paid, \$15 for one, \$29 for two and \$43 for three. Don Pomplum 521 Van Buren Place, San Ramon CA 94583 JA02

**Canadian Pacific M-19AA and Canadian C-7 (M-14)** - Retired M-19AA Road Masters car, assigned to the Kettle Valley division of the British Columbia Railway. Open car has windscreen with roof,

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



## 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](mailto: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

#### First Iowa Division

**Boone & Scenic Valley Railroad**  
**Saturday November 2, 2002**

Our motorcar season ends, with a ride on the scenic 11-mile tourist line at Boone, Iowa. Set on time is 7:30AM with a 9:30AM departure time for the first ride. Our plans are to make two runs before lunch, one in the afternoon, and a night run after dark. We will have a potluck meal in the engine house after the second run. Please bring a side dish or dessert. First Iowa Division will supply soup, chili, your table service, and drinks. Cost of this ride is \$15 per car plus \$25 for membership in the Iowa Railroad Historical Society. There is a Super 8 Motel Tel: (800) 800-8000 and AmeriHost Motel Tel: (515) 432-8168 in Boone for over night stays. This is a NARCOA-insured activity. For more information contact Carl Schneider, 1302 6th AVE. S.E., Altoona IA 50009 Tel: (515) 967-5181 or email [motorcarl@raccoon.com](mailto:motorcarl@raccoon.com) or visit the First Iowa Division's web site at [www.firstiowadivision.com](http://www.firstiowadivision.com).

#### Newhalem Bay Railway Speeders

**Port of Tillamook Bay Railroad Christmas Run**  
**Saturday, December 7, 2002**

Please join the Nehalem Bay Railway Speeders (NBRS) on their annual Christmas run. This annual speeder run is becoming a much-publicized event as witnessed last year on TV Channel 2 news in Portland, Oregon. To date, the speeders participating are only from the NBRS, but we would be overjoyed to have any fellow speeders participate. As a gesture of goodwill and in the spirit of the holidays, the Port of Tillamook Bay Railroad is not charging any trackage fees to participants. The only requirement to join us is your speeder has to be decorated with illuminated decorations for this night run. Set on time will be noon in Wheeler. This will give you time to decorate your speeders. Please RSVP as soon as possible and join the NBRS and Santa Claus for this annual run. All NARCOA rules and insurance requirements will be in effect. For further information please contact Wally Burton, 43400 Carol Drive Nehalem, OR 97131. Tel: (503) 368-6496, Fax: (503) 368-6856 or email: [wallyburton@hotmail.com](mailto:wallyburton@hotmail.com).

#### North East Railcar Assoc.

**Southern New Jersey Weekend**  
**Saturday-Sunday November 9-10, 2002**

A weekend in the Pine Barrens of Southern New Jersey. Saturday will find us on the Cape May Seashore Lines starting at Tuckahoe and traveling the 54 round trip miles to Cape May NJ. If last year was any indication it will be a start of a great weekend. We left enough time for touring the small shops and enjoying good food in this small seaside town. Sunday we will set on at Woodstown and travel north toward Swedesboro and then south to Salem. A 36-mile round trip and again some nice scenery. Last year's run was a great trip on a beautiful fall day. Orange reflective vests required by all. Contact Warren Riccitelli at (401) 232-0992.

### Excursion Calendar NARCOA

**Boone & Scenic Valley RR (FID)**  
November 2, 2002

**Port of Tillamook Bay RR (NBRS)**  
December 7, 2002

**Great Miami & Scioto RR (OVR)**  
November 2, 2002

**Santa Cruz, Big Trees  
& Pacific (PRO)**  
November 9, 2002

## **New Excursion Announcement Format**

Complete Name of Railroad \_\_\_\_\_

Day and Date of Event \_\_\_\_\_

Initials of sponsoring group/individual \_\_\_\_\_

is pleased to sponsor a

number \_\_\_\_\_

-day run over the

name of railroad abbreviated (former) \_\_\_\_\_

dates, \_\_\_\_\_

2003.

Participants will travel approximately

number \_\_\_\_\_

round-trip miles between

town, state abbreviated \_\_\_\_\_

and

town, state abbreviated. \_\_\_\_\_

Special restrictions, not to exceed 40 words—for example,  
required equipment, deadline for registration, special meal  
arrangements, etc. \_\_\_\_\_

Trip fee of

\$00 \_\_\_\_\_

per car includes railroad costs

only, affiliate dues, one meal, motel, transfer fees, etc. \_\_\_\_\_

There is a

number \_\_\_\_\_

-car limit.

This is a NARCOA-insured excursion, and all  
NARCOA rules will apply.

For trip details contact

First name, last name, \_\_\_\_\_

mailing address, \_\_\_\_\_

town, state abbreviated. \_\_\_\_\_

Tel:

(000) 000-0000 \_\_\_\_\_

(special times) \_\_\_\_\_

or email

(email address) \_\_\_\_\_

or

(information for second contact person.) \_\_\_\_\_

## **Excursion Coordinators, Please note.**

At the 2002 Board of Directors meeting in Chicago, we discussed the general health of the NARCOA **SETOFF**, including the overall length of the publication. As a result of those discussions, excursion information will need to be configured to fit the format at left.

For the reader, the new format provides uniform information for all excursions in a clear, predictable manner. For the editor, there are fewer chances for errors to creep in, especially in those details which are important to those who actually sign up for a run.

Excursion coordinators, please use this page to pattern your announcements. Or email Bill Coulson to send you the format in an email message; you can fill in the blanks and return it to him via email. Announcements received in other forms will be tailored to fit this format. Some of you will actually get more "ink" than in the past, some less.

Below is an example of the new format.

Thanks for your cooperation on this.

Bill Coulson  
Jan Taylor

### **Canadian National Railroad July 15th - July 27, 2003**

SWRC is pleased to sponsor a 13-day run over the CN July 15-27, 2003. Participants will travel approximately 1,343 round-trip miles between Prince George and Prince Rupert, BC. Please note below for special conditions and requirements. Trip fee of \$2,450 per car includes railroad costs, hotels, some meals, fuel, and ground transportation. There is a 20-car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details contact Tom Phair, PO Box 664 Alamo, CA 94507. Tel: (530) 713-9582 or email tphaire@silcon.com.

**Excursion Calendar  
NARCOA - cont.**

**Southern New Jersey  
Weekend (NERCA)**  
November 9-10, 2002

**Great Smoky Mountain RR (TF)**  
November 17, 2002

**California Western (SWRC)**  
November 30, 2002

**Great Smoky Mountains RR (TF)**  
December 31-January 1st 2003

**Ohio Valley Railcars**

**Great Miami & Scioto Railroad  
Saturday November 2, 2002**

Former B&O, C&O and DT&I lines which were so prevalent around Jackson, Ohio. This run will feature miles of welded rail along varied scenic locations punctuated by two tunnels. This run will be approximately 100 miles total. NARCOA and OVR rules and insurance requirements will apply. Registration deadline is October 15, 2002 with a 40-car limit. Contact Dave Verzi, 10059 Aldridge Drive, Columbia Station OH 44028. Tel: (440) 236-3374 (call between 7:00 and 9:00PM) or email [WM340@aol.com](mailto:WM340@aol.com).

**Pacific Railcar Operators**

**Santa Cruz, Big Trees and Pacific.  
Saturday November 9, 2002**

Run what is left of the Route of The Suntan Special. We will run uphill to Olympia and then run to town and cross Hwy 1 and go through the Mission Hill tunnel. We will run at least two trips and perhaps more if time allows. 20-car limit. Excursion coordinators: Marv Weber and Buck Frank. Send a check made out to PRO for \$50 with a stamped, self-addressed envelope, your PRO Membership #, NARCOA Ins #, and Narcoa Exam # to Buck Frank, 21570 Summit Road, Los Gatos, CA 95033. For more info contact either Marv Weber Tel: (831) 425-5467 or email [PatMarvW@aol.com](mailto:PatMarvW@aol.com) Buck Frank Tel: (408) 353.2288 or email [ginbuck@earthlink.net](mailto:ginbuck@earthlink.net).

**Southwestern Rail Car**

**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](mailto: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.

**Canadian National Railroad  
July 15th - July 27, 2003**

SWRC is pleased to sponsor a 13-day run over the CN July 15-27, 2003. Participants will travel approximately 1,343 round-trip miles between Prince George and Prince Rupert, BC. Please note below for special conditions and requirements. Trip fee of \$2,450 per car includes railroad costs, hotels, some meals, fuel, and ground transportation. There is a 20-car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details contact Tom Phair, PO Box 664 Alamo, CA 94507. Tel: (530) 713- 9582 or email [tphair@silcon.com](mailto:tphair@silcon.com).

**British Columbia Railroad  
July 29-August 7, 2003**

SWRC is pleased to sponsor a 10-day run over BC Rail July 29-August 7, 2003. Participants will travel approximately 922 round-trip miles between Prince George and North Vancouver, BC. Please note below for special conditions and requirements. Trip fee of \$2,250 per car includes railroad costs, hotels, fuel, and ground transportation. There is a 20-car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details contact Tom Phair, PO Box 664 Alamo, CA 94507. Tel: (530) 713- 9582 or email: [tphair@silcon.com](mailto:tphair@silcon.com).

**Canadian National Railroad  
August 10-16, 2003**

SWRC is pleased to sponsor a 7-day run over the CN Aug. 10-16, 2003. Participants will travel approximately 638 round-trip miles between Hinton and Grande Prairie, Alberta. Please see below for special conditions and requirements. Trip fee of \$1,695 includes railroad costs, hotels, some meals, fuel and ground transportation. There is a 20-car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details contact Tom Phair, PO Box 664 Alamo, CA 94507. Tel: (530) 713- 9582 or email: [tphair@silcon.com](mailto:tphair@silcon.com).

### **Southwestern Rail Car - cont.**

Special notes for Canadian Rail Tours - 2003: (1.) \$500 deposit required to hold your reservation - balance due April 1, 2003. (2.) Deposits are refundable until March 31, 2003. (3.) A radio capable of transmitting and receiving on NARCOA frequency of 151.625 Mhz is required to be installed in all cars. Portable hand held models are not acceptable. (4.) Seat belts are required by railroad. (5.) All turntables must meet AAR requirements of 2 1/2" inch lift above the railhead. Special rules applicable to safety issues for above runs will be posted with individual runs. Further details available at <http://www.southwest-railcar.org> or by contacting Tom Phair.

### **Tom Falican, Individual**

#### **Great Smoky Mountain Railroad November 17, 2002**

Bryson City, North Carolina to Andrews, we will eat lunch in Andrews while our motorcars are on display for the townspeople to see, then upon our return to Bryson there is the possibility of a trip to Whittier and back. On the afternoon and early evening of the 16th you are all invited to Rail Dawg's birthday party to be held at the Rail Dawg Shop. We will be having some of that famous spaghetti sauce at the party! All NARCOA rules apply, insurance card, certificate card and rulebook all must be shown. All belt driven cars will be towed over the Red Marble Gap grade. There is a limit of two Hy-rails per event. We are taking a smaller number of cars this year, so get your check in soon! Cost is \$60. Make check payable to Tom Falican and mail to 1227 Sawmill Creek Rd., Bryson City NC 28713 Tel: (828) 488-8063 eves, or email [raildawg@gte.net](mailto:raildawg@gte.net).

#### **Great Smoky Mountains Railroad December 31, 2002 & January 1st 2003**

Bryson City, NC - After a complimentary meal served at the Bryson City Station from 3 to 5pm, we will ride into the New Year's Eve Night to Wesser and back. For New Year's Day we have been given permission to ride the entire line! We will run from Bryson to Dillsboro then back through Bryson and on to Andrews and back. We will stop for a tasty lunch somewhere along the way, at a location that is yet to be determined. All NARCOA rules will apply, insurance card, certificate card and rulebook must all be shown. All belt driven cars will be towed over the Red Marble Gap grade. There is a limit of two Hy-rails per event. We will not be splitting into two groups this year since we are taking a smaller number of cars this year. Get your check in early; the event will be sold out quickly! Cost is \$60 for one day or \$85 for both days make check payable to Tom Falican and mail to 1227 Sawmill Creek Rd., Bryson City NC 28713 Tel: (828) 488-8063 eves or email [raildawg@gte.net](mailto:raildawg@gte.net).

### **Wilderness Tours LLC**

#### **Hudson Bay Railroad July 3-13, 2003**

WT is pleased to sponsor a 12-day run over the HBR (former Canadian National Railway) Nov. July 3-13, 2003. Participants will travel approximately 186 miles round-trip miles between Cranberry Junction to Lynn Lake, 219 round-trip miles Lynn Lake to Flin Flon, 36 round-trip miles Flin Flon to Cranberry Junction, 230 round-trip miles The Pas to Thompson, 158 round-trip miles Thompson to Gillam, 183 round-trip miles, Gillam to Churchill, 183 round-trip miles Churchill to Gillam, 158 round-trip miles Gillam to Thompson, and 230 round-trip miles Thompson. This excursion will be in two parts: first the Lynn Lake line, second the Churchill portion. Extra fare tours July 9-10 at The Pas to see Beluga Whales, Fort Churchill, Polar Bear Jail, etc. Price is yet to be determined. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details Hank Brown Tel: (608) 839-4939 or email [wilderness@inxpress.net](mailto:wilderness@inxpress.net).

### **Excursion Calendar NARCOA - cont.**

**Hudson Bay RR (WF)**  
July 3-13, 2003

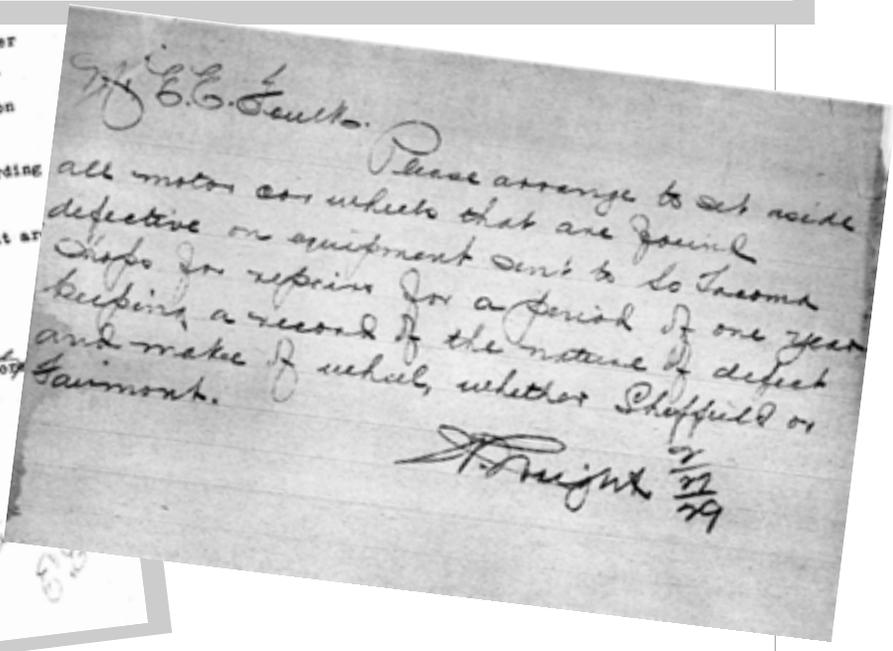
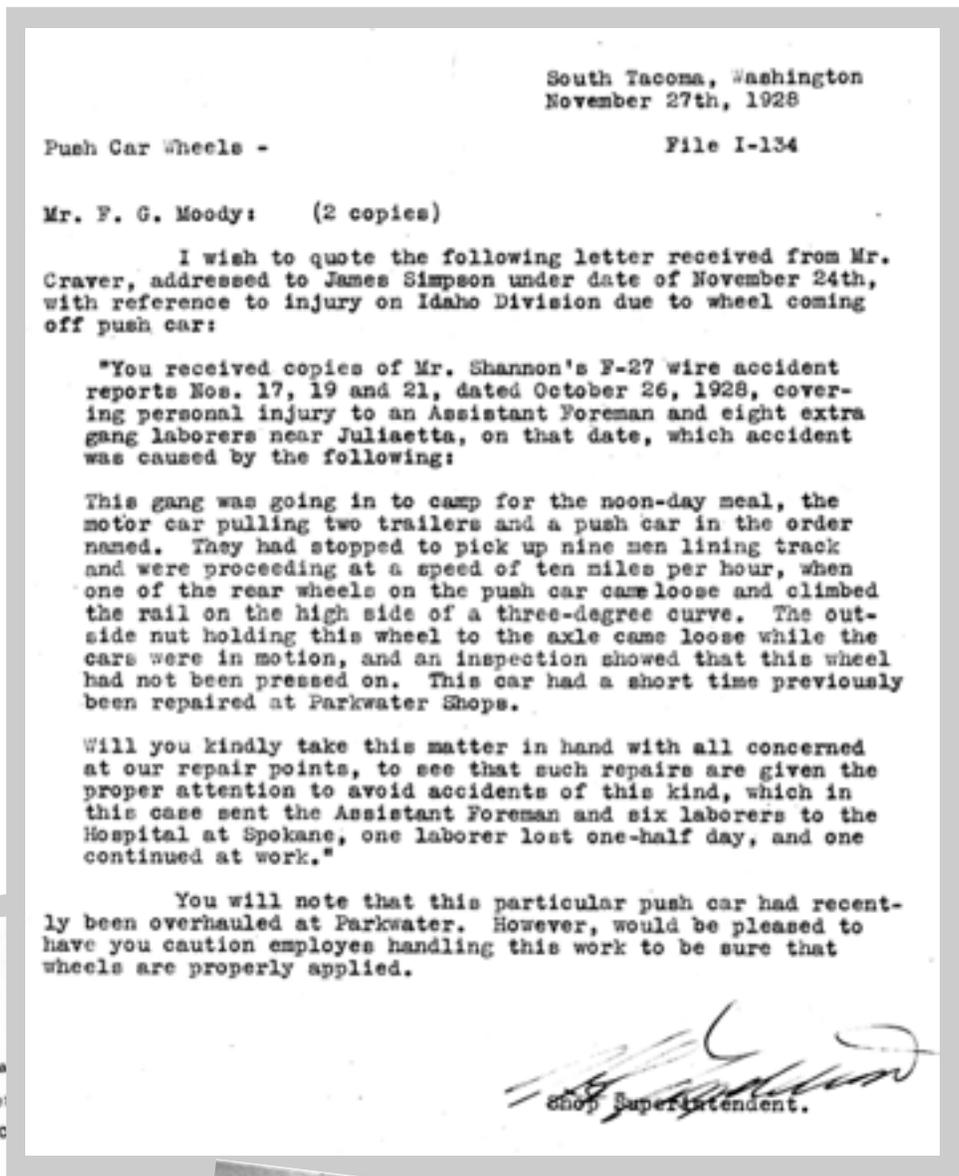
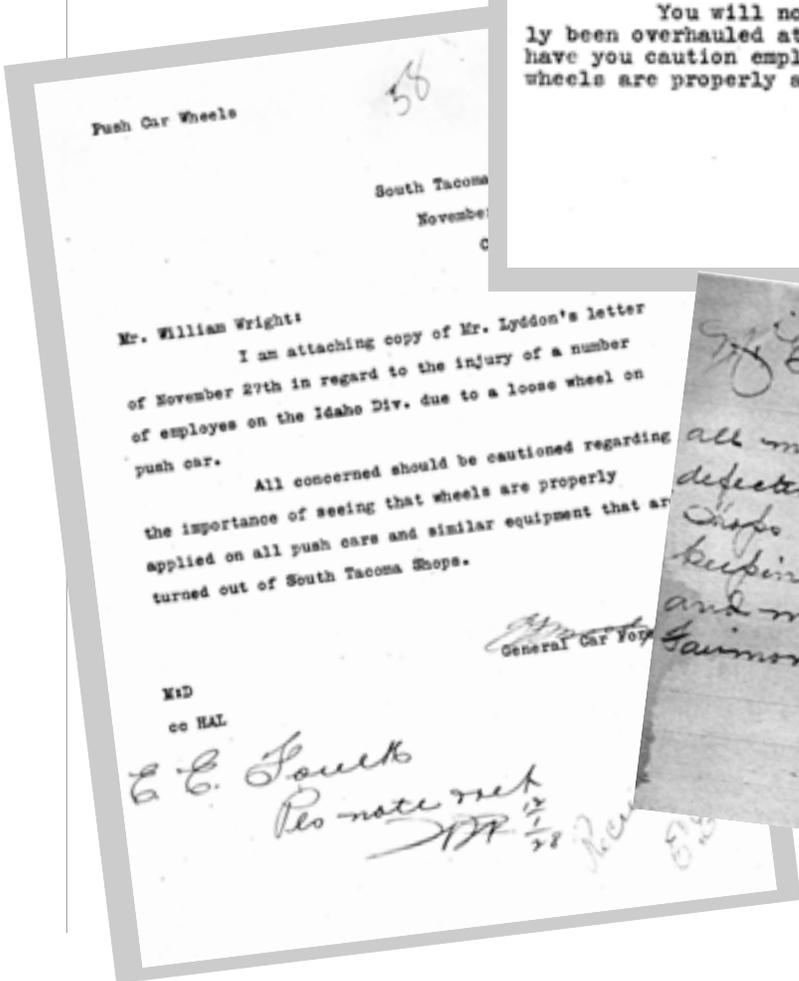
**Canadian National RR (SWRC)**  
July 15-27, 2003

**British Columbia RR (SWRC)**  
July 29-August 7, 2003

**British Columbia RR (PRO)**  
September 6 - 21, 2003

### Vintage

*Rick Leach sends along this series of correspondence from the Northern Pacific shops at South Tacoma.*



South Tacoma, Washington  
February 23rd, 1929

Motor Car Wheels

File I-290

Mr. F. G. Moody:

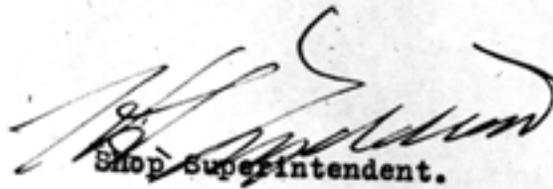
Motor Car No. 54 SL, which was sent to shops from Arlington January 22nd in N.P. Car 39977 by Supervisor Mr. A. Herider, was damaged in derailment account of wheel breaking. Car was repaired on S.O. B-885 and returned February 5th.

Mr. Warren, Ass't. Superintendent of Safety Section, was here recently and advised the cause of this derailment was due to the rivets which secure the hub to wheel proper all breaking. It was also assumed that when the car was at the shops for repairs prior to January 22, 1929, a second hand wheel was applied and it was stated was not standard to the car.

However, it will be noted that some of these motor car wheels have eight rivets through the hub, while others have six - and I understand that the wheel that failed had six and was referred to in conversation with Mr. Warren and the man handling repairs as the preferable wheel. Mr. Warren advised me that he would take up the question of having periodical inspection made of rivets referred to on all motor cars on the system for a period of one year and reports furnished to cover.

In the meantime it is the desire to set aside all motor car wheels that are found defective on all these cars received at shops for repairs for a period of one year and record kept showing nature of defect and kind or make of wheel. It is my understanding the wheel known as the Sheffield has six rivets through hub, while the wheel known as the Fairmont has eight rivets. Will you please arrange accordingly, the idea being to determine the preferable wheel for this purpose?

cc-A. H. Warren

  
Shop Superintendent.

(cont. from page 24)

no glass, and no lights. Engine is free and complete. Needs water condenser replaced. \$3500. C-7 - Open car, no front or roof, no seats, all new paint, new sheet metal, brakes, and wire. Buy car without the ROC engine for \$1,500 or with the ROC engine for \$2,500. Both cars are located in Washington State. Looking to buy or trade for M-9. Bruce Ferguson, 1257 Dunlap Dr, Freeland WA 98249. Tel (360) 331-1012 or email: [a1hobo@whidbey.com](mailto:a1hobo@whidbey.com). JF03

**Restored MT19-A Cab Body** - Professionally restored Canadian Pacific fiberglass cab body. Repainted yellow using acrylic urethane paint. New door hinges and lockable door handles have also been installed. Includes most glass and gaskets. Selling price is \$1,000. Also available is a tilt-bed flat wood deck trailer for \$700. Take both as package for only \$1,500. Donn Sanford, 210 Swarthmore Court, Woodstock IL 60098-7879. Tel: (815) 337-2323 or email: [donn@mc.net](mailto:donn@mc.net). ND02

**Fairbanks-Morse 40-B Railroad Motor Car**, two cylinder air-cooled engine, friction drive. Car in running order and all in original form as when retired from the Winston-Salem Southbound Railway. Also an original turntable goes with car. Price is \$2150 for both items. Ray Hinkle, P.O. Box 1127, Welcome NC. 27374. Tel: (336) 731-4231 or email: [Hinklehere@aol.com](mailto:Hinklehere@aol.com). JF03

**Hy-Rail for three quarter-ton truck** Mitchell model 1010 HD Hydraulic with five 19.5-inch wheels \$3,500. Raftna hydraulics with five 19.5-inch wheels \$3,000. Fairmont 0307, manual \$800. Model 40 Burro Crane parts. Geismar Thermite weld shear \$1,000. Racine Rail drill \$300. All prices in US funds. Tony Andrusevich, RR #1 Hamilton Ontario, Canada L0R 1P0 or evenings Tel: (905) 692-5949. ND02

**Fairmont Railway Motor Car Master M2** and a predecessor to S2 style. Belt driven, 20" wheels, metal front with 2 windows, metal running boards, 8 HP, Type HP QBA, Group E,

Special 1, Mak HP 13, Engine #82573. Car in running order and all in original form as when retired from the High Point, Thomasville & Denton RR Co. Also an original turntable goes with car however one piece of turntable is missing. Price is \$2150 for both items. Ray Hinkle, P.O. Box 1127, Welcome NC 27374. Tel: (336) 731-4231 or email: [Hinklehere@aol.com](mailto:Hinklehere@aol.com). JF03

**Heavy-duty pushcart**, Nolan 10,000 lbs capacity, with diamond step plate platform. Currently has a wooden (back-to-back) passenger seat installed (easily removed with four bolts). Car is in like new condition except for paint and needed minor brake work. \$400 firm. Delivery within a 300-mile radius of Washington DC is possible. Gene Tucker, 1004 North Kentucky St, Arlington VA 22205. Tel: (703) 533-0433, or email: [grtucker@erols.com](mailto:grtucker@erols.com). JF03

**Fairmont A5 motorcar**, 1955 EX-SAL open car. Rebuilt Waukesha four-cycle engine, reworked transmission and clutch. Car's body was redone/repainted four years ago. Car is in excellent condition throughout. \$3,500 firm. Delivery possible within 300-mile radius of Washington DC. Gene Tucker, 1004 North Kentucky St, Arlington VA 22205. Tel: (703) 533-0433 or e-mail: [grtucker@erols.com](mailto:grtucker@erols.com). JF03

**Sheffield Velocipede** - museum quality and condition. This velocipede has been displayed indoors for several years. All original except for the third wheel extension arm, that had to be replaced. Pictures are available; please send a self-address stamped envelope, and one dollar to cover cost of pictures. Asking price is \$3,750 or best reasonable offer. Frank Butler, 66 Richard Terrace, Red Bank NJ 07701. Tel: (732) 747-2546. JF03

Available, **parts for C-5 and C-8 carburetors**. Also available are parts for Hy-Duty and Weatherseal timers. We will also rebuild carburetors or timer for you. Carey Boney, 1605 Powers Rd, Wallace NC 28466. Tel: (910) 285-7489 or email: [careyboney@intrstar.net](mailto:careyboney@intrstar.net). JF03

**Trailer**, frame type to haul your speeder to meets. This trailer is all steel, 6ft. x 6ft. plus the tongue, small enough to easily pull behind your car, yet big enough for an MT-14. It has a 2000-lb. axle, 2-inch ball hitch, 4-wire flat connector for all DOT lights, hand winch for easy loading, brand new this spring 13-inch radial tires and wheels, a mounted spare tire, and it is titled. Color is dark blue. Asking \$850, located in Colorado Springs CO. For more info Tel: (719) 598-9528 or email me for pictures at [jabsteam@hotmail.com](mailto:jabsteam@hotmail.com). ND02

**MT-19 and trailer** - retired Canadian National (133-33) Fairmont motor-car. Car is in excellent running condition. Equipped with tow bar, brake light, fire extinguisher and lots of new parts, such as wiper motors, glass, plexiglas, fuel pump, gas tank and shield. Two new rear wheels and brakes. Trailer is 1 year old. Meets all specifications for NARCOA motorcar excursions, current valid inspection sticker. Eastern Kentucky. Price is \$3500 OBO. Contact David Webb 2707 Northview Road Ashland, Kentucky 41101, telephone (606) 324-8005 or email [m.d.webb@gte.net](mailto:m.d.webb@gte.net). ND02

**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. JA02

**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](mailto:markshelly@charter.net). JA02

# Les King Motor Cars

For a complete listing and photos of all our motorcar parts, see our web site at  
[http://www.hellflight.com/les\\_king.htm](http://www.hellflight.com/les_king.htm)

Please, no e-mail orders.

Les King, PO Box 164, N. Lawrence, OH 44666 Phone: (330) 833-2868; Hrs: 7 AM - 9 PM EST; Fax: (330) 830-6213

**Wanted**

**Gang work trailer** - with brakes and in good condition, or the plans for a gang trailer, need is for museum operations. Please contact James Garner, 1746 Gumtree Drive Orange Park FL 32073. Tel: (904) 264-5564 or email: [JGrrman@aol.com](mailto:JGrrman@aol.com). MA03

**Fairmont Hy-Rail gear** - From the 1940's - 50's era. I am restoring a 1951 Willys-Jeep Wagon with a Fairmont A31 series-A and a Willys-Jeep truck with a Fairmont A30 series-A. Looking for period correct on track mechanism for each. Refer to Fairmont bulletin #645 and #760. Please visit our website at [www.willysamerica.com](http://www.willysamerica.com) for photos. Any information, part or pieces, old photos or literature is appreciated. Contact Paul Barry Box 538 Cazadero, CA 95421. Tel: (707) 632-5258. MA03

**MT19 or MT14** wanted that is ready to roll. I have a trailer for transportation and might be willing to pickup. Please send all details to Steve Nichols P.O. Box 13373 Odessa TX 79768-3373 or email [snichols@marshil.com](mailto:snichols@marshil.com). MA03

The City of Armstrong, British Columbia is searching for a **"Strong Arm" turntable**. They require this equipment to press into service rolling stock, steam locomotive and MOW equipment. If you have ideas where this type of turn table could be located, please help by contacting Mary Jong Tel: (250) 546-8155 or email, [armstrong\\_chamber@telus.net](mailto:armstrong_chamber@telus.net) or Margaret Hope Tel: (604) 320-7613 or email [mhope@lions\\_gate.ca](mailto:mhope@lions_gate.ca). ND02

**Person to overhaul/repair Fairmont ROC engine** with low compression. Must live in Midwest region. Please call for further details if interested. Stan Rankin, 1212 Foot-hill Drive Champaign IL 61821-5618 Tel: (217) 352-2705. ND02

**MCCA's SPEEDER** - Volumes 1 -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 I will buy your original issues and pay your postage. Larry Hileman, PO Box 63 Terra Alta WV 26764 or Tel: (304) 789-6942 or Email [wvnr1@gcnetmail.net](mailto:wvnr1@gcnetmail.net). NO02

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

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*Thanks to All  
Who Have  
Contributed.*

*You Are the  
Light of  
NARCOA.*

