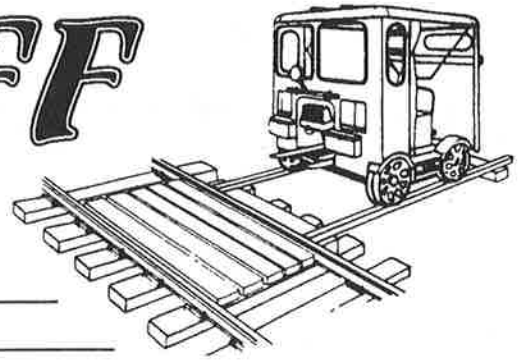


THE SETOFF

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

November/December 1995



The lineup at Frostburg, MD, on the Western Maryland Scenic on November 12, 1995.

Photo by Dave Verzi

Frostburg Bound Motorcars Hampered by Frosty Weather on the Western Maryland Scenic RR

By Dave Verzi

Clear, crisp and dry were the conditions in Ridgley, WV, Sunday, November 12. The Western Maryland Scenic RR was hosting yet another motorcar excursion under the direction of Mike Stephens. Nine cars arrived for the trip, their numbers held down by the previous night's violent weather. Departure was set around 10 a.m. as the cars were to precede the excursion train to Frostburg.

After all had set on, Larry Maynard trans-

ported his truck and trailer to Frostburg to facilitate an early departure from the top of the mountain. Upon his return to Ridgley, he reported the conditions were quite wintry, with limited visibility. At this point we started out, through Cumberland, the Narrows, and points beyond.

It was just through Brush tunnel that we started to encounter ice on the rail, soon followed by snow and ice. Soon the first two cars were

(Continued on page 26)

From the President

By Ron Zammit

Writing this in mid November, it hardly seems like the year is to end soon, we've had a warm fall out west. But I would like to take the holiday season as a time to give a thank you to those who have helped transform NARCOA into a viable organization. There was a lot of work this year done by a lot of folks. While we all may not be 100% pleased with everything that has happened, we do now have an organization which can grow with our hobby, and give us a legitimate framework with which we can represent ourselves to the world outside of our hobby.

If I had to thank one person for the largest effort, it would be difficult to choose between Tom Norman and Joel Williams. Both have put more hours into NARCOA separately than most of the rest of us together. Tom has gotten our finances and insurance program into a credible state. Joel has dealt with the large increase of membership and many tasks of transferring over the treasury to Tom. If you have a chance, please thank these two gentlemen.

Elsewhere in this issue, there is a reprint of an editorial from Locomotive and Railway Preservation, from the Nov./Dec., 1995, issue. I'd like to thank their editorial office for allowing us to reprint this article. If I could write, I would have written something like this for our hobby. As you read this article, change their accidents to ours, and anything about preservation change to motorcar excursions and you can see how this applies to us.

Additionally, I have submitted the Operation Lifesaver series of railway safety posters for printing. Most of these are from the 20's and 30's but still apply to the railroad scene today. They were reprinted for Operation Lifesaver by the Norfolk Southern.

I'd like to congratulate Mike Raposa, from CA, who has returned to the rails as a licensed Motorcar Operators West operator. Mike was involved in a serious motorcar accident in early 1993 where he was ejected from the motorcar and suffered head and spine injuries from the track structure. Lifted to the hospital via

helicopter, and in a coma for weeks, Mike has had to struggle back to a normal life. Months of rehab to learn to walk, etc., have tested his determination. He always had one overriding desire: to operate a motorcar again. Finally, on the McCloud Railway this last August, he earned his "ticket." Congratulations Mike!

In closing, I'd like to wish each and every one of you a happy holiday season. May you have a safe one also. Next year, I ask that we all resolve to make 1996 an accident free year. With everyone trying, we can do it.

Meets

Members who have organized meets are encouraged to advertise those events here. We will publish all notices received. Be as complete as possible in providing details of the trip: time schedule, costs, restrictions and conditions for attending the events, and total mileage of the motorcar trip. Also, state whether or not NARCOA rules will be in effect, and whether NARCOA insurance is required. Send materials to: Dick Ray, 5 Hemlock Place, Randolph, NJ 07869, or to Hank Brown, Box 25, Cottage Grove, WI 53527. If time is short, send them directly to the Editor. Thank you!

WILDERNESS TOURS sponsors the following event, open to all NARCOA members. For information, contact Hank Brown, Wilderness Tours, Box 25, Cottage Grove, WI 53527. Phone (608) 839-4939, or FAX (608) 839-5595.

March 1996: Wilderness Tours has gained tentative approval to organize a railcar tour of the Chihuahua Pacific RR. We will ride our railcars the whole 497 miles through the scenic Copper Canyon, with its 87 tunnels and steep cliffs from Chihuahua to Los Mochis. For those who are interested in going on this adventure, please obtain your passports and call Wilderness Tours.

The KANSAS WHEATLANDS DIVISION has scheduled the following meet:

May 25, 1996: Central Kansas Railway, Lincoln to Osborn, participating in Danish Heritage Days in Denmark, KS. Contact Jim McKeel, Kansas Wheatlands Division, P.O. Box 12514, Wichita, KS 67277.

Editorial

By Gene Tucker

At this writing, December 7th, *THE SETOFF*'s deadline is three weeks past, and still it is in the formative stages of being done.

Due to the incredible growth in demands on my time at work, and also in my capacity as roadmaster for the Walkersville Southern RR, there hasn't been time to get this issue ready for the press.

Accordingly, I've let it be known that I will step down as Editor of *THE SETOFF* effective with the March/April issue in the spring. I think the newsletter deserves timely attention in order to keep it current and of value to the membership. Plans are being made to replace me, and those plans will be in place come early in 1996. Deanna Baird has expressed an interest in continuing as Editor after my departure. If this arrangement is approved, I'll still lend a hand whenever needed.

However the change eventually works out, I've enjoyed immensely being able, over the past five years, to serve you, the membership, as a sort of clearinghouse of information and news. Thanks!

**Please submit
articles,
photographs, ads,
etc., to the editor of
THE SETOFF
for the January/
February 1996 issue
by January 15, 1996.
Thank you.**

Guidelines for Submitting Materials For Publication in *THE SETOFF*

1. Our editorial policy is to cheerfully 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.
3. We cannot publish copyrighted materials such as: photos, posters, cartoons, or articles without written permission from the author or publisher. Written permission must be provided by the sender at the time of submission.
4. Meet stories, technical articles and lengthy submissions should be typed or printed.
5. Ads, meet notices, and short articles may be handwritten.
6. Photos should be either black and white or sharp color photos. Photos print best when the subject of the photo is large. A picture of a motorcar sitting atop a bridge, for example, where the image of the motorcar is very small, or blends in with the background of the picture, doesn't print well. Please label the back of the picture as to its subject matter and who took the picture. Please do not send slides.
7. Finally, send materials to *THE SETOFF* editor by the deadline, the 15th of each odd-numbered month (January, March, May, July, September, November).

THE SETOFF

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SETOFF Editor Gene Tucker
1004 N. Kentucky St.
Arlington, VA 22205

SETOFF Co-Editor Deanna Baird
2700 S. First St.
Arlington, VA 22204
bairdd@washpost.com

SETOFF Contributing Dick Ray
Editor 5 Hemlock Pl.
Randolph, NJ 07869
ray_r@mailier.transdev.com

NARCOA President Ron Zammit
469 Compana Place
Arroyo Grande, CA 93420
rzammit@pandora.physics.calpoly.edu

NARCOA Roster Joel Williams
Coordinator Box 82
Greendell, NJ 07839

THE SETOFF is the official publication of the North American Railcar Operators Association (NARCOA) and is published bimonthly to promote safe operation of railroad motorcars, and to encourage fellowship and exchange of information among motorcar enthusiasts. Membership in NARCOA, which includes a subscription to *THE SETOFF*, is \$20.00 per year, and is available from Joel Williams, Box 82, Greendell, NJ 07839.

North American Railcar Operators Association (NARCOA)

Officers:

President - Ron Zammit
Vice President - Stan Conyer
Secretary - Joel Williams
Treasurer - Tom Norman

Board of Directors by Area:

Area 1
(ME, NH, VT, NY, MA, CT, RI)
Dick Wilhelm
P.O. Box 209
Bearsville, NY 12409

Area 7
(ND, SD, NB, IA)
Carl Schneider
1302 6th Ave. SE
Altoona, IA 50009

Area 2
(NJ, PA, DE, MD)
Joel Williams
Box 82
Greendell, NJ 07839

Area 8
(Canada)
Rick Shaw
175 Talbat Road E., RR 3
Foitan, Ontario, NOR 1B0
Canada

Area 3
(IN, OH, MI)
Stan Conyer
9333 West State Road 46
Columbus, IN 47201

Area 9
(CO, KS, MO, AR, LA, TX, OK)
Bill Pollard
3005 Baxter Drive
Conway, AR 72032

Area 4
(WV, VA, KY, NC, SC)
Ed Taylor
4297 Royal Oaks
Lincolnton, NC 28092

Area 10
(CA, NV, UT, AZ, NM, HI)
Ron Zammit
469 Campana
Arroyo Grande, CA 93420

Area 5
(MS, AL, GA, FL)
Jack Whitt
1018 W. Dixie Ave.
Leesburg, FL 34748

Area 11
(WA, OR, ID, MT, AK, WY)
Tom Norman
1047 Terrace View Drive
Alberton, MT 59820

Area 6
(MN, WI, IL)
Mike Mitzel
P.O. Box 79
Waterman, IL 60556

Director at Large (non-voting)
and Recording Secretary:
Mike Paul
1780 Maricopa Dr.
Oshkosh, WI 54904

Director at Large (non-voting):
Tom Johnson
115 Ridgecrest Rd.
Asheboro, NC 27203

Committee Chairs:

Insurance: Tom Norman
Judiciary: Jack Whitt
Safety and Rules: Stan Conyer
Safety Subcommittee: Mike Mitzel

THE SETOFF:
Gene Tucker
1004 N. Kentucky St.
Arlington, VA 22205

Nominations (Elections):
Carl Anderson
1330 Rosedale Ln.
Hoffman Estates, IL 60195

Operations:
Hank Brown
622 Oak St.
Cottage Grove, WI 53527

Legal Forms:
Mark Springer
143 N. Arcadia
Wichita, KS 67212

Guest Editorial

Lessons To Be Learned

By John P. Hankey

Reprinted with permission from Locomotive & Railway Preservation magazine, November-December, 1995.

The operating season of 1995 was a time to try our souls. A series of random, unrelated incidents across the country brought into harsh relief the potential risks and consequences we face in our pursuit of railway preservation. Most serious were the deaths of two young trespassers struck by a Steamtown excursion train, a boiler explosion on the Gettysburg Railroad, and the collision of a runaway tie car and a passenger train on the Nevada Northern Railroad. A series of lesser incidents added to the sense of crisis. Yet even though the worst of the accidents were tragic, positive good can emerge as a result if the field of railway preservation is prepared enough to act on the lessons they offer.

Response to the accidents in the railway preservation community ranged from mild panic to apathy. Some people predicted a regulatory or enforcement backlash, especially as the serious accidents were reported in a sensationalistic fashion by national news media. That coverage brought unfavorable public attention to the field and seemed to tarnish its credibility and excellent safety record. However, damaged equipment and lost revenues are far less important than the fact that two people were killed, several seriously hurt, and dozens of passengers and crew injured in varying degrees. We may regret harm to artifacts and historic equipment, but the well-being of people must remain our primary concern.

The short-term consequences of this unprecedented string of incidents proved relatively mild. Ridership in general showed no appreciable drop and the Federal Railroad Administration did not smite operating railway preservation down. Nevertheless, sooner or later there will be consequences arising from the events of 1995. At the national level, several complex, interrelated issues need to be considered. This will be difficult, given the dispersed nature of railway preservation and the lack of an effective coordinating body for the entire field.

Yet if the many organizations presenting historic railroad operations to the public have not been able to cohere as an industry, they can at least begin to make common cause. The events of the 1995 season should be treated as case studies which offer lessons for everyone engaged in railway preservation. I am not concerned with the details, nor is it my intention to assign blame or offer criticism. I hope instead to discuss broadly *what* happened and perhaps *why*,

followed by examples of the lessons we might take from the events. Finally, my comments on how to apply those lessons are only a starting point—a way to begin a series of discussions that I hope will refine the issues and develop solutions to challenging questions.

EVENTS AND OBSERVATIONS

Two of the accidents occurred within 24 hours of each other. All three serious incidents involved steam locomotives, and each offered a distinct type of occurrence: head-on collision, boiler explosion, and trespassers on the tracks. Lesser incidents throughout the year included an arson fire which destroyed an 1872 locomotive and two 19th century coaches; a collision at a street railway museum which injured passengers and crew and damaged equipment; and damage to a historic replica locomotive being transported on a roll-back truck, suffered when the locomotive struck a highway overpass. There were other, minor incidents.

No common thread linked the events—no recurring failure, no distinct cause, nothing to clearly indicate a particular problem in the conduct of historic railroading. All of the accidents seem to have been the result of human error, or a series of mistakes and situations which compounded into more serious incidents. In advance of the results of the formal investigations, a few observations are in order.

In the case of the boiler explosion, initial reports indicate that there were apparently mechanical defects in the boiler water delivery appliances, water glass, and gauge cocks. There was some question as to whether accepted inspection and reporting procedures had been followed, along with possible deficiencies in management and recordkeeping. There remains the question of the crew's responsibility for ensuring that water is maintained at a proper level in a working locomotive.

The tie car-passenger train collision did not seem to involve mechanical defects, but rather poor operating practice and the lack of communication between two crews on the same piece of railroad. Apparently, a tenant railroad's track construction crew attempted to move a loaded tie car using a piece of construction equipment instead of a locomotive. They were working on a siding on a grade where there was no derail to control access to the main track, and had placed a quantity of dirt on the track, presumably to stop an uncontrolled movement. When the car got away from them, it rolled through the pile of dirt, ran through the switch, and accelerated downgrade.

At Steamtown, apparently there were no mechanical or operating practice deficiencies—only a terrible coincidence. As is the case on all operating railroads (whether Class 1, regional, or historic), people at times use the railroad corridor for inappropriate recreational activities such as racing motorbikes, snowmobiling, hunting, and so on. Two adolescents with a motorized all-terrain bike were crossing

or otherwise occupying the former Delaware, Lackawanna & Western main track at a curve with limited visibility. They did not clear before the excursion train struck them; the crew had no time to even apply emergency brakes before the accident.

It is possible to ask hard questions based on the most obvious facts. After so many years of steam locomotive operation and given the well-understood risks involved with low water, how could three men in the cab of Gettysburg's 4-6-2 either run without knowing that their pumps and glass were reliable or lose track of where the water was? The harsh response would be that there is almost no excuse for a low-water failure, and that it is evidence of other, potentially more serious shortcomings in equipment or procedure.

The Nevada Northern accident invites four initial questions. Why were tenant railroad employees permitted to move a loaded car on a grade without protection or supervision? Why was there no derail? Why was a loaded passenger train permitted to depart Ely when a separate crew was moving equipment at the other end of the line—the top of a grade? Why was there no reliable communication link between the two parties occupying the same railroad at the same time—even if one crew was only there to do trackwork? If the answers are that the construction crew did not expect the car to get away from them, and that the railroad was unaccustomed to having another party working out on the line, neither is sufficient.

There seems little to say about the Steamtown accident other than the fact that the deaths received mention on national television news and in other media mainly because the park was so controversial, had opened just a week before, and the accident involved a steam locomotive. It was not the type or severity of the accident that made it noteworthy. At about the same time, an errant driver plowed into a family waiting at a bus stop in suburban Baltimore, killing five women and children. That accident did not rate national coverage because death by automobile (especially in an urban area) is so banal. A steam locomotive accident, no matter what the circumstances, is much more dramatic.

Each of the accidents could have been much worse. Had the crown sheet on the Gettysburg Railroad's locomotive failed in a different manner, the explosion could have been more severe. Even though the runaway tie car surprisingly held to the rails as it careened downhill at speeds of up to 50 mph, it was fortunate that the collision with the passenger train took place where and when it did. Had the train been in the tunnel, farther up the grade at speed, or returning to Ely, the resulting wreck might have been much more serious. The motorized all-terrain bike that the young men were attempting to remove from the tracks

(Continued on page 18)

Letters to the Editor

To the Editor:

I am writing in regard to the article on page four in the September/October issue of *THE SETOFF* concerning changes to the rule book in regard to seat belts. I feel that to add or suggest a seat belt requirement would open a "can of worms," so to speak, for the following reasons:

1. The engineering requirements which would be necessary for the attachment points; and
2. The tupe of seat belts either recommended or suggested.

Having spent many years in aircraft maintenance, I am aware of the structural requirements for attachment points, such as short cable linkage, etc. To know these requirements is important because there is an implied margin of safety that will be accepted by their use.

As to types of belts? This would run the gamut of manufacturers. What type of testing procedure would be undertaken to eliminate those that are unsatisfactory? Multiple seating? For those who operate crew cars such as A4-Ds, we would be hard pressed to adequately mount a number of seat belts.

If we are to operate at "yard limits" speed, or a posted speed limit, how do you comply when speedometers are not standard equipment?

The next questions is, "Is NARCOA attempting to eliminate or dictate who can conduct a meet, rally, or run?" There seems to be implications of this attitude in the things written. If the host railroad does not require the participants to have NARCOA insurance, but take up an "event" insurance policy covering the period, would NARCOA members with insurance be "allowed" to participate? This exclusionary attitude, that an event not having "authorization, sponsorship, or endorsement of any railcar activity," will eventually curtail others from investing in this type of activity.

Most railcar owners have invested a considerable amount of both time and money in the restoration and upkeep of their equipment, but there are some who will not participate in the insurance because of the exclusive portion of the coverage.

As I sit here composing this letter on a sunny Sunday I know of two portions of rail, out of service currently, one of 28 miles, the other

almost 45 miles in length, that could be used on a limited basis only if we could furnish, as railcar operators, some form of insurance indicating that we are willing to assume the insurance liability to the track owners.

A broader based insurance policy covering individual or joint ownership of railcars without having to be under the NARCOA meet requirements but still operating under the "rules" would increase the number of participants.

Most of us are mature adults with a considerable investment, in most cases over \$1,000 each in motorcars and trailers to haul them on. There are a few of us who have taken and passed an operating rules exam based on the requirements of active railroads, and have operating experience of more than two years connected with a tourist railroad, so we are not new to the game.

I, and several others possibly, would like to see our organization strive to obtain a type of insurance based on individual units, with a rider to cover joint ownership and not the current program which requires or allows only coverage at "recognized events."

The box showing coverage by state indicated a lack of participation in Texas and surrounding states. This could indicate an indifferent attitude. There is lots of rail that could open for use on weekends with the proper insurance.

George Traver
Austin, TX

To the Editor:

On page 5 of the September/October '95 issue of *THE SETOFF* concerning the Safety and Rules Committee, page 3, #9, the AAR should read "Association of American Railroads", not American Association of Railroads. Professionalism is needed in the wording of the above title since all railroads are associated with the A.A.R.

Willie Kirby
Burleson, TX

To the Editor:

"I'm gonna sit right down and write myself a letter," to quote an old rock song . . .

In my position as Editor of *THE SETOFF*, I've refrained from expressing my own opinions about matters of interest to NARCOA or to

motorcar owners in general, hoping to preserve the newsletter as a vehicle for open and honest dialogue between members and the various committees and the Board. Now, however, I'd like to take the opportunity to set aside my editor's cap and don the member of NARCOA hat.

No human organization is free of strains and stresses, some of them of the "growing pain" variety we all suffered through in our youth. NARCOA is no exception, and the last 12 to 18 months have been full of extraordinary change for the organization and for its members: NARCOA's first elections for the Board were held, a judiciary committee was formed and published its first reports establishing a penalty system for offenses by members, a rulebook committee met and issued revisions to the existing rulebook which were adopted by the Board, and the insurance program was continued under a new carrier.

However, there is an undercurrent of concern and outright dissatisfaction with some of the events of recent past. I've heard it working trackside with fellow motorcar owners, in lengthy phone conversations, and at meets. One individual said that he was unhappy, but didn't want to express himself publicly for fear that he would be blacklisted by NARCOA and unable to run anywhere. Whether founded in truth or not, such a perception on the part of any individual demands immediate action by the leadership of NARCOA. It says to me that "something is rotten in Denmark."

If I had the power to solve the motorcar operating world's problems, here's what I'd ask Santa for for Christmas:

- ♦ That NARCOA's bylaws be published in *THE SETOFF* or otherwise distributed to all NARCOA members, thereby allowing each individual to determine how the organization is run, what actions are taken properly, etc.
- ♦ That each vote taken by the Board on issues will be likewise published in *THE SETOFF*, with a listing by number and who voted for and against each issue by name.
- ♦ That the creation of a set of penalties for offenses, revisions to the rulebook, etc., shall be put to the membership for a majority vote in order to gain approval.
- ♦ That the new rulebook will be distributed to

each member yearly, or when a member joins. (How can people know what to do to avoid penalties without a guide?)

- ♦ That NARCOA members would make themselves known on issues to the officers and Board members, and would attend Board meetings whenever possible.
- ♦ That the Board's agendas would be published in *THE SETOFF* in advance.

I think we'd all be a lot better off with these things in place.

Gene Tucker
Arlington, VA

An Open Letter to NARCOA Members:

The Judicial Committee is the first to admit their policy is not letter perfect, far from it. We are not lawyers, only members of NARCOA the same as you. We have only tried to give you, the members, a vehicle or procedure whereby you will have a way to deal with those among us that use poor judgment or disregard the rights or safety of the rest of us.

None of us want a bunch of rules, we only want to enjoy running our motorcars, but I can remember six years ago when I asked a General Manager of a Short Line Railroad if I could stop by his office and talk with him about maybe holding motorcar meets. His response was, "NO WAY!!!!" That ended our conversation for then.

Since then we have enjoyed four annual three-day meets with his approval and been welcomed back for more. This has all been made possible by our insurance program and our maturing into a national organization.

There are officers of major railroads that are talking with us about motorcar meets and taking our requests to their superiors. As yet their superiors have not given their approval. It wasn't that many years ago these officers would not even talk with us. The future has never looked better than it does today.

The Committee feels this policy is a step in the right direction and with your help it cannot help but be improved.

Jack Whitt, Chairman
Ed Taylor, Vice Chairman
Hank Brown, Dennis Madden, Tom Norman,
Dick Welhelm, members

Letters to the Editor

To the Editor and NARCOA Membership:

Is it just my imagination or has NARCOA been heading downhill ever since we elected a Board of Directors.

There appears to be more bickering, territorialism, secret meets, and just plain B.S. than ever before. Unless you are a part of the "good old boy network," or one of the cliques, you most likely won't get to run. I've heard many complaints on this from other members.

The insurance situation is not improving either. The policy is vague and for most of the season, there was no policy, just 30-day binders. And now the Board wants to require it for all meets. This puts a real bind on the members who may only attend one or two meets per season. If we can ride some railroads without it, then fine. At least then when there is no more insurance (and the day will come) there will be some railroads that may still accept us.

Only accepting those meet coordinators who have set up meets in the past really makes me want to go out and find new railroads to set up meets on. Will this new policy encourage participation? Probably not.

The points system to deal with offenders may be a step in the right direction, but not if it operates on the buddy-buddy system. For examples just look at some of the past accident findings.

The rule book committee (is there still one?) is beginning to border on the ridiculous. Seat belts? Sounds like a dangerous situation to me. And if some of the rest of the rules pass, we'll look like a bunch of MW ambulances going down the rail.

In closing, if you are dissatisfied (or even agree) with the new policies, write to *THE SET-OFF*, your area reps, and be sure to vote in the elections.

Dallas McDowell
Lapeer, MI

To the Editor:

We have been involved with NARCOA for about ten years now, and have valued its role in providing a place to exchange information with

other hobbyists about meets, safety, technical know-how, etc. But we are concerned about the future of NARCOA because of the changes that we have seen taking place since NARCOA's reorganization and the institution of its Board of Directors and Officers.

We feel, as does everyone we've talked to, that the growing list of rules and regulations being applied to us and our activities, many of them without our knowledge and approval, is burdensome and unnecessary.

Here are some suggestions on how we feel NARCOA could get back "on track":

NARCOA must find a better way to involve the membership in the decisions that are being made. NARCOA members will not buy off on regulations implemented without their involvement. In fact, we've already heard a few meet organizers say they will not institute the proposed point system at meets they arrange no matter what NARCOA says. We also believe that many of the issues that are being decided by the Board should instead be decided by a majority vote of the membership.

NARCOA must find a way to inform members of potential changes before the fact, not after, so they have adequate time to think about them and respond.

NARCOA should not try to legislate everything. We don't believe, for example, that more rules make for more safety. Do you think the potential 1-3 points a person might incur for running into the car in front of him would dissuade him? Of course not. Accidents will happen, points or no points. Maybe better operator training would help, not an assessment of points.

NARCOA needs to think things through a little better before suggesting changes. Seat belts are a good example. We're not so sure we would want to be strapped to our motorcar in certain instances. And there are motorcars that will not easily accommodate the installation and use of seat belts.

NARCOA must play by the rules. We are members of Area 4. Our area representative of last year was overwhelmingly voted out this fall yet we find that he has been appointed a Board member at large. Why?

We still believe in NARCOA's mission, but we are certainly starting to question its methods.

Ronnie and Deanna Baird
Arlington, VA



At left, the end of the line on the Great Miami and Scioto, former B&O main line on October 21, 1995.

Photo by Dave Verzi

Below, ex-SCL motorcars of Wray Dudley and Dave Johnson compare notes above the Potomac River on the ex-Pennsy line of the Winchester & Western near Williamsport, MD, July 30, 1995.

Photo by Wray Dudley



Highlights of the September NARCOA Board Meeting

By Ron Zammit

The following highlights were taken from the minutes of the NARCOA Board meeting, held in Chicago on Sept. 8, 9, and 10, 1995.

RATIFICATION of the Board of Directors' election results. The vote was unanimous. New Board members are Ed Taylor, Area 4; Mike Mitzel, Area 6; and Richard Shaw, Area 8. Incumbents were re-elected in Areas 2, Joel Williams; and 10, Tom Norman.

ELECTION of Officers was held: Ron Zammit, President; Stan Conyer, Vice-President; Tom Norman, Treasurer; and Joel Williams, Secretary.

ACCEPTED: The Treasurer's report: Total Income - \$108,503.14, Total Expenses - \$103,369.31, Net Income - \$5,133.83, Total Assets - \$51,385.74, Total Liabilities - \$39,600.00, and Equity - \$11,785.74.

PASSED: The Recording Secretary would maintain a Policy Book for NARCOA Board decisions, with a copy placed with each Director and the Operating Committee Chairperson. The vote was unanimous.

PASSED: That newly elected Directors be seated as the first order of business at the first Board meeting following the election, and that ratification of election results immediately follows as the second order of business. The vote was unanimous.

PASSED: The election of officers will take place immediately after ratification of the Directors' election results. The vote was unanimous.

PASSED: NARCOA insurance coverage will not be provided for "Work Weekends," nor for any physical labor performed while the member is on railroad property. The vote was unanimous.

PASSED: The "spouse" of a named insured is the wife or husband of the named insured. The vote was unanimous.

PASSED: The Insurance Committee can initiate and institute insurance policies which would be presented at the next Board meeting for Board approval. The vote was unanimous.

PASSED: The Safety Committee and the Rules Committee are combined into one committee to be named the Safety and Rules Committee. The vote was unanimous.

PASSED: The Operations Committee: (1) will implement and execute the directives from the Board of Directors with respect to meet operations, and (2) will create for distribution a manual which will outline the policies drafted by the Operations Committee as approved by the Board of Directors, which will assist meet coordinators in organizing safe motorcar meets. The vote was unanimous.

PASSED: Incumbent Directors in Areas whose Directorships are up for election will be automatically nominated for re-election unless the incumbent specifically declines the nomination; and the Elections Committee is charged with the responsibility to make all due effort to secure the names of at least two nominees for each Area ballot. The vote was unanimous.

PASSED: Committee chairpersons will report their committee member makeup at each Board meeting. The vote was unanimous.

PASSED: A Certified Meet Coordinator is a member who organizes motorcar meets and is certified by the Operations Committee or its designee as meeting the following requirements: 1) member must be a NARCOA member in good standing, 2) member must have NARCOA insurance, 3) member must be mentored by an already Certified Meet Coordinator. The vote was unanimous.

PASSED: A sanctioned NARCOA motorcar meet is one in which a Certified Meet Coordinator has received the following items: from the railroad (item 1), from the insurance coordinator (item 2), and from the meet participants (items 3 and 4). Items are (1) Certificate of Permission, (2) Certificate of Insurance, (3) General Release and Indemnity Agreement, and (4) Alcohol and Drug Release. The vote was unanimous.

PASSED: A Judiciary Committee will recommend procedures and policy to be followed where a rules violation, accident, or other circumstance suggest the need for a penalty. The committee will report its recommendations to the Board of Directors which must approve a penalty before it can be instituted. The vote was 7-0-1.

REPORTED: The following committee members: 1) Judiciary Committee - Jack Whitt, Hank Brown, Dennis Madden, Tom Norman, Ed Taylor, and Dick Wilhelm; 2) Safety and Rules

Committee - Stan Conyer, Phil Childress, Tom Johnson, Bruce Frye, Carl Anderson, and Mark Arnold; 3) Personnel Sub-Committee to Safety and Rules Committee - Mike Mitzel, Warren Chiesa, Fred Lonnes, Eric Schwandt, Dick Wilhelm, Bob Layfield, Walt Ozanik, Hugh Cain, and Phil Childress; 4) SETOFF Committee: Gene Tucker, Hank Brown, Ernie Jeschke, Joel Williams; 5) Operations Committee - Hank Brown, Doug Stivers, John Sims, Dick Ray; 6) Nominations Committee - Carl Anderson, plus one person from each Area that is up for election.

PASSED: "Description of Insurance" fact sheet, distributed by Tom Norman, to be sent to all members requesting information on NARCOA insurance. The vote was unanimous.

PASSED: A charge of \$50 per calendar quarter per railroad per Certificate of Permission, beginning on 1/1/96. This is due to the unfunded cost of administering the insurance program (a deficit of more than \$2,000). The vote was unanimous.

PASSED: The "Operator Agreement" form is to be administered through the insurance program. Next year, the Agreement will have to be filled out only once per year then sent with the annual insurance registration and payment that goes to the NARCOA Insurance Administrator. This action will free Meet Coordinators from having to issue and collect the "Agreement" form at meets. The vote was unanimous.

PASSED: Several of the proposed rule book modifications that were published in *THE SET-OFF* were passed, and those modifications are now part of the rule book. Several of the previously published proposed rules, as well as some new proposed rules never previously published, were also passed. The latter group of new rules will be published in *THE SETOFF* for membership comments, after receipt of which the Board will vote for or against final adoption of those rules, pursuant to the NARCOA Bylaws.

DISCUSSED was the concept of territories as applied to chapters. The By-laws' language on Territories allows the Board to admit chapters based on any territorial description that a proposed chapter might request. For example, if a group of persons desired to form a chapter that included identically the same states (or any of the states) as had already been granted to the Mississippi Valley Division chapter, the Board could grant that request if it desired to do so. In other words, "exclusive territories" are not dictated by

the Bylaws, and the Board has complete freedom with regard to establishing what territories are to be included in each chapter when the Board grants chapter status.

PASSED: The First Iowa Division had Missouri added to FID's NARCOA charter. The vote was unanimous.

DISCUSSED was the Operations Manual. A draft Manual was presented by Hank Brown which was produced as per a request of the Board. The Board is to give a final vote by mail, and the Manual is to be out by the end of 1995.

PASSED: 1) A list of recommended First Aid Kit items for Operations Manual, and 2) an instruction that the Manual recommend that the First Aid Kit only be used by qualified persons. The vote was 6-2-0.

PASSED: To add an item to the Manual that would insure that motorcars were inspected before a meet. The vote was 6-2-0.

NOT PASSED: A motion to add an item to the Manual that would make Meet Coordinators responsible for ensuring that all operators are competent to operate their cars. The vote was 3-5-0.

PASSED: To include an item in the Manual saying that emergency communications should be considered by the Meet Coordinators (without identifying any specific communications equipment, e.g., cellular phone, CB radio, ham radio, etc.) The vote was unanimous.

PASSED: To consider for a final mail vote late in 1995 the Judiciary Committee's recommendations: 1) setting up a "point" system like state DMVs do for operator infractions, and 2) setting point cutoffs after which various sanctions would come into play. The system as outlined would have a "point redemption" feature by which operators could have their point totals reduced by attending safety classes, etc., and the system would permit the right of appeal to the Board if an operator believed that the adjudication of any infraction by the Judiciary Committee's standards required higher level review. The details will be published in *THE SETOFF*, and the Board is to vote after member input has been considered. The vote was unanimous.

DISCUSSED was the next Board meeting and the possibility of changing the site from Chicago. Other sites mentioned have been: Indianapolis, eastern Ohio, Iowa, Kansas, and New Orleans. All but the latter may have motorcar excursions connected with the meeting.

Judicial Committee Policy Approved by the Board

Editor's note: The following is a copy of the final draft of the Judiciary Committee's policy. The Board of Directors voted to accept it and requested that it be published in this issue of THE SET-OFF.

JUDICIAL COMMITTEE

The Judicial Committee Chairman is appointed by the President. The Committee is made up of four Directors and two members at large. The Vice Chairman and the four others are appointed by the Chairman and confirmed by the President.

JUDICIAL COMMITTEE POLICY

ACCIDENT

An accident is defined as any event causing personal injury and/or property damage to a third party, host railroad or NARCOA member.

ACCIDENT REPORTS

1. Accident reports originate with the Meet Coordinator. Reports should include names, dates, conditions, witnesses, and other pertinent information.

2. Meet Coordinator will promptly send the completed report to the NARCOA Insurance Administrator, who files the report with the Insurance Carrier as specified by the Insurance Policy.

3. The NARCOA Insurance Administrator will furnish a copy of the report to the Judicial Committee for possible action.

JUDICIAL COMMITTEE RESPONSIBILITY IN REVIEWING ACCIDENT REPORTS

1. The Judicial Committee Chair will telephone the Meet Coordinator for further review.

2. The Judicial Committee Chair will telephone the operators involved in the accident for further review.

3. If the Judicial Committee Chair believes an operator is at fault, the Chair will notify the Operator in writing that an investigation is being made by the Judicial Committee, and will contact witnesses for further information.

4. After information is gathered the whole Judicial Committee will determine if an operator

is believed at fault. If so, points will be assessed based on the severity of the accident, as defined below, and a recommendation will be made to the NARCOA Board of Directors for further action. Any disciplinary action taken will be by the Board of Directors and not the Judicial Committee.

5. The Operator involved will be notified in writing of the action taken by the Judicial Committee.

6. The Operator has the right to appear before the Judicial Committee or appeal the Judicial Committee action to the NARCOA Board of Directors.

MISCONDUCT

Misconduct is defined as any act by a member that violates the integrity of NARCOA.

MISCONDUCT REPORTS

1. Misconduct reports originate with the Director for that area in which the violation took place. Reports should include names, dates, circumstances, witnesses and other pertinent information.

2. That Director promptly sends that information to the Chair of the Judicial Committee.

JUDICIAL COMMITTEE RESPONSIBILITY IN REVIEWING MISCONDUCT REPORTS

1. The Judicial Committee Chair will telephone that Director sending the report for further review.

2. The Judicial Committee Chair will telephone the accused member for further review.

3. If the Judicial Committee Chair believes there is enough evidence for an investigation the member is notified in writing that an investigation is being made and witnesses will be contacted for further information.

4. After information is gathered the whole Judicial Committee will determine if the member is in violation of NARCOA rules or regulations.

5. The Chair of the Judicial Committee will notify the member in writing the findings of the Judicial Committee and if any disciplinary action is taken it will be by the Board of Directors and not the Judicial Committee.

5. The Chair of the Judicial Committee will notify the member in writing the findings of the Judicial Committee and if any disciplinary action is taken it will be by the Board of Directors and not the Judicial Committee.

6. The member has the right to appear before the Judicial Committee or appeal the Judicial Committee's action to the NARCOA Board of Directors.

POINT SYSTEM FOR ACCIDENTS

- 1. Physical damage to vehicle or object: Pts.
 - a. Minor contact, negligible damage 1
 - b. Damage to one or more vehicles, but not disabling the vehicles from operating safely 3
 - c. Disabled vehicle 5
- 2. Personal injury:
 - a. Injury of a minor nature 1
 - b. Injury requiring a doctor, or emergency room treatment 5
 - c. Catastrophic personal injury or hospitalization 10
- 3. Point accumulation is totaled over a 36-month period. Each year the oldest year's points are dropped and points assessed during the current year are added.

PENALTIES FOR ACCIDENTS AND MISCONDUCT BY NARCOA MEMBERS

1. Any fatality resulting from an Operator's negligence and being found guilty: NARCOA privileges (including insurance coverage) will be removed for 36 months from date of incident.

2. Eleven points or more accumulated by an Operator: NARCOA privileges (including insurance coverage) will be removed for 12 months from date of last incident.

3. Three at fault accidents over a 36-month period, regardless of point total: NARCOA privileges (including insurance coverage) will be

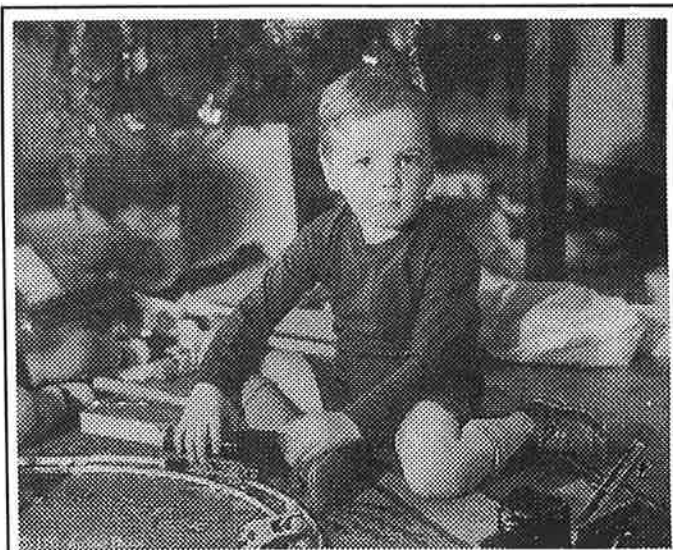
removed for 12 months from date of last incident.

4. Any Operator found guilty of bootlegging (using track without proper permission): NARCOA privileges (including insurance coverage) will be removed for 12 months from date of incident. Second offense will result in NARCOA privileges (including insurance coverage) being removed for 60 months from date of last incident.

5. Any Operator found guilty of malicious damage to property, or theft from another Member or Host Railroad: NARCOA privileges (including insurance coverage) will be removed for 12 months from date of incident. Second offense will result in NARCOA privileges (including insurance coverage) being removed for 60 months from date of incident.

6. Any penalty over 12 months is subject to review by the Board of Directors after 12 months if so petitioned by the member.

7. Definition: Removal of NARCOA Privileges: A member loses the right to attend or participate in any NARCOA function.



*Happy
Holidays*

A Different View of the Hobo RR Meet in June

By Steven LaBonte

The 7th annual Hobo/Winnepessaukee RR Motorcar Meet was held June 3rd and 4th. Life for me this year has been more up and down than usual, so I put off the decision to attend this ride to the last minute. Saturday morning, the weather was questionable. I decided to attend the meet without my motorcar. My decision to attend was mainly based upon my position with the regional motorcar club as I try to attend all motorcar events held in New England. Before I hopped in my truck, I loaded on some items aside from the standard camera and lunch pail. The list included my spare buzzer coil, tool box, spark plugs, gas can, two-stroke oil, tow bar, lining bar, shovel, traffic safety vest, orange hard hat, red flags and flares. If I wasn't going to ride, the least I could do was to help the meet staff.

Meet organizer Paul Yorkis also did not ride this year because of his son's graduation Saturday afternoon. A short safety meeting was held. Mr. Yorkis gave a brief but informative lesson on crossing flagging. Paul explained that he would be traveling by road to flag for the group's trip south to Weirs Beach. From there, Paul would head for home. Lastly, Paul introduced a video photographer that would be taping this event from a motorcar for an upcoming video tape.

With the conclusion of the safety meeting the crowd made ready for departure. I headed for the first grade crossing to lend a hand flagging. This first crossing is a long diagonal one that required a minimum of two people to guard it.

Stuart Wing was also traveling by auto and had gone ahead to the next crossing to flag. Paul and I leapfrogged to the two crossings. Continuing south from these crossings the tracks are in sight from the road for the next several miles and for much of this they are within 100 feet. With 50 m.p.h. speed limits on the adjacent road I reviewed the convoy more than once. The sight was not the only treat as due to the close proximity I was able to enjoy the sounds, especially those of the putt-putts. As I passed, I exchanged waves with many.

While I traveled between crossings, I monitored the group's progress with my scanner. With the help we had given flagging crossings, the convoy was running ahead of schedule. With this in mind, the order was given to hold at

Livermore Falls, located about 2.5 miles north of Plymouth. Here the Pemigewasset River passes through a deep and narrow gorge. A paper mill was at one time located here that used the river to power the mill. A portion of the mill dam now serves as a walkway that offers a view to the entire area.

I later learned that this unscheduled stop would have happened even if it hadn't been ordered as there is an old grade crossing here. The night before the meet it had rained and the runoff from rain had carried enough dirt down the hill to bury 100 feet of one rail by three inches. I had gone ahead to Plymouth and found another old road crossing in a similar condition. So far, the extra equipment I'd brought along was earning its pay. As I finished cleaning the flangeways, the rails started to vibrate with the noise of speeder wheels moving over them announcing the group's arrival. I stood at the crossing to greet each car as it passed.

The cars continued another 1,000 feet and stopped at Jaques, a gas station that is trackside.

The rail line from Lincoln to Plymouth is formerly the Pemigewasset Branch of the Boston and Maine RR. From Plymouth the main line used to continue northwest to Woodsville, this trackage was abandoned and removed in the mid 1950s. The main was signaled with dual arm semaphores. These signals were retired many years ago; however, one has been restored and although it is not currently active, it stands proudly guarding the southbound approach to the Plymouth station. The station has been given a new lease on life. With its recent restoration, it now houses the local elderly services agency in one half, and in the other half, the former waiting room is now a banquet hall.

A brief stop was made at the Ashland station in order to tighten up the group. Just before the station is a high trestle that is a great photo stop.

On the way to Meredith I decided to leave my truck in the Winnepesaukee RR parking lot. The usual stop for lunch is down the line at Weirs Beach, a big tourist area with a parking problem, so rather than try to find a parking space and walk to the turnaround location, I caught a ride with Wayne Goldthwaithe. The crossing we use for turning the cars has a rubber surface that helps make this task an easy one.

John Pratt came walking down the line to pass the word that we would be departing in ten minutes. Operators and passengers made preparations to get underway northbound.

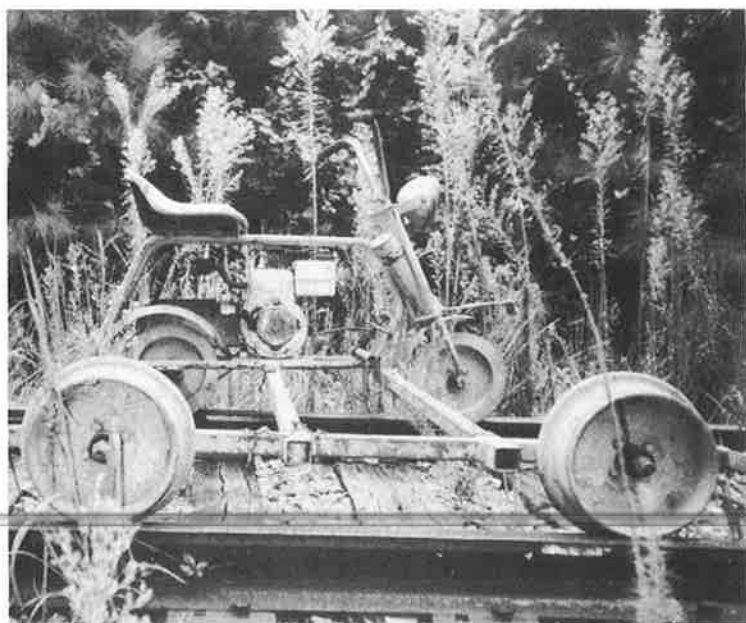
We arrived back at Meredith where I alighted from my rail ride to take my seat behind a steering wheel. The trip northbound was fairly uneventful. I do see one major advantage to what I was doing this day. At each crossing that I flagged there was at least one person asking what was happening. Now I had the time to explain a little about the motorcar hobby and this event. For those folks that were really interested, I jotted down my address for a future contact.

When I reached the section of road that paralleled the track, I picked up my camera, hoping for some good pacing photos. At the long crossing to the Hobo RR grounds in Lincoln, I was joined by George Kenton who removed his hi-railer from the rails in preparation to flag this busy crossing. With everyone clear of the crossing, I made the short drive to the Hobo RR parking lot where I glanced at my watch to see that the time was 6:01, one minute past the tentative arrival time. I could live with that!



***Neal Mann northbound on the Hobo RR
June 3, 1995.***

Photo by Steve LaBonte



These pictures show an Otte scooter that was used by the Rock Island RR in the Galesburg, IL, yard. It is still operational.

Photos submitted by Al and Dorothy Beaujean

Fall Foliage Trip on the Georgia Northeastern RR

By Hugh Cain

Friday, October 20th, had been a beautiful day in North Georgia. Bobby Moreman had notified us to be in Ball Ground, Georgia, by 5:30 p.m. for a promised ride to a Bar-B-Q dinner and night ride on the Georgia Northeastern Railroad.

I arrived and found several other early arrivals preparing for the arrival of the southbound Georgia Northeastern train. By 5:30, an even larger group of motorcar enthusiasts had gathered. Some were attending to the cars, others were still performing various administrative duties.

Our 5:00 p.m. departure was delayed by a Georgia Northeastern Railroad southbound freight, which was expected about 6:00 p.m. By this time we were all inspected, insurance verified and very hungry. The train would pick up the cars off the siding and continue on south. Shortly, air chimes signalled the arrival of the train. The siding was cleared of freight cars and we were instructed to begin "setting on."

Our safety meeting was introduced by Dick Hillman, Director of Marketing and Safety for the Georgia Northeastern Railroad. Dick gave us a good welcome aboard and stressed safety at the numerous road crossings. Jack Whitt followed with additional safety information. Bobby then announced the winner of this year's award, Most Mechanically Improved Motorcar. The prize was a very limited edition Georgia Northeastern Railroad wristwatch which was won by Bill Holdren.

Last year's contest, distance travelled to the meet, was a tie. This year a different theme was chosen. Bill's car has been mechanically restored over several years. He has added all the "bells and whistles," literally and factually. In fact, the MT19 is one of a very few that has an electronic diesel horn/steam whistle and bell system. How many other motorcars can sound either a single-, three- or five-chime steam whistle, plus bell? Well, Bill's can and does. Way to go, Bill.

At the safety meeting, Bobby expressed his deep appreciation to Bill Stringfellow, Rip Harper, and Gene Lail for their assistance in inspecting the cars and their usual thoroughness. Susie Whitt and Brenda Moreman were also acknowledged for their help with registration and handouts.

Bobby had prepared for each pre-registered motorcar a package consisting of information on the Georgia Northeastern Railroad, maps, a list of pre-registered attendees, a tentative schedule for the next two days, and a plastic coated timetable for the Georgia Northeastern Railroad. This was much appreciated by all.

We gathered around our cars and started off for the Bar-B-Q dinner Bobby had promised. I don't really think the Two Brothers Bar-B-Q had a good idea of how many of us there would be for the dinner. Even though we had quite a long line outside the establishment, the staff persevered and got us through in good time. The Bar-B-Q was tasty and the portions were more than adequate. Where else except in rural Georgia would you find a saw dust floor in such a restaurant. Besides, the walls were covered with relics of the past. This place is an antique lover's paradise.

What better way to top a good Bar-B-Q dinner than a moonlight/starlight motorcar ride? That was what we had planned and what we did. Once back on our cars, it was off to Talking Rock, GA, our turnaround point for the night. The October air was a little on the cool side as we motored along, but the view was nothing short of fantastic.

Back to Jasper, GA, where we gathered up in a bunch before crossing the "main crossing." Bobby, was the policeman able to recover from the sight of our motorcars? That is another story for later on. Anyway, we crossed the street safely and headed back to Ball Ground and our motel rooms. I don't remember hearing anyone complain about the 11:30 p.m. arrival at the motel.

Saturday morning dawned clear and cool. Dick and Jack held safety briefings and Bobby awarded to James Poe the safety award for the day, which was a Georgia Northeastern Railroad limited edition tee-shirt.

By 8:00 a.m. we were on our way to Woodstock, GA, our turnaround point going South. While we were passing through the fields and farms, Dick Hillman was getting in position to flag each major intersection we would encounter. Sure enough, at the first crossing there was Dick, several railroad flares lit and placed and the street traffic halted.

It is not very often we have dignitaries perform flagging duties for us. However, this



Southbound lineup at Ball Ground, GA, on the Georgia Northeastern Railroad on October 21, 1995.

Photo by Hugh Cain

morning Wilds Pierce, President of the Georgia Northeastern, would be at several of the crossings, Dick on one side and Wilds on the other. Traffic stopped and we were able to continue on through and make reasonably good time southbound.

Once we crossed over the Little River, we selected the first two paved crossings for our turning points. Then, it was back to Holly Springs for a rest stop.

When we started to depart Holly Springs, we were fortunate to get the local police and VFD to flag the crossing this time, saving us more time on our northbound trip.

A short rest stop at the railroad's depot in Tate and then on up the line to the Georgia Marble facilities. We stopped by the entrance of the large underground quarry to let some make photos of the entrance. A constant 53 degree breeze was felt from the cavern. The entrance was enormous. Gigantic would a better word. Made the MT19 look mighty small, huh Bill?

Lunch had been set for Talking Rock. The City was holding its first ever 'Founders Day' and the VFD was holding a fund raiser and we would be the participants. Good Bar-B-Q again with the beautiful North Georgia mountains in their finest

fall colors as the dining room. This must be heaven!

Our scheduled turnaround point had been Ellijay, GA. However, a newly fallen tree blocked our path and we turned short of Ellijay and retraced our path to Ball Ground. Bobby's was the last car to arrive, about 6:30 p.m. We had enjoyed another fantastic ride over a very hospitable shortline railroad. Our sincerest thanks go to Wilds Pierce, President of the Georgia Northeastern Railroad, and Keith Douglas, Vice President and General Manager of the Georgia Northeastern Railroad, for allowing us to enjoy this ride, to Dick Hillman for the excellent job of providing crossing flagging and safety for us, and to Bobby for arranging all the details. Thanks, gentlemen, for your untiring efforts without which our day wouldn't have been this enjoyable.

Perhaps the most important event of the two days is what did not happen. There were no safety problems, no damages, and no one injured. Bobby was especially pleased at the cooperation of the motorcar operators and the strict attention to safety that all of the operators exercised. It is our hope that with a safety record like this, the Georgia Northeastern Railroad will let us come back next year.

Lessons To Be Learned

(Continued from page 5)

could conceivably have derailed the locomotive and train, with serious consequences.

Whatever the actual causes of these accidents, they suggest a number of salient issues. For the moment, I leave aside the broader discussion of what level of risk the public is willing to accept in recreational activities, questions of individual responsibility for our actions, and the larger forces of law and economics buffeting railway preservation. Instead, I wish to frame a discrete number of questions and suggest tentative conclusions.

ISSUES AND LESSONS

What happened? Why did the incidents occur?

When I teach classes in operating practices and railroad safety, or perform inspections and assessments for museums and railroads, I must confront the seemingly limitless human capacity for error. I try to point out that a large body of railroad practice has evolved over the last century to protect us from our own failings. Even trained and otherwise responsible people occasionally get into trouble. They make mistakes, use poor judgment, get confused or tired, become distracted, and do just plain dumb things. Unfortunately, I have a vast store of railroad examples—some of my own making—to illustrate them.

To be blunt, most of these accidents seem to have been the result of loose railroading. They originated in a set of initial conditions (two crews at work on one piece of railroad, a locomotive with mechanical deficiencies) which increased the risk in the event of unplanned incidents." An apparent lack of training, oversight, or attention meant that when such incidents occurred, there was little margin of safety. No prudent crew relies on just the water glass; they check the gauge cocks, too. If they do not know for certain that both are working properly, they should not even take the locomotive out, much less rely on boiler feed devices of uncertain effectiveness. Likewise, the very fact that a loaded tie car is sitting at the top of the grade—and that a work crew might be planning to be in the vicinity that day—should have suggested that an opposing movement be protected with a derail or some other positive safety device. A handbrake or a pile of dirt is no such thing.

The first lesson is an old one on the railroad: expect the unexpected, and always try to have a contingency plan. Everyone, from management to crews, needs to think in terms of "what if?" and "plan B." It is necessary to get into the habit of working through a series of questions: If the unexpected occurs, what is the backup protection? What kind of redundancies are needed to minimize risk? Are the people performing the work adequately trained, supervised,

and equipped—and what could go wrong if they make mistakes? In this age of multiple communications links, is there a way to contact trains and individuals in case of emergency? Thinking in that manner can be taught, and should be made part of every historic operating railroad program.

Actively considering such questions is a norm of railway preservation, for experienced railroaders were accustomed to thinking in just those terms. They always tried to know where they were, what else was going on around them, and what they could do when things went awry. Railroading, even historic railroading, is a process in which contingency planning is tremendously important. Every potential for accident cannot be identified or planned for, but prudent railroaders at least try to keep the odds in their favor.

Overall, is the level of safety in historic railroad operations adequate? Were the events of 1995 an aberration, or do they indicate the need for reforms of some sort?

Yes, yes, and yes. Railway preservation has an excellent safety record, testimony to all of the things we do correctly in historic railroad operations. That is why the incidents of the past year seem so serious, and why they could have such repercussions. 1995 was a bad year for us in the same way that 1994 was a terrible year for commercial airlines and Amtrak. Yet the very fact that the incidents occurred indicates the need for some action. The basic structure of railroad safety and regulation for preserved railroading is sound; there are rules and procedures for almost every contingency. The task is to learn and apply them. The issues seem to be coordination, education, and compliance.

That is perhaps the second lesson available. Despite the wealth of precedent and the availability of safety training, there are still instances of poor safety awareness and unprofessional railroading. Partly that results from the mix of paid and unpaid staff at most historic railroad operating sites, and differences in training and certification methods. As a way to begin rectifying that situation, I suggest that we minimize the distinction between the people who receive some form of compensation for their time, and those who perform service as volunteers. The tendency is to expect more from paid staff and less from volunteer staff, when in fact everyone connected with historic railroad operations bears a considerable amount of responsibility.

Each person involved with operations should demonstrate commitment to basic railroad safety concepts, have a minimum level of training, and agree to abide by a common set of rules and procedures. That means that on a given property, everyone—paid staff, volunteers, retired railroaders, apprentices, even contractors—sings from the same hymnal and behaves like the professionals they are presumed to be. The

most successful historic railroad operations work to one set of rules. They value consistency, mutual respect, team work, and they both display and respect leadership. Everyone working on a railroad is interdependent, and responsible for the safety of the "other guy."

The term "professional" should refer to someone who has become proficient in their craft and demonstrated an acceptable level of reliability and responsibility, regardless of whether they get paid for their work. At stake is our credibility and freedom to recreate the past—especially with obsolete technology.

How Can We Retain Control of Our Field?

The string of incidents raised the possibility of closer supervision by regulatory agencies with jurisdiction over historic railroad operations. Related issues include insurance cost and availability, relations with local governments, and the degree of freedom we enjoy in our attempts to preserve and operate historic railroads. In a perfect world, everyone (government, funding sources, the public) would recognize the long term public benefit of preserving this slice of American history. In reality, our ability to run trains depends on regulatory and insurance decisions often made in response to acute events or sketchy data. Sometimes, the exercise of authority over historic railroading is based on the perception of a risk or problem, rather than reality. The various railroad excursion insurance crises of the past decade are examples.

On the other hand, the current political climate favors the argument that the railroad preservation industry—if we can represent ourselves as such—is capable of policing itself. The core issues are awareness of what we have to offer society in general, familiarity with the key concerns of regulators and underwriters, developing coherent, reasonable standards that we are capable of meeting, and maintaining a reliable data base of information to support our assertions. To remain successful, the field of historic railroading needs to think clearly about (1) issues of public safety, (2) compliance with existing regulations, and (3) responsibilities to a variety of constituencies. The operators of historic equipment must reach a consensus as to reasonable standards, and then put in place a mechanism for monitoring compliance with those standards. The recent work by an ad hoc committee of locomotive operators to draft a modern, more flexible boiler code is an exemplary case.

The hundreds of individual clubs, museums, and preservation projects throughout the country must transcend their parochialism. They need to realize that the risks posed by public exposure to operating equipment give all of them enough in common to respond in a concerted fashion—in other words, to conceive of themselves as an "industry, and to behave accordingly. The public, the law, regulators, and

underwriters respect an industry that is aware of its responsibilities and prepared to meet them. Conversely, when accidents occur, those same entities will deal more harshly with a disorganized group of well-intentioned preservationists and entrepreneurs both fearful of, and hostile to, the prevailing system of regulation.

WHAT TO DO?

How can operating railway preservation profit from the lessons of 1995? There are few mechanisms for proposing initiatives, gathering data, or enforcing standards. We have no means to fund even basic activities such as legal opinions, summaries of regulations, model documents, or surveys. Without a collective identity and a common point of contact, it remains difficult (if not impossible) either to address existing challenges or shape the future operating environment.

The first step is thus to agree to some level of cooperation and joint action, with the understanding that to be successful it will require wide participation and a reasonable level of support. That is perhaps the most difficult task, for it involves overcoming deeply entrenched attitudes within the field. The idea is not to usurp anyone's "rights," gain power for some ill defined umbrella organization, or create another layer of bureaucracy. Especially in the current climate of hostility toward government (and anything which looks like government), an operating railway preservation industry group may be a tough sell.

Yet the only reason I suggest such a group is to accomplish specific tasks. The reason for its existence would be to help avoid and defend against the kinds of incidents we experienced this year. The Tourist Railway Association, Inc. and the Association of Railway Museums, despite their good work and best intentions, may be unable to transcend the limitations of their core constituencies, and in any case may not be the right organizations to do the work.

The work itself is the second step in a measured response. There are many possibilities, depending on the needs identified and the resources available. One project might be the creation of a clearinghouse for accident/incident reports and data on the field of historic railroading so that operators, regulators, and underwriters can make decisions based on fact. Another project might use case studies of accidents as part of a course in railroad safety for operators of historic or recreational railroad equipment.

Some system of peer review and certification could be established to help individual properties get control of their operations. The program would not be punitive and would carry no stigma. In fact, it may be that participation in a coherent operating safety training and review program is regarded as a positive

(Continued on next page)

Lessons To Be Learned

(Continued from previous page)

attribute. If structured properly, peer review and certification can help moderate insurance rates and provide a sound basis for a working relationship with state and federal railroad agencies.

There are abundant precedents for all of the possible programs, ranging from the railroad industry's "Standard Code of Operating Rules" to the American Association of Museum's "Museum Assessment Program." Existing FRA requirements (such as for track inspection) could be translated from bureaucratic jargon into plain English, and organized into a series of standard courses aimed at the folks doing trackwork on historic railroads throughout the country. Many regulations applicable to operating railway preservation are uniform throughout the land; why not create a series of videos which present a clear explanation of what the regulations say and how to fulfill them?

It all comes down to credibility. If a majority in the field of historic railroading can agree on the need for joint action, training, and minimum standards, then it will be possible to help everyone involved attain those standards. If the field is serious about growth and change, there will be a fairly predictable course to follow. The leaders of various organizations

should agree that action is necessary and begin a process of formal meetings. An ad-hoc group might result, with the usual round of proposals and revisions.

Even without the kind of formal, collective entity I propose, life will go on in historic railroading. What will be important however, is the process of asking. Do we need something like it? Would it help protect what we have worked so hard to create? Can it help us avoid the kinds of incidents we suffered in 1995? Sooner or later, such a collective organization could be necessary just to survive in an increasingly competitive and turbulent economy.

Even a cursory survey of the field of historic railroading reveals a series of strengths and weaknesses which we can act upon. Other industries, both in the broader realm of preservation and in the world of commerce and manufacturing, have made collective efforts and successfully met the kinds of challenges revealed by the past year's incidents. Taking the first steps toward common standards, peer review, and control of our own industry may not be optional—they may be a necessity.

John P. Hankey, a contributing editor of L&RP, was a working railroader for over a decade. Formerly chief curator of the B&O Railroad Museum, he has been involved in railway preservation for over 25 years.

NARCOA Release Forms Have Been Revised

By Mark Springer

On the following four pages are revised copies of the NARCOA Release Agreement and Alcohol/Drug forms. These forms have undergone legal review and you may notice that there have been several changes. These changes are designed to help protect us as meet operators, organizers and our host railroads. We also attempted to make them easier to complete.

There are a total of three forms. The first, titled "NARCOA Agreement," is to be filled out by each operator the first time they ride with each local group and is intended to be part of the permanent records of that group. After January 1, 1996, this form will also be required to get insurance and will be kept on file by NARCOA. Passengers are not required to fill out this form. Please note that not only must the operator sign at the end, but each section, items 1 through 11, should be initialed. Section 7 also asks that your operators disclose any medical or other conditions which could prevent them from operating their motorcar safely.

All riders and operators should complete the next two forms with each ride. They are the "NARCOA General Release" and "NARCOA Policy on Alcohol/Drug Use." The General Release should have the railroad name, location of the ride (i.e., endpoints of the ride) and the date(s) over which the ride will take place added in the space provided. Please note that each operator and passenger must sign. Children may ride but a parent must sign the release for it to have any validity. Grandparents, friends, or other relatives cannot sign a valid release for a minor.

As with any legal form, these will undergo periodic reevaluation as problems arise. To receive the latest copies of these forms, send a self-addressed, stamped envelope to: Mark Springer, 143 N. Arcadia, Wichita, KS 67212. Suggestions and concerns about the current forms are appreciated and will be reviewed. Send these comments to the above address or you may E-Mail me at springer@tyrell.net.

NARCOA Agreement

In consideration of North American Railcar Operators of America ("NARCOA") its officers, agents, servants, employees, and lessors, and the railroads from which NARCOA contracts for the use of track for excursions, their officers, agents, servants, employees, and lessors, hereinafter collectively and individually referred to as "NARCOA/RR" allowing (please print your name) _____ to utilize the facilities and participate in the motorcar excursions and related activities of NARCOA/RR it is agreed that:

1. **ASSUMPTION OF RISK.** I know and understand the scope, nature, and extent of the risks involved in motorcar operation on track, related motorcar activities such as set on and off, and in general the dangers of the railroad environment. I have studied the NARCOA Rule Book and understand the content and logic for each of the rules. I freely and voluntarily choose to incur such risks understanding that those risks may include injury or death. () **Initial**

2. **EXEMPTION FROM LIABILITY.** I exempt and release NARCOA/RR from any and all liability, claims, demands or actions or causes of action whatsoever arising out of any damage, loss or injury to me or my property while upon the NARCOA/RR premises, equipment, track or while participating in any of the activities contemplated by this Agreement, whether such loss, damage, or injury results from the negligence, either active or passive, of NARCOA/RR or from some other cause. I agree that NARCOA/RR has no responsibility for my acts or safety during motorcar excursions, and that NARCOA/RR has no responsibility for the acts or safety of other operators and guests during motorcar excursions. By entering into this Agreement, I understand that I am giving up legal rights which I may otherwise have. () **Initial**

3. **COVENANT NOT TO SUE.** I agree never to institute any suit or action at law or otherwise and hereby instruct my heirs, executors and administrators never to institute any suit or action at law or otherwise against NARCOA/RR nor to initiate any nor assist the prosecution of any claim for damages or cause of action which I, my heirs, executors or administrators may have by reason of injury or death to my person or property arising from the activities contemplated by the Agreement. () **Initial**

4. **INDEMNITY AGAINST THIRD PARTY CLAIMS.** I will indemnify, save and hold harmless NARCOA/RR from any and all losses, claims, actions, or proceedings of every kind and character, including attorney's fees and expenses, which may be presented or initiated by any other persons or organizations and which arise directly or indirectly from the activities contemplated by this Agreement. () **Initial**

5. **CONTINUATION OF OBLIGATIONS.** I agree and acknowledge that the terms and conditions of the foregoing EXEMPTION FROM LIABILITY, COVENANT NOT TO SUE, AND INDEMNITY AGAINST THIRD PARTY CLAIMS shall continue in full force and effect now and in the future at all times and shall be binding upon my heirs, executors and administrators of my estate. () **Initial**

6. **VALIDITY OF WAIVER.** I understand that if I institute any suit or action at law for any claim from damages or cause of action because of injury or death to my person or property due to the activities contemplated by this Agreement, this waiver can and will be used in court and that waivers of this type have been upheld in courts in similar circumstances. () **Initial**

7. **REPRESENTATIONS AND WARRANTIES.** I represent and warrant that I am on no medication or drugs, or have no physical infirmities, chronic ailment, or injury that individually or together would impair in any way my ability or judgment in the safe operation of a railroad motorcar.

(List infirmities. If none, state "none".) () **Initial**

8. **INDEMNITY AGREEMENT.** I hereby unconditionally agree to indemnify NARCOA/RR against any and all liability, loss, costs, damages, fee of attorneys, loss of funds advanced and other expenses which the undersigned may sustain or incur of or in consequence of the undersigned and/or his family and friends from the uses of the above mentioned NARCOA/RR property including, but not limited to sums paid of liabilities incurred to third parties and in settlement of and expenses paid or incurred in connection with claims, suits or judgments resulting from the undersigned's use of NARCOA/RR property as aforesaid. This agreement shall inure to the benefit of NARCOA/RR, their officers, directors, and members, and successors and assigns of the undersigned. () **Initial**

9. **VENUE.** Any disputes arising from the activities contemplated by this Agreement will be interpreted under the laws of the State of Delaware and will be submitted to arbitration in accordance with the rules and procedures of the American Arbitration Association, with exclusive venue for such proceedings in the State of Delaware. () **Initial**

10. **AGREEMENT NOT TO BOOTLEG.** I hereby agree, as an operator and NARCOA member of good standing that I will not operate on a railroad without proper track authority and permission. I understand that to do so will mean the loss of my NARCOA operating privileges for at least one year. () **Initial**

11. **ENTIRE AGREEMENT.** This agreement sets forth the entire agreement between the parties and can be altered or amended only by subsequent written instrument duly executed by each of the parties hereto. () **Initial**

BY: _____
NARCOA Officer or Board Member Operator's Signature

Date: _____

NARCOA General Release

In consideration of the _____ ("Railroad") granting the undersigned the permission to enter upon its property in the vicinity of _____ on the date(s) of _____, for the purpose of a motorcar excursion, the undersigned, knowing the risk and danger assumed by him, and attendant upon his exercise of that permission and that Railroad is under no duty or obligation to give him such permission, hereby assumes all risk of injury to his person (including death) or loss of or damages to his property occurring or arising or resulting from being upon or about the said Railroad's right-of-way, premises, structures, motive power or rolling stock, or from the acts or omissions, negligent or otherwise, of the officers, agents, servants, licensees or invitees of the Railroad or otherwise; and the undersigned for himself, his executor or administrator or assigns and his heirs at law and next of kin, hereby releases and forever discharges the Railroad, its successors and assigns, North American Railcar Operators Association ("NARCOA"), and its officers and members, for injury to his person (including death) and loss and damage to his property occurring or arising while or resulting from being upon or about said right-of-way, premises, structures, motive power or rolling stock of the Railroad, whether due whole or in part to the condition or operation, negligent or otherwise, of said right-of-way, premises, structures, motive power or rolling stock, in whole or in part, to the acts or omissions, negligent or otherwise, of the officers, agents, servants, licensees or invitees of the Railroad. The term "his" as used herein refers to both male and female signers on this General Release.

INDEMNITY AGREEMENT. I hereby unconditionally agree to indemnify Railroad and NARCOA, their officers, directors, and members against any and all liability, loss, costs, damages, fees of attorneys, loss of funds advanced and other expenses which the undersigned may sustain or incur of or in consequence of the undersigned and/or his family and friends from the uses of the above mentioned Railroad's property including, but not limited to sums paid of liabilities incurred to third parties and in settlement of and expenses paid or incurred in connection with claims, suits or judgments, resulting from the undersigned's use of Railroad property as aforesaid. This agreement shall inure to the benefit of Railroad and NARCOA, their officers, directors, and members, and successors and assigns.

I am 18 years of age or older and have read this general release and indemnity agreement carefully. I understand that I am assuming for myself and for all my minor children accompanying me all risks of every kind as herein above set forth in this general release and indemnity agreement. () Initial

Date: _____
Signature

Date: _____ Child Name Printed: _____ Age: _____

Parent or legal guardian must sign for minor children.

Date: _____ Name: _____

NARCOA Policy on Alcohol/Drug Use

The Board of Directors of NARCOA has decided as a matter of policy to prohibit the use of alcohol and drugs by participants at NARCOA events. Participants agree to abide by the following guidelines:

1. No alcohol/drugs, in open or unopened containers of any type, are permitted aboard any motorcar or other railroad vehicle, nor are they permitted to be brought onto the property of the host railroad, during a NARCOA event.
2. No participant shall operate a motorcar or other railroad vehicle at a NARCOA event while under the influence of alcohol/drugs.
3. NARCOA officers, event officials and officials of the host railroad retain the right to inspect motorcars and the personal effects of event participants for alcohol/drugs.
4. Event participants who are found to be in possession of alcohol or drugs, or under the influence of alcohol or drugs, during a NARCOA event will be requested to leave the event for its duration and remove themselves from the host railroad's property. Persons requested to leave under these circumstances will not be entitled to a refund of registration fees.
5. The event participant, fully knowing that alcohol/drug usage is grounds for immediate removal from railroad property assumes all risks and responsibility for themselves and their passengers after being removed from the railroad property. Under no circumstances is NARCOA, its officers, agents, servants, employees, and lessors, and the railroads from which NARCOA contracts for the use of track for excursions, their officers, agents, servants, employees and lessors responsible after the operator and his passengers are removed from the meet and railroad property.

While not wishing to be overly restrictive with the above guidelines, the directors of NARCOA are dedicated to safe motorcar operation. Alcohol and drugs and railroads do not mix, and alcohol and drugs will not be permitted at NARCOA events.

Having read the above, I agree to abide by the guidelines outlined by the policy. I understand that failure to abide by the guidelines will result in my suspension from the event and possibly NARCOA.

Date

Signature

Printed Name

Why Won't It Run? Part VIII: Batteries

By Dick Ray

If your car dies while it's running, it's probably not the battery. However, if it won't start, it could be. Yes, I know, you found the battery low on Thursday and charged it before leaving on Friday afternoon. Come Saturday morning it won't start. It could be the battery.

Modern lead-acid batteries tend to perform properly until one day—nothing. If you have an electric starter it is obvious when the starter motor cranks the engine slowly, if at all. However, it is harder to analyze the trouble on a hand-cranked car if the battery is low. I have found that the vibrator ignition works just as well at 5 volts (or 10 volts on a 12-volt car) as it does at normal voltage. If that low voltage comes from a discharged battery, though, there is insufficient current available for the ignition and the car won't start.

You may see a spark if you take the plug out, but as we have said before, this is an indication that the ignition switch is on and is not a sign that the ignition is healthy. Usually the symptom of a low battery is that the vibrator won't buzz, and then the searching moves to the ignition switch, the timer, and the wiring instead of the real cause.

An electric start car has to have a recharging system so if your car won't crank, it can be pushed to start. After that the alternator or generator will provide enough current to run the ignition so you can finish the trip.

Older motorcars ran from dry cells. I don't recommend these because of their limited capacity to supply enough current. Notice that the battery tester listed in old Fairmont manuals is nothing more than an ammeter. Modern alkaline cells are much better but are very expensive. For owners interested in historical accuracy with reliable running, the six-volt rechargeable batteries sold for kids' motorized ride-on vehicles will fit in the ignition box. They are available at large toy stores as replacement batteries for those vehicles that actually outlast the original set. Or

buy a working vehicle at a garage sale. That way you get the charger also.

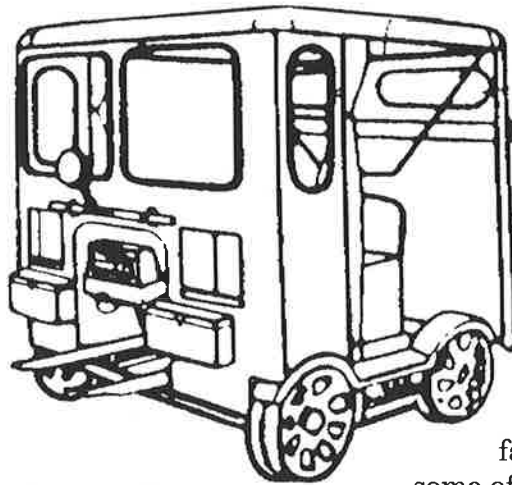
Motorcycle batteries are small, but not cheap. They are not built very well and can leak acid inside your battery box. Garden tractor 12-volt batteries are available for \$30 or less but they are also built cheaply and do not have a lot of capacity for cranking your flooded Onan engine endlessly. You get what you pay for. About 99% of motorcars have automobile batteries which are overkill and heavy, but plentiful. Note that a large car battery has no advantage except to add traction. A small one works as well.

The white corrosion at the terminals is evidence that the seal is leaking around the post where it goes through the case and acid is leaking out. Those seals are designed to last no longer than the rest of the battery. Adding grease all over the battery cable and post only keeps the leaking acid from corroding those surfaces. Putting some around the base of the post may help prevent acid leakage.

Wet lead-acid batteries slowly grow out of their cases because the lead inside slowly swells. This only happens during charging and discharging so the time your car sits unused doesn't count. If the battery sits discharged, though, the lead becomes unable to contribute to the chemical reaction that produces current and it is permanently damaged.

Allowing the electrolyte to fall below the plates also allows some of the plate surface to dry out and become useless.

The last common cause of battery failure is the shaking that occurs. Notice that the battery mountings for lead-acid batteries in older cars had springs to absorb some of the shock. Car batteries never experience any shock or vibration so they have no designed-in resistance to it. The vibration shakes pieces of the lead off the supporting structure inside and they pile up in the bottom. If the pile gets deep enough, it can short out the cell.



Frostburg Bound Motorcars Hampered by Frosty Weather on the Western Maryland Scenic RR

(Continued from first page)

coupled together hoping the first car would break the ice, while the second would provide traction. This didn't work for long. Eventually there were six cars linked including an MT19-AA, MT19, and an M19, followed by three MT14s. These cars spun their wheels proceeding at a crawl despite human assistance and Barry Wunze's quart-size applications of traction sand. Eventually, Larry Maynard, with his family and two cars, caught up with us, followed by Mike Stevens who was running the trip in his open SAL M19. The decision was made to back down the grade to Helmstetter's curve where we would set off to clear for the excursion train.

After all were clear, a call was placed to the railroad to notify them of our clearance, and a request was placed to Ed Kemmet, president of the railroad, asking permission to again try the ascent following the train. Soon approval came, along with great anticipation of another challenge

ahead. Meanwhile, the train, with three coaches, made a dramatic passing at the curve with steam abound in the crisp air. Motorcars were set back on after the passing of the train, and soon headed on their way.

This was now our third passing on the curve, and the Helmstetter hound, a strange old dog that is always guarding the private crossing at the end of the curve, had his fill of activity for the day. Normally relaxed, he was now giving us some strange greeting and dance that didn't seem too welcoming. We proceeded past.

It was soon apparent that the train had no trouble negotiating the ascent. The rails were clear but wet. The snow had stopped falling and the sun was out, glistening on the snowy branches as we approached Switch #9, where the WM main switched onto the old Cumberland and Pennsylvania for the 2.8% ascent into Frostburg. Here we proceeded into the siding to take a leisurely lunch with the crowd from the train.

Also visiting the WM Scenic were railfans from England touring the region. They were quite impressed with our "sporty" activity. After dining, we turned the cars per tradition on the WM—on the turntable.

The descent back to Ridgley went swiftly. With the barren trees, the dramatic rise of the line was readily apparent as one could view the line from across the valleys. Arriving into the Narrows, the group passed a slow moving CSX train on the old B&O. From here we entered Cumberland, pausing at the WM depot before arriving back at Ridgley Yard, clearing the track quickly so as not to delay the freshly watered locomotive and cars from being tied down for the evening.

As always, appreciation goes to those who make these excursions possible, especially Mike Stephens, meet coordinator, and to Ed Kemmet, president of the WM Scenic, who continues to be a great supporter of our hobby.



Motorcars of Dave Verzi and Gerry Belter exit the "downgrade" end of Brush Tunnel on the Western Maryland on November 12, 1995.

Want Ads

Editor's note: THE SETOFF is happy to print all ads received from members. If you want your ad to run for more than one issue, please indicate how many issues. Send ads directly to: Gene Tucker, SETOFF Editor, 1004 N. Kentucky St., Arlington, VA 22205-2310. Thank you.

FOR SALE OR TRADE: One set of three-chime Leslie air horns, good condition, \$450 or trade for a multi-channel programmable radio in good condition. Contact Hugh Cain, 510 Austin Street, Norfolk, VA 23503; phone (804) 588-6579.

WANTED: Hand crank for Fairmont S2, with support. Good used condition okay. Call or write Hugh Cain, see ad above.

FOR SALE: Newly cast and machined axle drive pulleys for M9. Complete with bolts, \$152.50 postpaid. Also send SASE for parts list for M, MT and S cars. Contact Jim Dobbins, RR2, Box 105, Goff, KS 66428; phone (913) 868-2388.

FOR SALE: Fairmont S2, QB engine. Rebuilt from the ground up last year. Many new parts, runs great, \$2,000 or best offer. Contact Chuck Pearson, 26463 Monticello, Inkster, MI 48141; phone (313) 563-2433.

FOR SALE: Flatcar frame with Kalamazoo wheels and axles; Fairmont M9 with an aluminum cab, ROC engine; Fairmont M14 with a railroad built cab, to restore or would make a good lawn ornament; Fairmont A3 with an aluminum cab, Waukesha ICK engine; Fairmont PN (4 hp) engine; Woolery RR equipment single-cylinder engine. Some parts available, send wants. All as is and will deal. Contact Dallas McDowell, 2706 Imlay City Rd., Lapeer, MI 48446-3222; phone (810) 667-3788.

FOR SALE: Fairbanks-Morse 40-B motorcar, 1929, ex-Reading RR, restoration in progress. Replica stainless fuel tank, operator manual, parts book, \$875. Contact Robert Bolster, P.O. Box 686, Elkton, KY 42220; phone (502) 265-5356.

FOR SALE: Fairmont and Woodings track cars. Several models to choose from, \$400 to \$2,250. Also have very good used wheels, \$40. Contact Tom Kowalski, 689 Podunk Road, East Brookfield, MA 01515-0135; phone (508) 867-2188 before 9 p.m.

WANTED: Stub type switch stand. This is the one that looks like an upside down "A". Contact Tom Kowalski, see ad above.

FOR SALE: Two MT19s, fiberglass cab, \$750 each. One MT14, fiberglass cab, \$650. Also misc. parts and cabs. Contact Dan C. Bryan, Box 485, Carthage, IL 62321; phone (217) 357-3128.

WANTED: A complete set of wheels and axles for a flatcar/tie cart. Also, I need a Fairmont gas tank for an M9. Have Fairmont wood spoke wheels to sell or trade. Contact Brendan Matthews, 27 Bridge Road, Haddam, CT 06438; phone (860) 345-8512.

FOR SALE: Replacement parts made for hand pump cars. New castings, handles and other misc. parts in stock. Contact Thomas W. Diehl, 101 S. Main Street, Navarre, OH 44662.

WANTED: Twenty-inch, pressed steel wheels, axles, bearings or whole push car with 20" wheels. Contact Thomas W. Diehl, see ad above.

FOR SALE: Fairmont M19, SCL car, good condition, all original, no cab. Also new custom made trailer with winch and ramp. Both \$1,300. Contact Bill Cselles, 6708 Margaret Drive, Blackshear, GA 31516; phone (912) 449-5473.

FOR SALE: Fairmont M19, classic front enclosed with windshield. Engine is rebuilt and runs well, with 12-volt system wired for running lights. Double skeedoo trailer. Photo available. \$1,400 Canadian. Contact Miville Fournier, 6423 Clingin Lane, Manotick, Ontario, K4M 1B3; phone (613) 692-2290.

FOR SALE: Fairmont MT14 with Tomah cab, Onan engine, ready to run. Complete with trailer. All in excellent condition. Also included, an extra Onan engine and transmission. All for \$3,600. Contact Bruno Yunker, P.O. Box 276, Eden, WI 53019; phone (414) 921-7219 after 6 p.m.

FOR SALE: 1960 IC M9-G2. New wheels, axle pulley, belt, brakes, floors, deckboard, side curtains. Rebuilt carb and 6-volt generator. No circus bells, whistles or lights. Original as to ICRR and Fairmont specs. Also includes complete spare running ROC engine. Extra parts include carb, orator, M9 belts and wheels, canvas windshield and hardware to make open car. \$2,500 package deal. Contact Eric Schwandt, 5472 Far Road, Dundee, MI 48131; phone (517) 451-2175.

The Track Inspector Sez:

I was going to tell the judiciary committee what they could do with their

point system—until I found out that it would cost me from 1.3 to 2.1 points.





BULLETIN NO. 78, Committee on Education,
Safety Section, American Railway Association