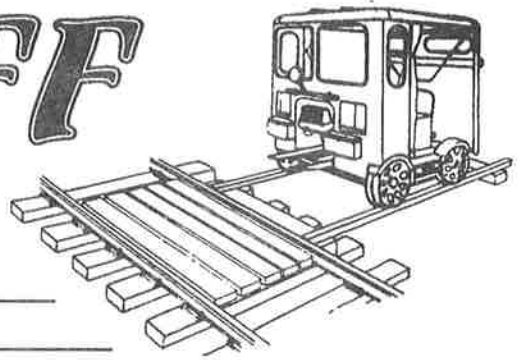


THE SETOFF



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

September/October 1995



WM #340 leads 34 motorcars at a stop at Pittsburgh Junction, OH, on the W&LE Railway on September 4, 1995.

Photo by Dave Verzi

OHIO RAILCARS TRAVELS THREE STATES ON THE WHEELING & LAKE ERIE RAILWAY

By David Verzi

Labor Day, Monday, September 4th, dawned a beautiful day over Brewster, Ohio, as 34 motorcars prepared to travel the mainline of the Wheeling & Lake Erie Rwy. to Avella, PA. Participants arrived early to ready themselves and their motorcars for this scenic excursion. Operators arrived from 11 states, the furthest participant being Dennis Madden from Florida.

Brewster is the headquarters for the W&LE,

and the locomotive service area was our set-on point. Several GP-35s were around as were some non-W&LE units, including a couple of GP-7s and an EMD E-9. We were asked to stay away from the locomotives themselves; however, good photos were obtainable. Prior to our safety briefing, the W&LE did allow a group photo aboard one of their "Kodachrome" painted GP-35s.

Bob Hixenbaugh delivered the safety briefing, emphasizing grade crossing alertness. Our

(Continued on page 8)

Editor's Notes

By Gene Tucker

"Why didn't my story/photo/ad/meet notice get in *THE SETOFF*? If they won't bother to print it, I won't bother to write it and send it in!" This comment was recently made by an individual who'd submitted a story for publication. When the facts were finally unravelled, it turned out the material had been mailed late, reaching us after copy had been set for shipment to the printer.

Still, though, there can be some ambiguity about what gets printed, and what doesn't.

So, to clarify our editorial policy (and to encourage each of you to send material for printing), we pass along the following thoughts:

We want *THE SETOFF* to be a completely open and honest channel of information for every member of NARCOA. To that end, we print all materials we receive, even if we may not agree with what's written.

If your article/ad/photo/letter doesn't appear in *THE SETOFF*, there's a reason. These may include:

We didn't receive it: We have problems with the U.S. Postal Service. We constantly get letters mailed to North Ohio Street here at North Kentucky Street (which is some eight blocks away).

We didn't receive it in time: (In which case, it will appear in the next issue if it is still timely). We are finding that it takes four to five days for mail to reach us from the west coast. Since we do close the issue a few days after each deadline (always within four to five days), materials that reach us after copy is set will appear next time. We do try to adhere to deadlines, and will not accept late materials when copy has been set.

We didn't have space: *THE SETOFF* is printed in multiples of four pages. Rarely, we may have some photos and other materials which will fill two of four pages, with nothing for the other two pages. In such cases, we hold this stuff for the next issue, but would never do it for a story, article, or letter.

It promotes an unsafe act, or slanders someone: If someone wrote me a letter for publication advocating running a motorcar through a #5 turnout at 30 m.p.h., I wouldn't print the letter. Obviously, this is an unsafe act. Usually, though, we'd just edit out the reference which is unsafe

and publish the rest. Similarly, we won't publish photos which make motorcars look like playthings (they are not). We also do not publish letters or articles which get into name-calling or which slander someone. Here again, we would most likely edit the offending words or phrases to tone them down, wherever possible, and print the remainder. Our goal is to print everything we can, whenever we can.

The photos wouldn't print well, or you sent along several which are similiar: Photos continue to be a problem, quite frankly. Often, the motorcars (which are usually the focus of the photo) are too small to show up well. Then, too, color photos need to have sharp contrasts to print well.

It's copyrighted material: Obviously, we cannot and will not reprint copyrighted materials (stories, photos, cartoons, etc.) without permission. Permission to reprint should be provided when the materials are sent for consideration.

We will do everything in our power to make *THE SETOFF* your channel of communication with the officers and board members, with committees, and with other members of NARCOA. We are here to serve, and do so gladly.

Finally, we could use some meet stories. Needn't be long or even fancy, but we'd love to pass along your stories to everyone else.

Till next time . . . keep those rails shiny.

NARCOA Board of Directors

Officers:

President - Ron Zammit, CA
 Vice President - Stan Conyer, IN
 Secretary - Joel Williams, NJ
 Treasurer - Tom Norman, MT

Directors by Area:

Area 1: Dick Wilhelm, NY
 Area 2: Joel Williams, NJ
 Area 3: Stan Conyer, IN
 Area 4: Ed Taylor, NC
 Area 5: Jack Whitt, FL
 Area 6: Mike Mitzel, IL
 Area 7: Carl Schneider, IA
 Area 8: Richard Show, Canada
 Area 9: Bill Pollard, AR
 Area 10: Tom Norman, MT
 Area 11: Ron Zammit, CA

Directors at Large (non-voting): John Nolan, Mike Paul
 Recording Secretary: Mike Paul

ELECTION RESULTS FOR EVEN-NUMBERED AREAS

By Carl Anderson
Chairman, Election Committee

Thanks to each of you who voted. The letters came in as soon as *THE SETOFF* was sent out and stopped the last day of July. I found it to be a very enjoyable experience. Each letter was interesting to see the stamps, return address and type of envelopes used. Such a diverse group we are. The notes added were also very interesting. I hope my return comments to be appropriate.

There was one problem. The boundary change of adding Minnesota to Area 6 was missed when ballots were sent out. Apologies to the people in Minnesota. The Board accepted the results and Hank Brown did not contest the election.

The results were published in the last *SETOFF* without comments and, as promised, a bit more details now:

Area 2:

33% of membership voted

- Joel Williams 85%
- Mike Billet 15%

Area 4:

73% of membership voted

- Ed Taylor 62%
- Tom Johnson 37%
- James Poel 1/2%
- Wray Dudley 1/2%

Area 6:

25% of membership voted

- Mike Mitzel 73%
- Hank Brown 6%

Area 8:

24% of membership voted

- Richard Show 100%

Area 10:

38% of membership voted

- Tom Norman 100%

A total of 39% of the eligible membership took part in voting. Sure would like to have had to count a lot more ballots, but thanks for voting. It is one of the ways we can influence our organization.

A bit of advance warning. In the Jan./Feb. *SETOFF* there will be a call for nominations for odd-numbered areas. You know the members in your area who work hard and have a real interest in NARCOA. Ask them to run and, with their approval, nominate them.

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 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

Volume 9 Number 4

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THE SETOFF is published bi-monthly by the North American Railcar Operators Association (NARCOA) 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.

From the President

By Ron Zammit

This summer I had the chance to enjoy some new excursions: two runs on separate branches of the Idaho, Northern and Pacific, the run from Prince George to Ft. Nelson on BC Rail, and the Coos Bay branch of the Central Oregon & Pacific. Additionally, I was able to run the NCO (Nevada, California, and Oregon) for the first time. It is rewarding to see how well our hobby is progressing in getting so many excursions, and so many new lines. Knowing people in this hobby also got me into the cab and at the controls of a modern 96-car coal train for about 50 miles at run 8. What fun, and what a different perspective of railroading!

The fun has been tempered by accidents that have happened. These were discussed at the September Board meeting. Basically all of our accidents are caused by operator inattention or poor operating practice. With these accidents, we risk losing our insurance and risk FRA involvement.

Here are the major concerns:

1. Operators are following too close. Stopping conditions vary with rain, snow, flange greasers, and with the mass carried by your motorcar, including towing another car or trailer. Don't follow too closely, and don't allow yourself to be followed too closely. Use common sense here; these motorcars will not stop like an automobile.
2. Most motorcar/motorcar smacks do not violate the structure of the motorcars. They are sturdy, and we just don't go that fast. Injuries occur when people are thrown from the motorcar or thrown around in the motorcar, especially children in the latter case. All occupants need safe, secure seating in your motorcars.
3. Motorcars do not have the right of way at any street or road crossing.
4. First aid equipment and response is needed for ALL excursions.

With this background, the Board addressed possible solutions and some of the results of these deliberations will be explored in this issue of *THE SETOFF*. Please study the articles and input to your Director. After member input, the Board will have a final vote via mail.

Stan Conyer has an article on rule book changes. This will bring the rule book in line

with railroad rules and with our normal mode of operation. (Motorcars were not built to run in family excursion convoys as we now do.)

Jack Whitt has agreed to head a judiciary committee, with the charge for devising a system for removing habitual offenders from the rails. His proposal is also in this issue. No one wants excessive rules, they do no good if no one follows them. So the logical solution is to remove unsafe operators from the rails. This will protect not only ourselves, but our insurance. Please study these two articles and think of the future. These are good compromises. Should you have ideas, please let your Director know.

Tom Norman has finally received the insurance policy. The lateness of this document was caused by the company, Reliance. It is 84 pages long. The Board considered certain changes in the way the policy is administered and Tom explains these changes in an article. One important point is that all accidents must be reported to Tom by the meet coordinator.

Additionally, the Board addressed the area of meet coordinators. Until now, anyone could operate a meet with no guidance from NARCOA. An Operations Book is now being considered by the Board. Meet coordinators will be identified and INSURED with corporate insurance. (The Board members and committees, already identified in our by-laws, will come under this coverage also.)

Lastly, NARCOA did get the AARO radio license transferred, and all groups are free to use it. If you need a copy of the license, please contact Joel Williams. Until next time, happy motorcar-ing!

***Last call for photographs
for the
1996 NARCOA Calendar.***

**Send your photographic
contributions immediately for
consideration to:**

***Gene Tucker
1004 N. Kentucky St.
Arlington, VA 22205***

PROPOSED ADDITIONAL CHANGES TO THE RULEBOOK

By Stan Conyer
Chairman, Safety and Rules Committee

The NARCOA Board of Directors discussed the changes to our present rule book at the Board meeting in Chicago September 8-10, 1995. A few revisions were made to the changes proposed by the Safety and Rules Committee, and some additional changes were recommended. The following are the revisions made to the rulebook changes published in the last issue of *THE SETOFF*.

Page 3, #7: Change: "EXCEPTION: Uninsulated cars may run when approved by the meet coordinator and the railroad."

Page 3, #8: Change: Specifications for Tow Hitch holes and Tow Pins were changed to "3/4" to 1". Change: "Fairmont link couplers are acceptable."

Page 3, #9: Change: "ARR" to "AAR" (American Association of Railroads).

Page 4, #12: Change: "Brake" to "Stop" (lights). Addition: "Stop lights are required for operation during hours of darkness."

The following changes were recommended by members of the Board of Directors and were not printed in the last issue of *THE SETOFF*:

Page 3, #10: Change: "All motor cars are required to be equipped with a head light and tail light. Cars without original lighting equipment can use portable battery lights as a substitute."

Page 4, #13: Change: "Recommended" to "Required" (a horn or bell).

Page 4, #14: Change: "Recommended" to "Required" (a first aid kit and fire extinguisher).

Page 4, #14: Addition: "Properly installed seatbelts are recommended."

Page 4: Addition: "A NARCOA Rule Book must be carried by all operators at a motor car meet."

Page 7, #13: Omit: "Flashing red lights or stop lights." (This change removes the options of flashing red lights and stop lights to signal a stop. During daylight, a red flag and an automatic stop light must be used to signal a stop. See rule change proposed for page 4, #11 and #12 in the last issue of *THE SETOFF*.)

Page 7, #1: Change last sentence to: "Thin soled or open shoes are not allowed to be worn by meet participants."

Page 8, #7: Add: "Flaggers must only signal highway traffic to stop. (Flaggers must never signal highway traffic to go. To do so assumes liability.) Automobiles and/or pedestrians always have the right of way at all grade crossings."

Page 8: Addition: "No children under the age of 3 years are allowed to participate at a motor car meet."

These proposed changes are being published in *THE SETOFF* to allow our members to make comments to their elected representative before he is allowed to vote on their acceptance or rejection, per the bylaws of NARCOA.

The Board members of NARCOA will each receive a ballot and will vote to accept or reject each of the proposed changes individually. Assuming the membership receives the September/October issue of *THE SETOFF* by mid-October, they will have until November 15 to comment on the changes. Board members will receive a ballot and have until November 30 to return their marked ballots to the Safety and Rules Committee.

The committee will then complete the rulebook, including all the changes and new rules and have it printed and distributed (hopefully) early in 1996.



**Please submit all materials
 for publication in the
 November/December issue
 of *THE SETOFF*
 by November 15th!**

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 schedules, 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, 622 Oak Street, Cottage Grove, WI 53527. If time is short, send them directly to the Editor. Thank you!

The following meets are sponsored by regional divisions of NARCOA:

OHIO RAILCARS sponsors the following meet:

October 21: Great Miami & Scioto RR, Richmondale to Jackson, OH, 108 miles round trip. NARCOA insurance required. Contact Stan Conyer, (812) 342-0565.

The ILLINOIS DIVISION sponsors the following:

October 22: Commonwealth Edison, Byron, IL. NARCOA insurance required. Twelve miles round trip, with large bridge over the Rock River. Contact Mike Mitzel, (815) 264-7979.

The FIRST IOWA DIVISION sponsors the following meet:

October 28: Boone & Scenic Valley RR, Fall Color Ride. NARCOA insurance required. Bonfire (with refreshments) in the evening, and an evening run at least twice. Cost is \$35.00 per car (non-B&SV members) and \$15.00 per car (B&SV members). Contact Dave Pratt, (515) 674-3803.

HOOSIER RAILCARS sponsors the following event:

November 4: Whitewater Valley RR, Connersville, IN, 32 miles round trip. Run twice, night run and dinner. Contact Stan Conyer, (812) 342-0565.

The MISSISSIPPI VALLEY REGION lists the following:

Date TBD: North Shore Scenic RR, Greater Winnipeg Water District RR, send LSASE to Mark Arnold, 6345 335th Street, Stacy, MN 55079.

The following meets are sponsored by independent organizations or individuals:

October 21, 22, November 4, 5, 18, 19, December 2, 3, 16: The Northern Central Railcar Association runs the 17-mile line beginning at New Freedom, PA, every other weekend. Departure at 10:00 a.m. NARCOA insurance required. Cost is \$25.00 paid to "York County Rail Trail" which entitles you to run on the line until the current expiration date of your NARCOA insurance. Operator's permit required. For applications, write to Ken Luckenbaugh, RD#1, Box 1470, Spring Grove, PA 17362.

October 21: Southern Michigan Railroad at Clinton, MI. Set on by 9:00 a.m. EDT. NARCOA insurance required. Several runs on 12 miles of track. Contact Ernie Jeschke, (517) 263-1322, or Eric Schwandt, (517) 451-2175.

October 21: Georgia Northeastern RR's second annual meet. Safety meeting in Ballground, GA, at 8:00 a.m., with departure at 8:30 a.m. Plan to go south towards Canton, Woodstock, and Marietta. Turn and return to Ballground, and continue north to Tate, Jasper, and Ellijay. NARCOA insurance required. Cost is \$35.00 per car. Possible night run for advance registered motorcars only. The following safety items are a must: wheels, brakes, lights, fire extinguisher, first aid kit and red flag. Must also have a towing hitch and an approved tow bar. Send SASE to Bobby Moreman, 3520 Cold Spring Lane, Chamblee, GA 30341, or phone (404) 457-6212.

November 4 & 5: Seventh Annual Handcar/Steamcar Meet at the Wilmington & Western RR. Human-powered railcars and steamcars only. No conventionally powered motorcars. Come along for the fun on this beautiful railroad (one of the prettiest anywhere in the East!), even if you don't have a handcar or velocipede. Plenty of room for all! Sag wagon provided if you need a rest. Cost is \$15.00 for membership in parent organization of W&W RR, Historic Red Clay Valley, Inc. Send SASE to Gene Tucker, 1004 North Kentucky Street, Arlington, VA 22205-2310.

November 11: "Almost Heaven" motorcar meet on South Branch Valley RR in Moorefield, WV. THIS EVENT IS COMPLETELY SOLD OUT!

November 12: West Virginia Northern RR, Kingwood, WV, 18 miles total. Set on at 9:00 a.m. NARCOA rulebook in effect, no insurance required. The 4.77% grades and switchbacks limit this run to cars in excellent operating

condition. M14 cars must have 3 1/2 inch front pulley to make grades. No trailers or handcars. Cost is \$18.00 per car. Pay at railroad. For information, send SASE to Gary Gadziala, 4115 Heritage Hill Lane, Ellicott City, MD 21042.

November 12: Winchester & Western RR, Winchester, VA. For information, send SASE to Dave Johnson, 655 Fishel Road, Winchester, VA 22602.

November 18: Middletown & Hummelstown RR, Middletown, PA. Run this eight mile line several times, then leave railcars for a tour of the Indian Echo Caverns (extra admission charged) during one of the runs. NARCOA rulebook and insurance required. Send SASE to Brian K. Bachman, 1220 Penn Grant Road, Lancaster, PA 17602.

December 2: The Maryland & Pennsylvania RR Preservation Society sponsors a motorcar meet over the fantastically beautiful old mainline of the Ma & Pa, as it winds along the Muddy Creek. Set on by 10:00 a.m. in Muddy Creek Forks, PA. NARCOA rulebook in effect, no insurance required. Cost is \$25.00, which buys one year

membership in Society. Current Society members may run without cost with prior registration. Numerous trips will be made over entire seven mile line, with night trips for those wishing to stay late. Register by November 18th. Send SASE to: Charles Druck, Meet Coordinator, 66 Park Avenue, Washington, NJ 07882. Phone (908) 689-5873.

WILDERNESS TOURS sponsors the following events, 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.

NARCOA OPERATIONS MANUAL BEING DRAFTED

**By Hank Brown
Operations Committee Chairman**

At the September 1994 meeting of the NARCOA Board of Directors, a group of members were commissioned to create an operations manual which would set policies, regulations and guidelines to follow while participating in and organizing a NARCOA-sanctioned motorcar meet as well as provide sample forms to use.

The members of the committee are Dick Ray from New Jersey, John Sims from Indiana, Doug Stivers from California and myself, Hank Brown from Wisconsin.

Members of MOW in California had been trying to tackle this job for a year and had come up with enough information to provide a good starting point for NARCOA. In drafting our manual, we expanded upon their material and added much more information pertaining to operations. Dick Ray and John Sims, in particular, added a good deal of insight which is incorporated in the manual.

At the September 1995 NARCOA Board meeting, we made the presentation of our finished operations manual. There were some concerns from the Board concerning the forms

which we included in the manual. However, there seemed to be a consensus that the manual addressed the issues we, as meet coordinators, face every time we sponsor a motorcar meet.

If the manual is approved, which I hope will be prior to January 1, 1996, it will be available for any member who wants one. We have not determined the price and cost of mailing, but that will come when we have final approval by the Board.

The manual is divided into 10 sections and an appendix of forms. It begins by defining the intent of the manual and what constitutes a "Meet Coordinator." We describe what a mentor is and how they function in the hobby. The process for obtaining a Certificate of Insurance is covered. We define the planning stages and how to coordinate the day of the meet. We outlined the process members should take in case of an accident. There are many forms in the appendix which should be used when organizing and operating a motorcar meet.

In general, the committee tried to address in the operations manual the many problems that we have encountered over our years of riding. We will keep you informed about the manual and about operations committee activities in future issues of in *THE SETOFF*.

OHIO RAILCARS TRAVELS THREE STATES ON THE W&LE

(Continued from page 1)

W&LE escorts, Mr. Ron Hines, safety director, and Mr. P.C. Collins, assistant to the president, also added specific instructions while welcoming us to the railroad.

Shortly after our briefing we departed the Brewster yard, emptying four tracks onto the yard lead. Ron Hines led the group with his family in a Ford Explorer Hy-Rail and P.C. Collins followed with his wife in an F-250 Hy-Rail. We proceeded slowly through the yard limits as Mr. S.W. Wait, president of the railroad, observed our departure.

Once on the line, we accelerated to track speed, running through such towns as Harmon, Bolivar, Zoar and Bowerston. Most of the group soon experienced some unique happenings exclusive to high iron running, the first being rail greasers and the effect that they have on braking, the second being talking defect detectors. Those with radios were entertained by their "hotbox" and "integrity failure" warnings as the detectors couldn't quite figure us out. Ron Hines also kept us informed of mileposts, greaser locations, and such notable locations as division points, grades, bridges, and busy road crossings.

At Bowerston, Ohio, we entered the trackage of the Columbus and Ohio River RR of the Ohio Central system. We owe our thanks to the C&OR for the use of their track, as we could not access the most scenic portion of the trip without traversing their rails. We exited their ex-Pennsy rails at Jewett, Ohio.

Upon arriving at Pittsburgh Junction, we noted the line diverging toward Terminal Junction, which was our original trip destination when we organized this trip last spring. The destination changed to Avella, PA, upon temporary closure of a portion of this line. Proceeding east from Pittsburgh Junction, we encountered our first of ten tunnels, including two sets of "twin" tunnels and one curved.

En route, we crossed several tall trestles, which required a 10 m.p.h. limit for safety and which enabled us to enjoy the scenery below. This portion of the current day W&LE belonged to the former Pittsburgh and West Virginia. We passed a typical depot of theirs in the town of Smithfield. At this point we were into a section of track 17 miles long without a grade crossing, a real rarity for Ohio. Included in this stretch was

the town of Mingo Junction. Mingo Junction is a steel town, and we traveled through the thick of it.

We witnessed the Conrail ore yard, once the last holdout for ALCOs and F units, today home to GP-38s of Conrail and Cleveland Electric. Next was the Wheeling Pitt. slag dump, with a huge front end loader tossing around an ingot mold, and an electro-magnetic crane dropping a large iron ball, busting up the slag. In the background was a Wheeling Pitt. antique SW-1 switching cars. We then crossed the 1,700-foot span over the Ohio River into West Virginia.

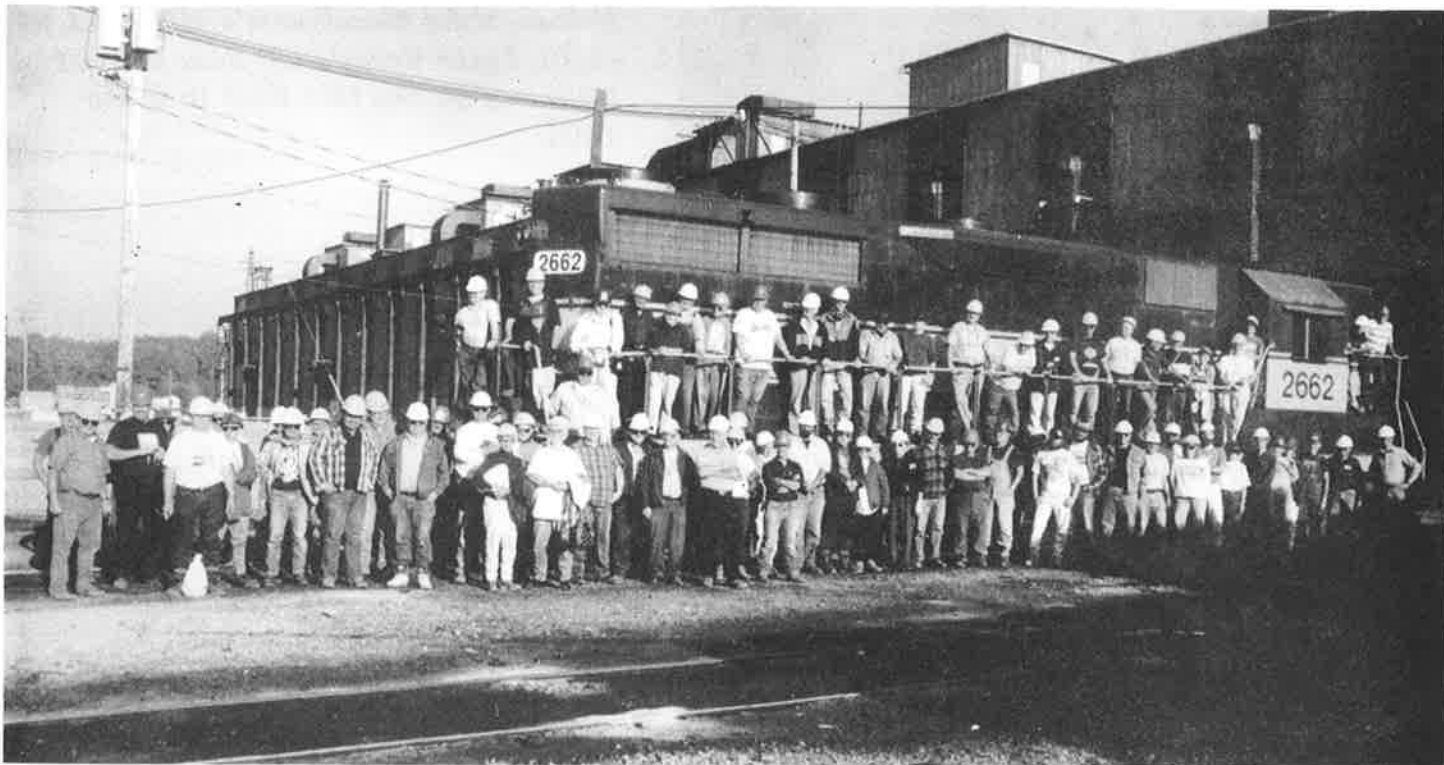
It was but a short time that we were through West Virginia, into Pennsylvania, enjoying the ride of the mostly welded rail track highballing into Avella, stopping at the old P&WV depot. At Avella we took about an hour break to eat and turn our cars at the only crossing in town.

We traversed the same route back to Brewster with Mike Woodburn assuming the lead motorcar spot behind Ron Hines, and Dave Verzi taking the tail with P.C Collins. We made a lengthy stop at Mingo Junction for all to take in the sights and sounds of the mill, rails and river.

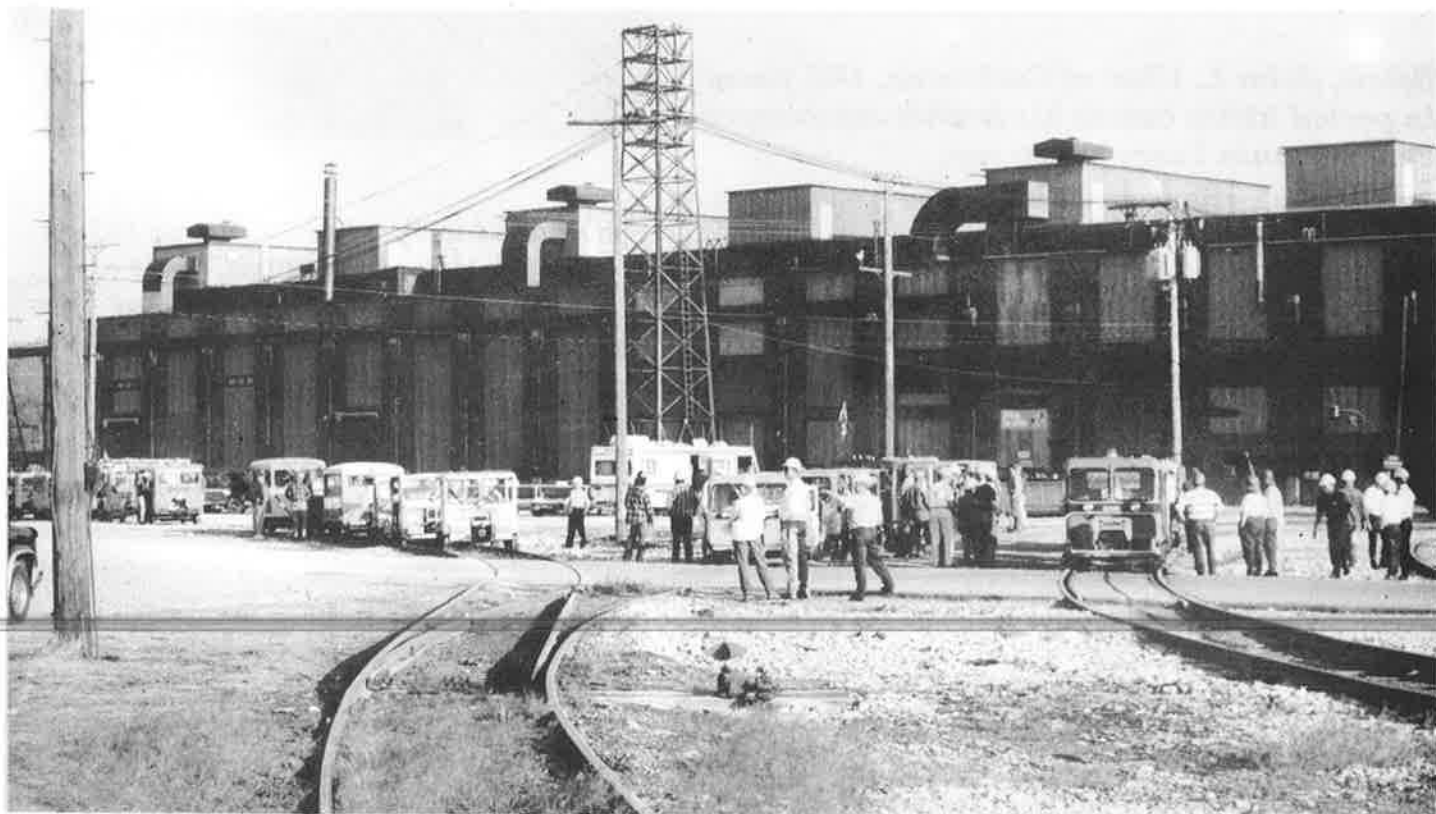
Returning to Brewster at dusk, many of the front of the pack were already off the rails and loaded as the tail end pulled in.

We were fortunate to have the W&LE hosting our event. They have a strict safety policy which we did well in adhering to. This trip was the result of our previous excursions this past August and in 1994 which helped convey the message that we are competent, safety conscious operators.

Many thanks are extended to several individuals in addition to the C&OR RR and our hosts on the W&LE. First to Jeff Levensgood who initiated the communications with the W&LE and kept Dave Verzi updated to the minute of detail changes. Second, to Robert Hixenbaugh for his help in administering these details, and also for organizing set-on at Brewster while Dave Verzi was drowning in paperwork at Check Point Charlie at the entrance to the yard. Third, to Mike Woodburn who prepared the artwork for our dash plaques, and coordinated the trackage rights with the Ohio Central system. Lastly, to our participants who conducted themselves in a professional manner and for bringing a group of well-maintained railcars.



Participants at the Labor Day run on the W&LE Ry. from Brewster, OH, to Avella, PA.

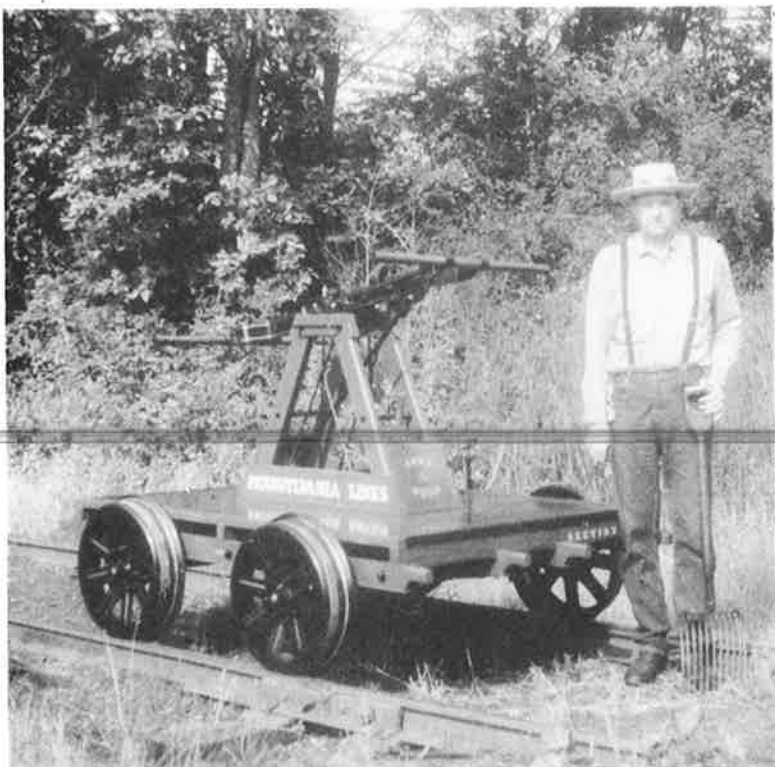


Motorcars await departure from Brewster, OH.



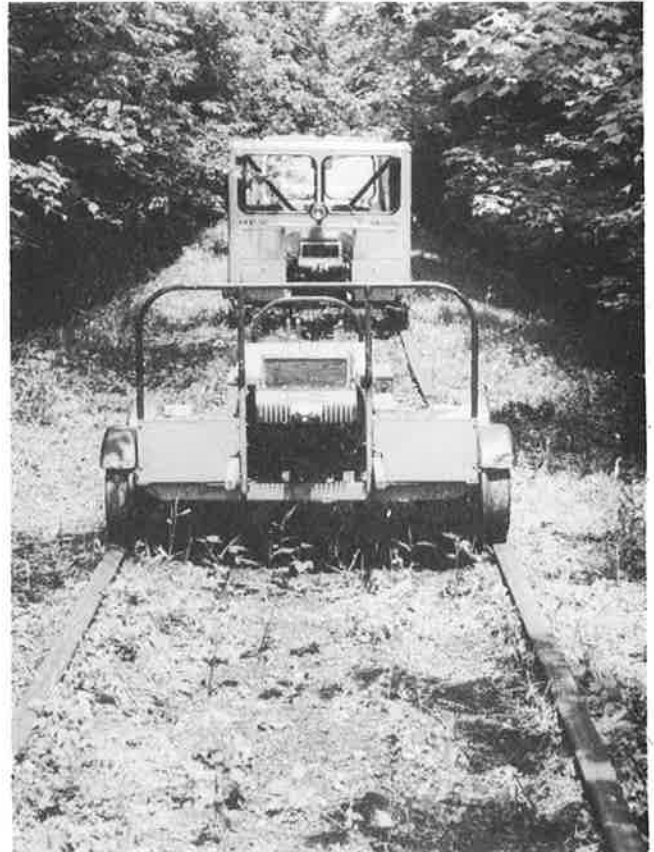
Above, Chris and Jeff Levengood of Dover, OH, enjoy their new handcar built by T.W. Diehl of Navarre, OH.

Below, John L. Uher of Coshocton, OH, poses in period attire beside his freshly outshopped Pennsylvania Lines pump car.



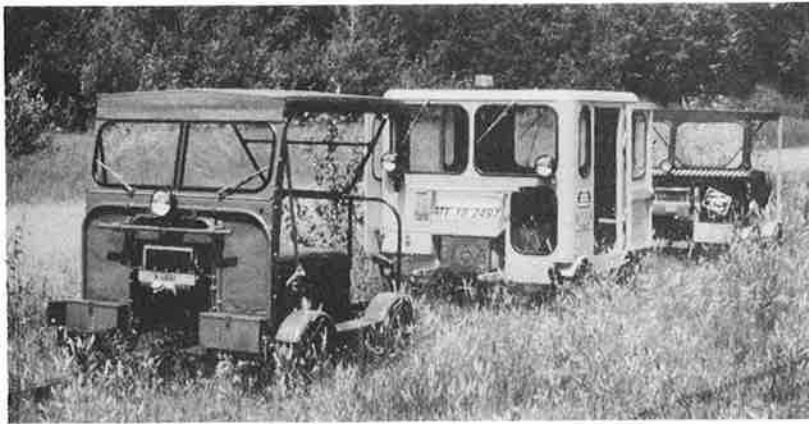
Below, Mike Woodburn's M19 and, at right, Dave Verzi's CP Rail M19 at Minerva on the Ohi-Rail in June 1995.

Photos by Dave Verzi



Below, this Fairbanks Morse 101 ex-New York Central 860M, built c. 1955, is owned by Scott Janz of Rudolph, WI.





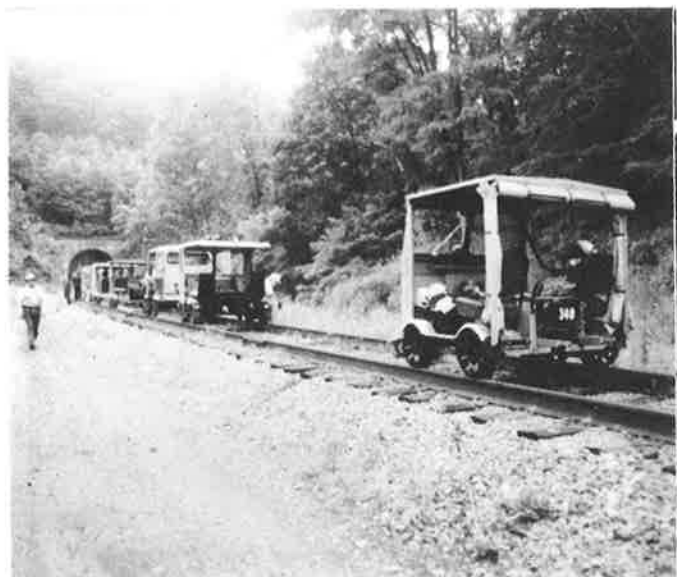
At left, cars owned by, from left, Scott Janz, Tom Davis and Fred Martin and, below, Tom Davis's ex-Union Pacific MT19-A on the Lake Superior & Ishpeming RR meet July 23, 1994, at Republic Mine, Republic, MI.

Photos by Scott Janz



At right, westbound through the Canadian wilderness on the Ontario Northland Railway June 10, 1995. Through the window of Bob Schuknecht's M19 one of Tom Weaver's MT19s can be seen crossing a bridge, this one being operated by Rick Stephenson and Steve Smith.

Photo by Bob Schuknecht



Above, Dave Verzi's WM #340 at the Brush Tunnel on the Western Maryland Scenic in June 1995.

Photo by Dave Verzi

Below from left, turning a car this heavy takes a little help from friends on the South Branch Valley RR run this August.

Photos by Dottie Carlson



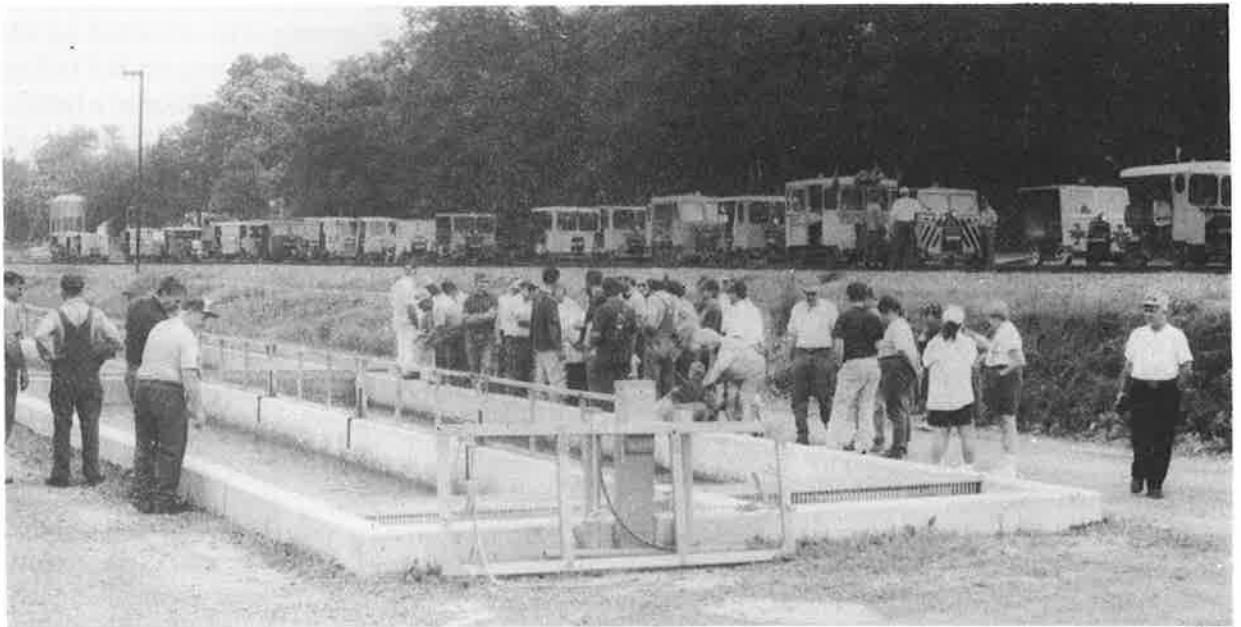


At left, on the Cochrane, Ontario, depot, Ontario Northland Railway, June 10, 1995. The two MT19s at left are both owned by Tom Weaver, followed by M19s owned by Bob Schuknecht (center) and Jeff Mast with Fred Furminger's M9 trailing.

Photo by
Bob Schuknecht

At right, meet participants get a tour of the Pleasant Gap (PA) Fish Hatchery on the June 25, 1995, Bellefonte Historical RR run.

Photo by
G. Legler



FORT LEONARD WOOD—A VIEW FROM THE RAILS

By Warene Anderson

Although thousands of soldiers have ridden over the rails of the Fort Leonard Wood Military Railroad since it was constructed during the early part of World War II, my husband Charlie and I were privileged to be among the first motorcar owners ever to operate our speeders on the railroad. It was only through the combined efforts of Tom Sharratt, a member of the First Iowa Division of NARCOA and personnel in the Fort Leonard Wood Public Affairs Office, who worked for nearly a year to gain approval for the ride, that this memorable trip was made possible.

Fort Leonard Wood is approximately five miles south of Highway I-44 near St. Robert, MO. It covers more than 100 square miles of rough hilly country in the Ozarks, halfway between Rolla and Lebanon, MO.

Its existence represents the efforts of thousands of workers, engineers and contractors who, under difficult conditions and time constraints, labored to complete the monumental task of constructing a working Fort in an area that had been primarily wilderness. In 1940-1941 our nation was feverishly trying to prepare itself for possible entry into World War II as these workers labored 'round the clock to build roads, water and sewage systems, barracks, mess halls and training

facilities for large numbers of troops who had enlisted or were being drafted. The project was completed in less than six months' time.

Through the 50 years since then, many thousands of U.S. soldiers have received their basic training at Fort Leonard Wood, which is still in active use. Recently, a proposal was made to move the Tactical Chemical Warfare Operations of the U.S. Army to the site.

The railroad, which at that time was considered to be essential for the movement of troops and equipment into and out of the Fort, was completed in about three months and was opened in May 1941. It was quite an engineering feat; its approximately 21 miles of track includes numerous cuts as deep as 46 feet, fills as high as 60 feet, 17 wooden trestles (one of which is 1,458 feet long), and two steel bridges. Its steepest grade is 2.26% and its longest is 6.17 miles.

When we arrived at Fort Leonard Wood from St. Louis, on June 24, 1995, we were greeted by Tom Sharratt, who directed us where to set on. Our first run was scheduled to begin at 3:00 p.m. We were glad that Charlie's brother, Carl, and his wife Peggy had arrived from the Chicago area to ride with us. Their little Fairmont M9 (1935 model) was set on the track just ahead of our 1940 M19. The afternoon was sunny and warm as a total of 17 motorcars completed preparations for the run.

Wayne Daniels, who is in charge of railroad operations at Fort Leonard Wood, did the safety briefing. Wayne also told us that the railroad must be kept in top condition at all times to facilitate the rapid movement of military equipment during a national emergency—such as Desert Storm.

Threatening looking clouds had moved in while we were being briefed. At the last minute,



Motorcars meet the Army—while the group was on the rails, BN set out a trainload of 20 tanks enroute to the Fort.

we decided to put up our side curtains. This proved to be a wise move, for just as our motorcar rounded the first of the 70 curves which were in store for us, rain began to fall. Although it rained quite hard, the shower did not last long. It did not spoil what proved to be a beautiful ride over well-maintained track.

The long curving trestle leading to the steel bridge which spanned the Big Piney River gave us quite a thrill. Views of the scenic river as it curved around Devils Elbow and the bluffs overlooking it were spectacular.

Colorful summer wildflowers grew everywhere along the right-of-way, everything from wild roses to brown-eyed susans. As we headed toward the second steel bridge, which stretched over the Little Piney River, the railroad paralleled Highway I-44. Drivers on the busy highway seemed to take little notice of the little speeders putt-putting along near the highway—even though some of us waved merrily as we rolled by. Not far from there, the military railroad connected to what had been the Frisco RR (now Burlington Northern) at Bundy Junction.

We turned our motorcars near the junction and headed back for the beautiful return trip. As the track passed private property, the racket of our motorcars excited some handsome saddle horses as well as some Missouri mules grazing nearby. They promptly took to their heels. Soon our motorcars were negotiating the wye which was near the main Fort buildings, where we had begun our run. It was time to stop for a dinner break.

After a quick meal at the Burger Chef on the base, we again boarded our motorcars for the night run at 8:00 p.m. After we crossed the Little Piney River, we discovered that while we had been having dinner, several flat cars loaded with military tanks had been switched onto a nearby side track. The 25 large tanks were to be used by a National Guard unit from Georgia which would be arriving soon for maneuvers at Fort Leonard Wood. What a formidable sight those tanks were!

As our motorcars were being turned for the trip back, evening shadows lengthened into nightfall and we could see countless stars overhead in the dark sky and, in the distance, lightning flashed! For those of us who are used to city lights it was quite an awesome sight. When we arrived back at the main Fort, Wayne Daniels helped us store our motorcars in a safe area for the night. We headed for a motel in St. Robert.

Seven-thirty the next morning found us back on the track for our third trip on the military railroad. A storm had passed through during the night and raindrops glistened on trees along the track. Fog blanketed valleys between the Ozark hills and mist hung low over the rivers. This run was a whole new experience from the rides that we had taken the day before. How great it was that we had been able to ride this line at three different times in the day! We had had a wonderful weekend at Fort Leonard Wood, but it was over.

It is our hope that NARCOA members will have another opportunity to ride the rails at Fort Leonard Wood some time in the future so that they too can enjoy the beauty of the Ozarks from a unique perspective as we did on this June weekend in 1995.



The 1,789-foot-long bridge across the Big Piney River.

Photos by Tom Sharratt

FIRST IOWA DIVISION SPONSORS TRIP AT FORT LEONARD WOOD, MO

By Tom Sharratt

After more than a year negotiating with officials at Fort Leonard Wood, MO, in the heart of the Ozarks, the First Iowa Division sponsored a two-day trip on the 20-mile U.S. Military Railroad connecting the Fort with the BN mainline. The line was built to mainline standards for the Army by the Frisco during World War II, including block signalling (inactivated in the early 1970s and removed in 1994) and long passing sidings. The line was rebuilt over the past year, as were many rail facilities on military bases, to ensure the ability of the military to meet mobilization needs like those experienced during Desert Storm in 1991.

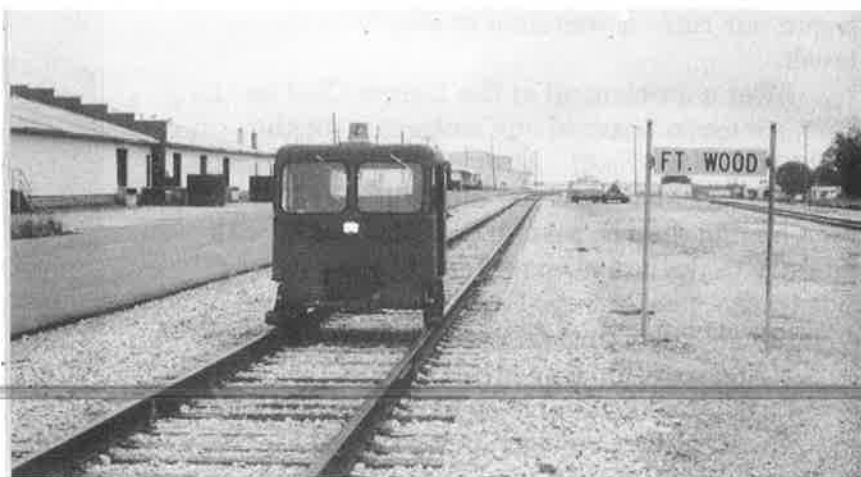
Trip coordinator Tom Sharratt "discovered" the line when he had a chance to ride a train on the line in 1993. It is a very remote line, with 70 curves (the longest straight stretch of track is 2,700 feet), a maximum grade of 2.26%, a bridge of nearly 1,800 feet, and very few public crossings.

Fifteen cars showed up at the set-on point just after noon on a very hot and humid June 24th. After safety inspections and briefings, and a welcome by Wayne Daniels, the Post employee responsible for the railroad, we started out on the first of three trips. The first part of the line is a continuous downgrade, and no sooner had the last car left the main Post than a heavy rainfall began. In ten minutes it was over, but the temperature had dropped nearly 15 degrees. The rest of the weekend was very comfortable.

We made one round trip to Bundy, the junction with the BN, Saturday afternoon, and a night run that evening. The line crosses a number of bridges, and riders found an entirely different perspective when riding at night. The lead riders saw a variety of wildlife, including deer and turkeys. A final run was made

Sunday morning. Several of the riders commented that the line was the most scenic one they had ever run on.

Officials at the Fort were pleased with the event, and have indicated a willingness to hold future meets. Many riders expressed interest in a Fall run, when the Ozark colors would be at their peak. We're looking for some additional mileage in Missouri that we can ride in conjunction with this line. Watch trip announcements from First Iowa Division in 1996. If you want your name added to our mailing list, write to Dave Pratt, 410 S. Walnut, Colfax, IA 50054.



Above, a very scenic line with lots of curves, many rock formations and a fast-running river. Below, the main yard at Fort Leonard Wood, MO. Many troop trains originated or terminated here, even some Amtrak special moves into the early 80s.

A MESSAGE FROM NARCOA'S INSURANCE ADMINISTRATOR

By Tom Norman

NARCOA Insurance Administrator

In Chicago at the recent NARCOA Board meeting, the NARCOA 1995 insurance program was reviewed. At that time, I revealed an error that appeared on the "Description of Insurance Coverage" form that was sent to all program participants.

Under Basic Policy Coverages, Item C, the form states that the personal liability applies to all legal motorcar operation, loading and unloading, and towing on a trailer. This is incorrect. Normally an insured's automobile insurance covers personal injury or property damage liability while towing a loaded trailer.

Our Reliance policy specifically excludes coverage while the motorcar is being towed by the insured's automobile. Therefore, we are changing the "Description of Insurance Coverage" form, Basic Policy Coverage, Line C to read:

C. \$500,000 Personal Liability for the motorcar owners. This applies to all legal motorcar operation, loading and unloading.

Please make this change to your insurance program documents.

I also presented to the Board an update on the insurance program's income and expenses through September 7th, as shown below:

Insurance Program Income	
Income from Members	\$88,725.00
Donations and Other Income	<u>1,211.00</u>
	89,936.00
Insurance Program Expense	
Liability Insurance Premium Paid	50,000.00
Accrued Insurance Premium Due	39,600.00
Mailing, Printing, Telephone Exp.	<u>2,714.00</u>
	92,354.40
Total Income/(Loss)	(\$2,418.40)

When the NARCOA Board originally set up the 1995 insurance program, the participant's premium was \$175, exactly what was charged by Hagerty Classic Insurance. We anticipated covering insurance program expenses by asking for a \$20 donation from meet coordinators for each Certificate of Insurance issued. As you can see this did not generate enough money to cover

all expenses. The Board felt that the burden of the insurance program should not be carried by the non-participating NARCOA member. The Board also did not want to increase the participating members' insurance premium either.

Accordingly, the Board voted to begin charging \$50 for all Certificates of Insurance issued beginning January 1, 1996. This will enable the program to recoup expenses during 1996.

The new policy that I have issued to the area insurance representatives is to require the meet coordinator to include a \$50 payment when returning the Certificate of Permission. No Certificate of Insurance will be issued after December 31, 1995, until the \$50 payment is received. We will still follow our current policy of allowing multiple event dates per calendar quarter on one Certificate of Insurance.

We are sorry for any inconvenience that this causes, but we all feel that the NARCOA insurance program must pay its own way, and not draw funds from other NARCOA programs.

CALIFORNIA LEADS THE LIST OF INSURANCE ENROLLEES BY STATE

For your information, the following list, submitted by Jean O'Dell, represents insured NARCOA members by state as of early summer 1995:

California	90	Missouri	9
Kansas	40	New York	9
Pennsylvania	38	Georgia	6
Iowa	36	West Virginia	5
Ohio	28	Montana	4
Florida	22	Colorado	3
Indiana	21	Kentucky	3
Wisconsin	21	South Carolina	3
Illinois	19	Nebraska	2
Washington	19	Nevada	2
Oregon	17	Oklahoma	2
Virginia	17	Alabama	1
Michigan	16	Delaware	<u>1</u>
Minnesota	15	Total	496
Tennessee	13		
Maryland	12	Ontario	<u>3</u>
New Jersey	11		
North Carolina	11	Grand Total	499

NORTH SHORE RAILROAD AND SHAMOKIN VALLEY HOST TWO-DAY NARCOA RUN IN PENNSYLVANIA THIS SUMMER

By Gene Tucker

As we set out from Northumberland, Pennsylvania, along the banks of the North Branch of the Susquehanna River, travelling the old Lackawanna line operated in the last 15 or so years as the North Shore Railroad, my friend Doug Major expressed delight that we were going to be able to take the siding into the town of Berwyck (where he'd grown up), and get into the old American Car and Foundry plant, where his dad, Ray, had worked for 42 years before his retirement in 1982. His dad, who was along for the trip, seemed to be happy with this unexpected diversion. Sometimes, an obstacle up the line (in this case, a string of freight cars) can turn out to be a blessing. This had turned into a family affair: Dad and son were along for the trip, along with another son, Rick. Life had taken them into different paths since those growing up days in Berwyck: Dad had moved to St. Louis to finish out his career with ACF when the Berwyck plant was closed, then returned to live in nearby Nescopek; son Doug is now organist and choir-master of the Washington National Cathedral; and Rick now works for an auto dealership in Frederick, Maryland.

We had lots of company for this trip, though, as over 40 motorcars were running the line on Saturday, July 22nd. Set on went extremely smoothly, under the constant watch of a pair of North Shore switchers in Erie-like paint schemes. The meet was well organized by Larry Maynard, who'd obviously done all this before. In fact, he spent several months planning for this weekend, keeping the U.S. Postal Service in business along the way.

As we set off northbound, this old trackman's heart picked up a beat or so as we saw clear evidence of the way the old Lackawanna did track business: special tieplates with raised shoulders to support lag screws to hold the rail to the tie. Doug (who's modelling this line in HO scale) explained that the Lackawanna used this method of fastening, and prided themselves on their trackwork. Guess my spike maul would have been of little use around here in the old days. Even the rail was special: 105 pound DL&W rail. The railroads used to use unique rail

weights and sections, in part to prevent theft of rail by another line, since the different rail sections wouldn't fit very well when mixed. Still though, it was clear that a great deal of trackwork has recently been done on this line: new heavyweight rail, ties, and fresh ballast regulating over a good part of the line.

We counted 13 rail customers along the way, saw a pair of old M.U. cars parked on a siding, and slipped into the ACF plant. I asked Ray as we came in if this brought back some memories, and he said it did, in characteristically understated tones. It had helped me to see photos of the plant some 40 - 50 years before. Now used by a variety of industries, including a truck trailer manufacturing plant and a business which refits freight car trucks, some parts of the plant have changed a great deal.

On Sunday, we crossed the river to run the Shamokin Valley line, another of a group of four railroads in the region which are operated under one authority. This was serious railroading in the old days: 152-pound Pennsylvania Standard rail to support coal drags pulled by Belpaire boilered PRR steam engines. Someone was selling videos of those glory days, and I bought one.

We left the downtown loading area, heading north, and then turned abruptly east into the old anthracite coal mining area, passing many long-closed mines along the way. I wondered how many sidings there must have been back then. As we stopped for my obligatory chocolate break, someone mentioned during a trackside conversation that a governmental agency had decided to use anthracite coal (which appears in only this one area in the entire state of Pennsylvania) in military bases in Europe, and that a substantial portion of that coal was to come from these mines. Perhaps that will translate into good business for the railroad and a boon to the local economy.

For an accident free and wonderful trip, we are all indebted to Larry Maynard for his hard work and to President Richard D. Robey and his employees who accompanied us on these trips (how often do you see a railroad president helping motorcar owners set on and off during a meet, I ask you!) We look forward to a return visit sometime soon!

Want Ads

EDITOR'S NOTE: THE SETOFF is happy to print all ads received from the membership. 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 North Kentucky Street, Arlington, VA 22205-2310. Thank you!

FOR SALE: Fairmont M14 open car, ROC engine, good condition. Canadian car, \$385.00. Hopper, early cast iron for QB or earlier engines, \$20.00. Contact Joe Shaffer, 35166 Jason Drive, North Ridgeville, OH 44039. Phone (216) 353-0764.

FOR SALE: Two spilt axle pulleys with bolts (one 9 1/4" part #M18516A, and the other 8 1/2"), \$125.00 US each. Belts (one part #F5513, and one part #460106), \$40.00 each US. All are new, will sell entire lot for \$300.00 US. Contact Rick Bennett, 634 McGowan Avenue, Kamloops, BC V2B 2P8 Canada.

FOR SALE: Ready to run Fairmont MT19, ex-Delaware & Hudson with Onan engine. Comes with custom made trailer. Needs nothing! Excellent condition. \$3,500.00. Contact Dave Hope, 1505 Grant Road, West Chester, PA 19382. Phone (610) 692-6392.

FOR SALE: Ex-CN open Fairmont M19 with ice breaker wheels. Ex-CP partially closed in Fairmont M14 with naugahyde engine cover and John Deere tractor seats. Both cars for \$1,000/OBO. There is no problem with US Customs. Contact Ted Monck, S-10, C-1, RR #1, Keremeos, BC V0X 1N0 Canada. Phone (604) 499-5441.

WANTED: Fairmont M9/M19 belt driven motorcar. Must be complete! Prefer running condition. Contact Jim Boyd, (916) 677-7537.

WANTED: Bottle jack with pressure gauge for use in adjusting Fairmont hy-rail gear. Also looking for hy-rail gear and parts. Thanks! Contact Charlie Hulsizer, Sherow Road, Pleasant Valley, NY 12569. Phone (914) 635-3662.

WANTED: A hydraulic turntable that will fit a Fairmont MT14. Contact Patrick "Smitty" Smith, (702) 246-5838.

FOR SALE: Full size caboose with cupola, new paint and windows. Contact Patrick "Smitty" Smith (see ad above).

WANTED: Fairmont rubber cushion tread tire, part #F32721. Contact Tom Jenness, 5479 R Avenue, Cherokee, IA 51012.

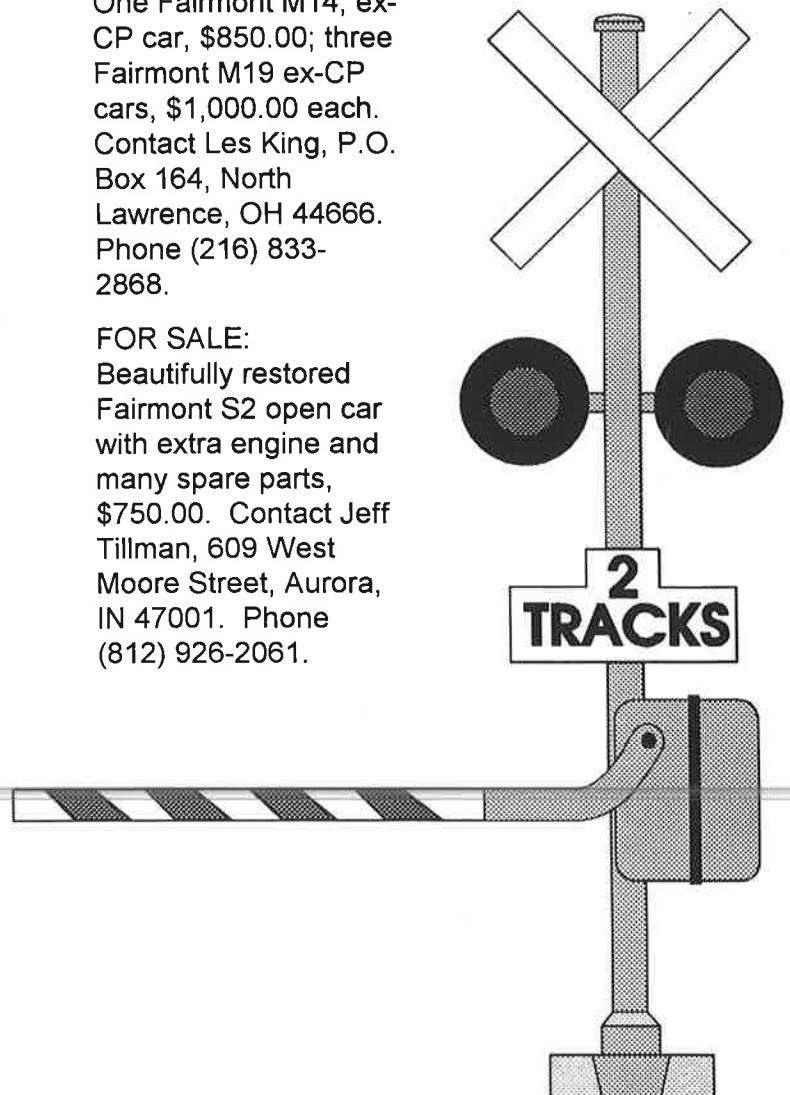
FOR SALE: 1980 3/4 Ton GMC pickup with 0307 hi-rail gear. Runs great, in good shape, with capper. Contact Dave Mahaney, P.O. Box 623, Jenison, MI 49429. Phone (616) 261-9967.

FOR SALE: Two Waukesha model FC gasoline engines, four cylinder, size 3 1/4 X 4 inch, spec R43212. Perfect for Fairmont A3, A4, or A5 gang cars. Rebuilt by the Rock Island RR; never used since rebuilding. Stored full of oil. \$500.00 each/OBO. Also, large and updated list of track tools, hand and air powered. Send LSASE for list with prices. Contact David M. Williamson, 1484 Bradford Mountain Road, Lenoir, NC 28645. Phone (704) 757-0741, or FAX (704) 757-3263.

FOR SALE: 15 Woodings motorcars, all running, prices from \$1,000.00.

One Fairmont M14, ex-CP car, \$850.00; three Fairmont M19 ex-CP cars, \$1,000.00 each. Contact Les King, P.O. Box 164, North Lawrence, OH 44666. Phone (216) 833-2868.

FOR SALE: Beautifully restored Fairmont S2 open car with extra engine and many spare parts, \$750.00. Contact Jeff Tillman, 609 West Moore Street, Aurora, IN 47001. Phone (812) 926-2061.



A REPORT FROM NARCOA'S JUDICIAL COMMITTEE

By Jack Whitt

Chairman, Judicial Committee

The NARCOA Board of Directors has instructed me to publish the Judicial Committee's proposed policy on handling disciplinary problems involving our members.

We are asking for constructive input from NARCOA members on the policy. It is very important that members respond immediately, within several days of receiving *THE SETOFF* if possible, so the Board of Directors can either accept or reject the policy. If accepted by the Board, the final policy, with any changes, will appear in the next issue of *THE SETOFF*. Contact me (at 1018 West Dixie Avenue, Leesburg, FL 34748) or your Area Director with any response you may have to the proposed policy.

JUDICIAL COMMITTEE POLICY

ACCIDENT

An accident is defined as any incident 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

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.

POINT SYSTEM FOR ACCIDENTS Pts.

- 1. Physical damage to vehicle or object:
 - a. Minor contact, negligible damage 0 - 1
 - b. Damage to one or more vehicles, but not disabling the vehicles from operating safely 2 - 3
 - c. Disabled vehicle 4 - 8
- 2. Personal injury:
 - a. Injury of a minor nature 0 - 1
 - b. Injury requiring a doctor, emergency room treatment or hospitalization 2 - 4
 - c. Catastrophic personal injury including death 5 - 10
- 3. Point accumulation is totaled over a three-year period. Each year, the oldest year's points are dropped and points assessed during the current year are added.

PENALTIES FOR ACCIDENTS AND/OR CONVICTIONS

- 1. Ten points or more accumulated by an Operator: NARCOA privileges (including insurance coverage) will be removed for one year.
- 2. Three at fault accidents over a three-year period, regardless of point total: NARCOA privileges (including insurance coverage) will be removed for one year.
- 3. Any Operator convicted of bootlegging (using track without permission): NARCOA privileges (including insurance coverage) will be removed for one year.
- 4. 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 five years.