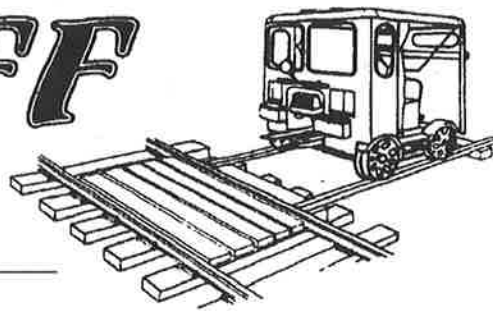


THE SETOFF

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

July/August 1996



Above, the motorcar line-up at Nantahala, NC, on the Great Smoky Mountain RR trip March 30, 1996. At left, Chris Thompson's A-6 gang car Wolf Ridge Southern #813, ex-Clinchfield RR, on the same trip.

Photos by Chris Thompson



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From the President

By Ron Zammit

I'd like to start off this message with a congratulations for all involved on the major Canadian trip this year. The excursion traveled between Peace River, Alberta, and Hay River, Northwest Territories on the Canadian National. Canadians, once again, proved to be excellent hosts, both on and off the rails. (The run was about 400 miles one way, with five days out, four of them on the rails.)

The excursion was planned and coordinated by Hank and Carol Brown, with help from Fred Furminger, who all did an outstanding job. The participants were from many areas, and the group thus formed was quite diverse in ages and professions. As is usual on such a run, it was a good time to meet folks from other areas.



Letters to the Editor

We welcome letters from readers for printing in THE SETOFF. Published letters may be lightly edited for space considerations, etc., and may also include a reply from a NARCOA committee member if the subject warrants it. Send your letter to the SETOFF editor by the next issue's deadline.

To the Editor:

I read your comments in the May/June issue on the positive side of NARCOA and couldn't agree with you more. We have seen this organization grow with leaps and bounds over the past years. Our safety record is good, our insurance program has improved remarkably and the trips just seem to keep on coming. We shouldn't allow ourselves to fall into the "Washington, DC mentality" and start mudslinging. This would only hurt this fine organization and defeat the work that has been done in the last years. We, as members, should emphasize the positive side of NARCOA and strive to maintain our image and reputation.

By the way, I feel we owe Gene Tucker a hearty "well done" for the years he was editor of *THE SETOFF*. He did an excellent job of running the newspaper. Thanks, Gene.

Hugh Cain
Norfolk, VA

There were no incidents, just a good safe trip, with a good time had by all.

It is a point of fascination that most of us got involved in this hobby because of its connection with railroading, and because most of us are fairly independent. A lot of us are not interested in "run of the mill" hobbies. In the case of a major run like this, we must all work together for the trip to be successful, and sometimes our individual independence stands in the way. As on this trip, when everyone works well together, it makes a trip all the more special. And yes, the bugs were bad, but the trip was well worth the bites.

In organization news, there is nothing much new to report. The insurance program is working well. The agenda for the fall meeting will be put together in August, but nothing new has come in since my last column. If you wish to have an agenda before the meeting, please send me a SASE, and I'll send it out with the Board's.

Finally, I occasionally hear rumors of alcohol being hidden/used by someone on some excursion. Your meet coordinator, nor anyone connected with NARCOA, cannot do anything unless the specifics are known. Rumors, true or false, help no one, and should not be repeated. The facts should be exposed, when discovered.

Please, please keep in mind that alcohol related accidents have been the bane of railroad operations since the beginning, and we must have zero tolerance to any of our operations being marred with the presence of alcohol. So far, we have had an excellent history with this, and let's all work to keep it that way.

Hope to see you at the fall meeting.

A Correction

The May/June issue of *THE SETOFF* showed an MT19-B owned by NARCOA president Ron Zammit incorrectly identified as an ex-Milwaukee Road car when, in fact, it is an ex-Union Pacific. Let me apologize to all those who pointed this out to me; next time I'll look more closely at the picture and not only at the label on the back.

***Please submit all materials
for publication in the
September/October issue of
THE SETOFF to the editor by
September 15, 1996.***

Editor's Notes

By Deanna Baird

Being the editor of *THE SETOFF* has certainly been interesting so far.

I'm getting used to the *SETOFF* mail that arrives. Lots of people make comments to me as they send in "for sale" ads or meet stories. Some people tell me why they want to sell their items. Several people have congratulated me on becoming editor and affirmed that they know I will do a good job. Some people tell me that they appreciate the job my brother Gene did as editor. Many people say that they enjoy reading *THE SETOFF* and look forward to more.

Of course, there are those people who look for my mistakes and tell me about those, too.

I very much enjoy the personal comments that people include in their correspondence and really it's the most enjoyable part of the publication process.

It takes me anywhere from 15 to 24 hours of actual time to get an issue together, and when I feel pressured to finish by the deadline it's always a pleasure to realize that there are people who actually appreciate what I'm doing.

But I have to tell you about some of the things I can't do for you, all of which are things people have asked of me in the past three months.

I can't send you back issues; I only get one in the mail just like you. Joel Williams has back issues.

I can't sign you up as a NARCOA member. Joel Williams can.

I can't cash a check made out to NARCOA. And you really don't need to send me checks of any kind—or money or stamps.

I can't check on your insurance paperwork. Tom Norman can help you with that.

I can't change your address on the NARCOA roster. Joel Williams can.

I can't return your pictures because they are archived for future printing. I also can't get you negatives or prints of pictures that have been published. You might try contacting the person whose photo credit is printed with the picture.

And lastly, I can't advise you on how to fix your motorcar. Luckily for the fellow who called one evening about getting parts for his motorcar my husband was home and spent an hour on the phone with him.

I wish I could do all those things for everybody, but I am only the editor of *THE SETOFF*. You'll find people listed in the masthead on this page and on the last page who can help you if you need it. You can contact them directly.

Please continue to send me just your newsletter contributions—and your comments, too, of course.

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 because they are archived.
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. Ads, meet notices, and short articles may be handwritten. Please include your phone number with your submission in case we need to ask you questions about something we don't understand.
5. Photos should be either black and white or sharp color photos. Please label the back of the picture as to its subject matter and who took the picture. Please do not send slides.
6. 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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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.



Meets

Members who have organized meets are encouraged to advertise those events here. We will publish all notices received. Include details of the trip such as time schedule, total mileage, costs, restrictions and conditions for attending. State whether or not NARCOA rules will be in effect and whether NARCOA insurance is required. Send meet notices to: Deanna Baird, SETOFF Editor, 4403 Dyes Lane, Bealeton, VA 22712.

PLEASE NOTE: Advertisement of a meet in THE SETOFF does not constitute responsibility by NARCOA and/or its officers, or THE SETOFF and/or its editorial staff for meet conditions. Meet attendees must exercise caution in the observance of safety conditions and rules, and must accept full responsibility for themselves, their guests and their equipment when attending any meet.

The following meets are sponsored by regional divisions of NARCOA:

FIRST IOWA DIVISION:

All First Iowa Division trips, with the exception of the Boone & Scenic Valley ride, are NARCOA events and require NARCOA insurance. For further information, contact Dave Pratt at (515) 674-3803 or Carl Schneider at (515) 967-5181.

August 31 and September 1: Dakota Southern Railroad. Chamberlain to Reliance, SD. Cost of this ride is \$15.00 per car for two days of riding. We will have a night run on Friday night and a morning run on Saturday. We will then drive to Murdo and have a night run there on Saturday and a daytime run from Murdo to Kadoka. The night runs will depart at 6:00 p.m. and the day runs will depart at 8:00 a.m. There are Super 8 motels at Murdo and Chamberlain.

September 14: Appanoose County Community Railroad, Centerville to Albia, IA, 62 miles round trip. Barbecue at the restored depot in Moravia.

October 12: Ft. Leonard Wood Army Base, Ft. Leonard Wood, MO. Two round trips including a night run, 40 miles per trip.

October 13: Burlington Northern Railroad, Cuba to Buick, MO, 92 miles round trip. Depart Cuba at 8:00 a.m. This line is featured in the April 1996 *Trains* magazine.

October 26: Boone & Scenic Valley Railroad, Boone, IA. Join our annual Halloween ride. Three trips, 20 miles per trip. Cookout at the Frasier Siding/Park.

HOOSIER RAILCARS:

For meet information, contact Stan Conyer, 9333 St. Rd. 46 W, Columbus, IN 47201 or phone (812) 342-0565.

August 17: Indiana Southern Railroad, Spencer to Morresville and Worthington, IN, 84 miles round trip, \$25.00 per car. NARCOA rules and insurance required.

June 1997: Algoma Central Railroad. If you would be interested in a three-day trip on the Algoma Central, contact Stan Conyer. NARCOA insurance and rules. Planning for the meet will begin if there is enough interest.

ILLINOIS DIVISION:

For information on the Illinois Division, send \$5.00 for meet list and newsletter to Michael Mitzel, Illinois Division NARCOA, P.O. Box 79, Waterman, IL 60556, or call (815) 264-7979.

September 22 and 23: Monticello Railroad Museum, Annual Railroad Days. NARCOA insurance not required.

October 20: Commonwealth Edison, Byron Branch Fall run, 14 miles round trip, with large bridge over the Rock River. NARCOA insurance required.

MISSISSIPPI VALLEY DIVISION:

Contact Craig Blushke, 10916 Spring Creek Road, Blue Mounds, WI 53517.

October 5: Board meeting and motorcar meet at Green Bay RR Museum.

OHIO RAILCARS:

September 1: Wheeling & Lake Erie out of Akron, OH, Travel to Congress Lake, Falls Jct., and Ravenna with stop at Kent for dinner, 86 miles total. Fee is \$60.00. NARCOA insurance, with 40-car limit. LSASE to Dave Verzi, 10059 Aldridge Drive, Columbia Station, OH 44028, or e-mail to wm340@aol.com.

October 19: Ride the 106-mile Great Miami & Scioto Rwy. in its glorious fall foliage colors. The Great Miami & Scioto is former B&O track, portions of which were part of its St. Louis main line. Set on in Richmond Dale, OH, about 13 miles south of Chillicothe at 7:30 a.m., with departure at 8:30. Turn at Oak Hill, with a stop at Jackson to eat. NARCOA insurance and rules required. Cost is \$45.00 per car. Send a LSASE for information to: Doug Melcher, 7071 Arcadia, Parma, OH 44129, or phone (216) 845-0924.

The following meets are sponsored by motorcar organizations or by individuals:

NORTH CENTRAL RAILCARS LTD.:

August 17 and 18: Wisconsin Central Ltd., Merrillan to E. Winona on Saturday, Merrillan to Plover on Sunday, 262 miles round trip. \$145.00 per motorcar, 30-car limit. NARCOA insurance and automatic brake lights required. Buffet banquet Saturday night (\$9.95 per person) with featured speaker Tim Kelly, Wisconsin Central Vice President, Transportation. Banquet seating limited to 60 persons. To apply for registration, send \$1.01 in loose postage, and a check in the amount of the registration fee. To apply for banquet seating reservations in addition to excursion registration, enclose an additional check for the total banquet fee (\$9.95 x no. of people). Address all correspondence to: North Central Railcars, Wisconsin Central '96, 1780 Maricopa Drive, Oshkosh, WI 54904-8234.

September 28: Ride the first-ever Fall Color Tour on the Lake Superior & Ishpeming RR from Marquette, MI, to Republic Mine, and return, 80 miles round trip. This excursion is limited to 25 cars by LS&I. Cost is \$45.00 per motorcar. NARCOA insurance and automatic brake light(s) required. For further information, send long SASE to: North Central Railcars, LS&I - Fall Color Tour, 1780 Maricopa Drive, Oshkosh, WI 54904.

WILDERNESS TOURS:

Wilderness Tours sponsors only NARCOA-insured tours. Please call Hank Brown, (608) 839-4939, or write for details, 622 Oak Street, Cottage Grove, WI 53527.

October 15 - 22: Ferrocarriles Chihuahua Al Pacifico, Mexico. Chihuahua to El Fuerte, 760 miles. Copper Canyon Tour.

August 10 or November 2: Eighth Annual "Almost Heaven on a Motorcar" Meet on the South Branch Valley Railroad in West Virginia. A very popular and beautiful trip. Run either one of the two days (but not both), with a 50-car limit each day. Depart from Moorefield, WV, shortly after a 7:30 a.m. briefing, heading south to Petersburg. Return to Moorefield around 10:30 and proceed north to Green Spring and then return to Moorefield in the evening. Total miles for the day is 103. NARCOA rules and insurance. Cost is \$45.00 per car. Wray Dudley is meet coordinator. However, for information or registration, call Susan Cease evenings at (540) 989-8813, or write to 3614 Kenwick Trail SW, Roanoke, VA 24018, or e-mail to scease@roanoke.infi.net.

August 31: OHI-RAIL, "Former NYC", Minerva to Hopedale, approximately 75 miles round trip. Set on at

Minerva at 7:30 a.m. Cost is \$30.00 per car, with a 30-car limit. NARCOA rules apply; no insurance required. For information, call Bob Gold, (330) 499-5676, or send SASE to Les King, P.O. Box 164, North Lawrence, OH 44666; phone (330) 833-2868.

September 14 and January 1, 1997: Great Smoky Mountains Railway. Runs start in Bryson City and Andrews, NC, and cover the full length of the line, more than 60 miles. There is a tunnel, a high bridge, white-water river gorge, and a 5.5% grade three miles long. All runs will be limited to 30 cars total. NARCOA insurance is required. Cost is \$25.00 per car. Contact Randall S. Dyer, Box 489, Jefferson City, TN 37760; phone (423) 475-9539. Or call Charley Davidson, (423) 745-2331.

September 21: Southern Michigan Railroad Society Membership Appreciation Day and Motorcar Meet. Bring your motorcar. Free train ride. Motorcars will leave Clinton at 9:00 a.m. You must be a SMRS member; new members welcome. NARCOA insurance not required. For more information, call Eric Schwandt evenings, (517) 451-2175, or Ernie Jeschke, (517) 263-1322.

October 12: Autumn Leaf Ride, Wellsboro and Corning RR. Cost is \$30.00. NARCOA rules and insurance required. Send LSSAE to Larry Maynard, RR #1, Box 351, New Columbia, PA 17856. Phone (717) 538-9050, FAX (717) 538-9184.

1997 NARCOA Calendar Photos Are Requested By November 15, 1996

Next year is fast approaching and it is time once again to think about submitting photos for the 1997 NARCOA Calendar.

Please consider whether you have any interesting horizontal photos you would like to contribute for consideration. We look for pictures of motorcars or handcars in front of interesting buildings or scenery, on a bridge or trestle, etc. Or pictures of unusual motorcars. We usually receive about 50 or 60 photos from which we can only choose 12, so if your photo doesn't make it into the calendar, we will print as many of them as we can in *THE SETOFF*.

Bob Schuknecht has volunteered to coordinate the assembly of the calendar this year and is accepting all photographic contributions up until November 15th. Please send all pictures to Bob at the following address:

Bob Schuknecht
516 1/2 N. Charles St.
Saginaw, MI 48602-4037

Northern Central Railcar Association Again Offers Twice-Monthly Motorcar Trips

The Northern Central Railcar Association is again operating motorcar trips on the Northern Central line of the former PRR from New Freedom to York, PA. Recent inactivity on the line occurred during negotiation of a new agreement between York County (the owner of the line) and the NCRA. This agreement again allows us to operate motorcars on the line in much the same way as in the past, but with a few additional regulations.

NARCOA insurance and all NARCOA rules will still apply. Also, all rail vehicles must have a sound suppression device on the exhaust pipe of the engine (muffler, baffles in tailpipe, etc.) There will be no exceptions to this requirement. This is a strict rule, but the county must please all involved, including neighboring property owners. Compliance with this rule will allow us to operate on this scenic and historic railroad.

The Northern Central is the second oldest rail line in existence. Completed from Baltimore, MD, to York, PA, in 1838, it also boasts the second oldest railroad tunnel (Howard tunnel) in the nation. Abraham Lincoln rode part of the line—from Baltimore to Hanover Junction—to deliver his famous Gettysburg Address in 1863.

We will have the company of the Northern Central Railway, a dinner train and freight hauler. We will operate in conjunction with their schedule, making for

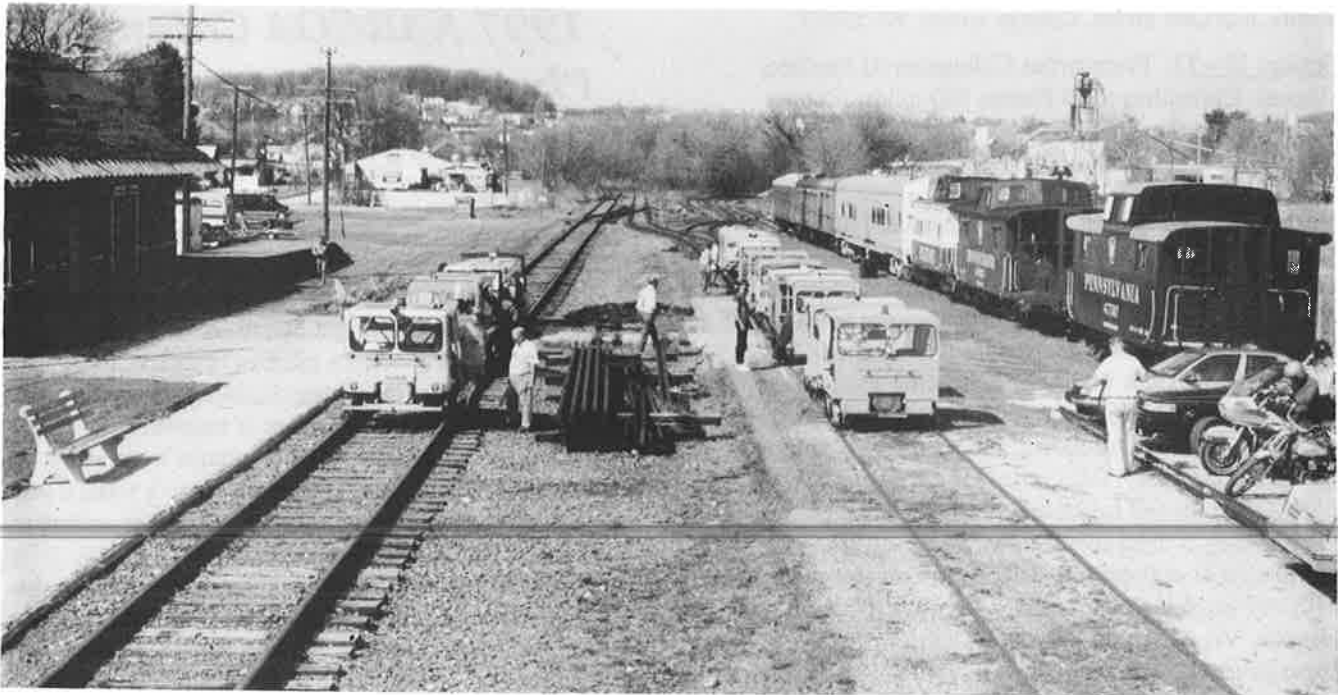
interesting railfan opportunities, including their Alco FPA-4 and RSD-5 and many restored passenger cars. What could be better than an afternoon on a railcar followed by an evening dining in luxury on board the Liberty Limited dinner train!

Motorcar trips are scheduled for twice a month. Your membership in the NCRA entitles you to any and all runs scheduled on the Northern Central line until your membership expires. Membership runs concurrently with NARCOA insurance, April 1st to March 31st. Cost of membership is a one-time annual fee of \$40.00 in two parts: a check made out to York County Rail/Trail for \$25.00 (a donation to the county), and \$15.00 cash for the NCRA. If you think about it, this is a great deal. Where else can you run two weekends a month for a year for \$40.00?

For more information and a schedule of runs, send a SASE to:

Northern Central Railcar Association
c/o Jeff Herrman
70 N. Main St.
Red Lion, PA 17356
FAX: (717) 244-7310

(Editor's Note: NCRA should not be confused with North Central Railcars Ltd. NCRL and NCRA are completely separate organizations.)



The lineup at New Freedom, PA, April 25, 1993, for a run on the historic Northern Central.

Photo by J.P. Herrman



How To: Detect and Avoid "Pre-Ignition" In Your Engine

By Dick Ray

You might think that pre-ignition would be unlikely in a low-tech, low-compression engine such as a Fairmont single-cylinder, two-stroke. I learned last Labor Day that it can happen.

Pre-ignition is when something inside the combustion chamber is hot enough that it can ignite the mixture before the spark occurs.

This is not to be confused with detonation which occurs when the additional heat from compressing the mixture or using low octane fuel causes it to explode (as in a diesel) rather than burning as it should. Detonation is very destructive to an engine, and remains unlikely due to modern fuels.

The most likely source of pre-ignition is a piece of carbon on the piston which is the hottest thing in the engine. Both two- and four-stroke model airplane engines have a glow plug whose function is to purposely ignite the mixture in this fashion since they have no other ignition system. However, it is not recommended for engines which have to operate over a wide range of speeds.

The trouble with pre-ignition is that you no longer have any control over the timing. If the mixture ignites too soon, it causes the combustion chamber temperature to rise. This in turn causes the carbon to glow hotter and perhaps ignite even sooner, compounding the problem.

It has long been known that a gasoline-fueled two-stroke engine develops the maximum power when operated on the lean side. It has also been made abundantly clear to those seeking maximum power that overdoing it a little leads to a piston with a large hole in the middle. This may be more often due to detonation in high compression engines but could also be precipitated by pre-ignition.

I would personally like to obtain all the power that is available from my RO engine, but I realize the folly of trying to obtain great increases in power.

Instead I would like to see this 45-year-old engine run regularly for another 45 years. This can only be achieved by protecting the insides from conditions known to be harmful.

Okay, back to last Labor Day. While proceeding up the mild grade from Mingo Junction on the ex-Wheeling and Lake Erie trackage on a hot day, and going fast (a relative term considering that the single-cylinder engine is pushing a full cab through the air) I accidentally bumped the ignition switch to OFF. I immediately turned it back on because the sound changed slightly and this is a common happening due to the switch placement. Then I realized that the engine had not quit firing! I turned the switch off again and, sure enough, the engine continued to fire. Pre-ignition for sure! Due to a knowledge of all the bad things that can happen, I immediately reduced the throttle and timer settings from their maxed-out positions and tried shutting the ignition off again. No change.

Then I did the only thing that is effective in that situation. I richened the mixture very, very slightly and found that the pre-ignition condition went away. In the best scientific tradition, I recreated the original problem and the solution with the same result.

Settling back with my pulse back to normal, I recalled that the engine had used more water than usual that day, and I realized that possibly, due to an excessively lean mixture, the engine had been operating in a mode that created significant extra heat in the combustion chamber without making much extra power. By richening the mixture, the power may have decreased imperceptibly but the heat dropped enough to prevent pre-ignition.

Later, when reading about the knock-sensing ignition system in my automobile, I learned that it first richens the mixture slightly and then retards the timing. Apparently, the Robert Bosch Co. agrees with the cure for the problem of pre-ignition.

This experience clarifies an experience I had last summer with a different single-cylinder car. On a long run, it seemed to use more water than fuel. No wonder! It was running dangerously lean while humming right along.

From now on I'm going to forego that last one m.p.h. and richen the mixture while *ing* fast.

Amusing—But True

Jeremy Winkworth offers the following amusing story, which we can probably all relate to:

My nine-year-old daughter was showing my motorcar to one of her friends, and I overheard her saying in the sincerest of voices, "My dad can't afford a real train so he just has this motorcar."



The Georgia Central Railroad hosted a meet on February 24, 1996. Above, at Pembroke, GA, between Vадalia and Savannah.

At left, Chris Thompson's A-6 at the head of the line at Ohoopее, GA.

Photos by Chris Thompson



At right, Chuck Pearson takes a break next to D. Haган's M19 at Metamora, IN, Whitewater Valley RR, July 6, 1996.

Photo by Eric Schwandt



Elwood to Hiawatha on the NEKM

(Editor's Note: This article originally appeared in June 1996 in the KWD News, the official publication of the Kansas Wheatlands Division of NARCOA.)

By Jim McKeel

The vehicles pulling trailers began lining up on the quiet street in Elwood, KS, shortly after sunrise on Saturday, May 11, 1996. The day dawned cloudy, cool, and windy, but the enthusiasm was high. The turnout was the "best yet" for a Kansas Wheatlands Division ride, 36 motorcars and one hi-rail. Due to the large number of participants, our departure was delayed a little, but plenty of time had been built into the schedule to get us into Hiawatha on time.

After getting all cars set on the track, liability waivers signed, and cars inspected, we conducted our safety meeting and the line-up for the day was explained to everyone. We pulled out about 8:45 a.m., headed for Hiawatha, KS. Evidence remains of the great flood a couple of years ago on the Missouri River that caused severe damage to the NEKM and the city of Elwood.

Our journey took us 40 miles westward through Wathena, Severance, Leona, and Robinson. The scenery along this line is fabulous as it winds through the hills of northeast Kansas, particularly on the portions of the line that follow the creeks.

Just west of Wathena, we found evidence of the recent storms in the area. A tree, approximately 40 feet tall and about 8 to 10 inches in diameter, had blown down and was lying across the tracks. Fortunately, one

of our members was well equipped and had a small saw with him that was used to clear our route. We proceeded to Robinson for a rest stop that also allowed time to look over the passenger car that is located there. The original goal of the private owner was to restore it to running condition for use on an excursion train.

Our lunch break in Hiawatha went exceptionally well, thanks to the generosity of several local people who provided rides for everyone to the McDonald's Restaurant, about a mile from our turnaround point. The sun came out during our lunch break, warming things up a bit, and it stayed with us on our trip back to Elwood.

The return trip was just as great! Smooth running and a leisurely pace that was very relaxing and enjoyable. There were no breakdowns on the run and only two cars caused very short delays after running out of gas. Considering the number of cars on the ride, that was an accomplishment and is a credit to every operator who had done what they could to ensure that their car was "run ready".

We certainly thank the management of the NorthEast Kansas and Missouri Railroad for allowing our trip on their excellent railroad and we also thank Dave Gentry for the work that he did in making the preparations and arrangements for the trip and our lunch shuttle. Many thanks, too, to those that assisted at the set-on point, getting everyone signed in, set on, and ready to roll. We look forward to seeing everyone on the next run!

Eric Schwandt's M19 at Sturgis, MI, on the Michigan Southern RR, June 1996.

E. Schwandt Photo



A Trip On The Oil Creek and Titusville RR Through "The Valley that Changed the World"

By Don Harbaugh

If you have never ridden on the Oil Creek and Titusville Railroad between Titusville and Oil City, PA, then you may have missed one of the best short rides in western Pennsylvania.

The 27-mile round trip leaves Titusville and goes south to just north of Oil City (Rynd Farm). It used to be a main line of the Pennsylvania Railroad and gave PRR a route from Pittsburgh to Buffalo. The line follows the winding historic Oil Creek, which serves as the backdrop for numerous abandoned oil drilling sites, and crosses it four times on two plate girder bridges, a through truss, and a reinforced concrete arch span. The concrete arch and the through truss are great photo locations. Also, the Drake Oil Well Museum is next to the tracks in the valley, "The Valley That Changed the World." Did you know that the terms "offshore drilling" and "wildcat well" originated from this valley?

Let's talk about what happened. Nine of the 16 motorcars that participated were set on the night before with several new faces being anxious to get rolling. Lou Adelson of the OC&T management made the necessary forms available (their insurance form and their waiver as this was not a NARCOA meet). Everyone was great at completing the paperwork, so we got to ride the short two-mile (rough and slow order) industrial line before darkness Friday night the 17th of May after a safety meeting by yours truly. The short run got the rust off the wheels and gave the newcomers practice at braking, flagging, and crossings.

There are six industries served by the OC&T on an "on call" basis by their Alco S-2 switcher. The tourist operation began on June 15th operating weekends, with the Alco pulling several coaches, an open platform car, and the only operating RPO (they actually cancel mail there) in the east.



Assembling for a group photo on the Oil Creek and Titusville RR at Petroleum Center on May 19, 1996.

Photo by Lee Sheffield

Saturday morning saw the other seven cars arrive. Everyone got checked in and signed the forms. Gene Tucker, his daughters, and some friends came up from Virginia. They brought two A cars. Everyone else came from Ohio! This is Pennsylvania, right? I must qualify that the original organizers of the meet, Vic and Thelma Maire of Butler, PA, could not make the meet because Vic had a heart attack in South Carolina. Don't worry, Vic is okay. I checked, because many of us, including me, love these dear people.

After an informative safety meeting on the hazards of the OC&T (three bad crossings, motorists, deer, fishermen, hikers, and mountain bikers and even bears) we proceeded to McDonald's for breakfast. The temperature was rising. It was forecasted for 85 degrees that day. No rain.

Part of our duty at the OC&T was tree cutting and ditch cleaning as a way of earning the right to operate our equipment. It was a very fair deal. We split up into four groups of four motorcars, and spaced out a mile apart. There was a great turnout of chainsaws with willing men to use them.

Bob Hixenbaugh, Jerry Belter, and some other guys from the Cuyahoga Valley group worked like beavers and the timber was flying! Bob Gold, Les King, Norm Groner, Lee Sheffield, Ralph Schaffer, Denny Kovarik, Carl Mark, Bob Snyder, Bob Rogers, and Gene Tucker had the chain saws humming as the valley sounded like a giant dirt bike race. (I know I missed some names, and I'm sorry.)

The man who really impressed me was Ken Levingood. Ken retired from an N&W track gang. He carried the meanest looking cutter and knew how to use it! I don't know how old he is, maybe 70. Needless to say, I was impressed. We had about 18 men, hard at work. Let me tell you, the OC&T had nothing but praise afterward for the work that was done. They have invited us back on August 17th and 18th to be in their Bicentennial Parade at Titusville.

At noon, we headed back to McDonald's for lunch. Afterwards we headed back down the tracks through the valley, finished cutting up a 70-foot dead oak that Carl Mark and Lee Sheffield had cut across the tracks, and then enjoyed a beautiful scenic ride along the Oil Creek to Rynd Farm. We made a couple photo stops at the truss bridge and Petroleum Center.

The weather was great. The fly fishermen were out in force fishing along Oil Creek. We got turned at Rynd Farm with a lot of help from Bob Gold's repro Fairmont turntable. Did you ever turn an A-3 with four guys and no lifting plus not turn at a crossing? Incredible. There were four A cars at this meet!

We next proceeded back to Titusville to enjoy the other sights by stopping at one of the many abandoned oil lease sites along the way. It was a real education for

everyone. A highlight of my trip was when a 500-pound black bear ran across the tracks in front of me!

After dinner, we went on a night run. Again, the weather was great. Several people saw deer and other wild animals. I noticed a strange phenomenon. Numerous frogs would sit on top of the warm rail head at night and beg to get run over. I ran over several. Puts lumps on your wheels. I told Gene Tucker that if you run over an unguarded frog you get wheel warts.

Sunday morning we rode our motorcars to McDonald's again for breakfast. A few had to leave Saturday night, but we had 13 cars Sunday. Weather was super with no rain but getting warm.

We made a photo stop at the concrete arch bridge, a couple stops at oil well sites, and drank some fresh mountain water coming off the mountainside next to the tracks. It was relaxing and a real pleasure to ride this line.

We truly thank the management of the Oil Creek and Titusville Railroad for allowing us to ride their line. We worked hard for a truly great reward.

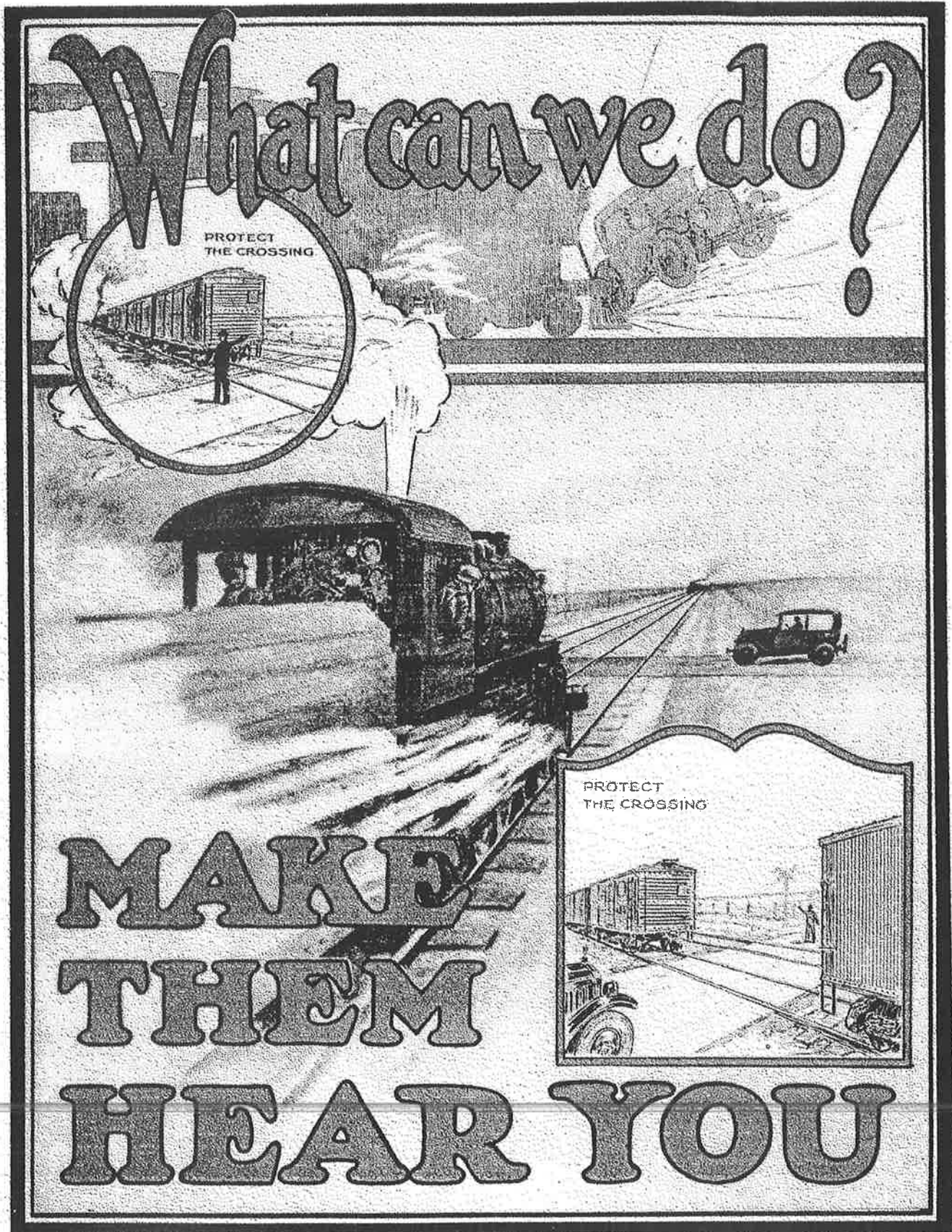
I would like to especially thank Les King, Norm Groner, Bob Gold, and Lee Sheffield for helping me out. Thanks to everyone for working so hard. And we missed you, Vic and Thelma Maire, and look forward to seeing you soon. Get well!

To quote Lou Adelson of the OC&T in closing, "We might not be as long as Conrail, but we're just as wide."



Don Harbaugh's CN MT14 on a truss bridge crossing Oil Creek on the OC&TRR May 18, 1996.

Photo by Lee Sheffield



10. Original about 1930 was 20 x 14 inches. Contributed by William F. Howes, Jr. of Jacksonville, Florida. Reprinted by Norfolk Southern Corporation, 1991.

NARCOA Certified Meet Coordinators Listed By State

NARCOA currently has a list of 103 certified meet coordinators. These are people who had set up meets prior to January 1, 1996, that had filed for insurance certificates and those who have been certified by NARCOA Board representatives.

If you don't see your name on the list and would like clarification, please contact your area representative or Hank Brown at 622 Oak Street, Cottage Grove, WI 53527; phone (608) 839-4939; FAX (608) 839-5595.

NARCOA Certified Meet Coordinators, by state:

AL Dave Sharp	MN Leroy Thieman
AL Chris Thompson	MO Dave Gentry
AR Bill Pollard	MT George Baker
BC Jeff Robertson	MT Tom Norman
CA Denny Anspach	NC Steve Hill
CA Chris Baldo	NC Tom Johnson
CA Greg Brahms	NC Gene Lail
CA Don Breithbarth	NC Ed Taylor
CA Jeff Browne	NH Steve Labonte
CA Robert Church	NJ Walter Matuch
CA Gilbert Dominguez	NJ Dick Ray
CA Bill Evans	NJ Dave Rose
CA Dana Fuller	NJ Joel Williams
CA Joe Nemmer	NY Fred Furfinger
CA Vic Neves	NY Dick Wilhelm
CA Rich Stivers	OH Jerry Foust
CA Doug Stivers	OH Bob Hixenbaugh
CA Dave Towle	OH Jeff Levengood
CA Ron Zammit	OH Dave Verzi
FL Wade Myers	OH Mike Woodburn
FL Jack Whitt	OK John Waldvogel
GA William Boyle	ONT Milville Fournier
GA Glenn Hartley	ONT Bob Layfield
GA Bobby Moreman	OR Wally Burton
IA Dave Pratt	OR James Van Loo
IA Carl Schneider	OR Nancy Van Loo
IL Mike Mitzel	PA Mike Billet
IN Phillip Childress	PA Jim Eager
IN Stan Conyer	PA Steve Heffner
IN Bruce Frye	PA Henry Herrman
KS Steven Lippoldt	PA Dave Johnson
KS Michael McElroy	PA Ken Luckenbaugh
KS James McKeel	PA Larry Maynard
KS Ronald Morgan	PA Barry Wunz
KS Jean O'Dell	SC Phillip Gandy
KS Mark Springer	SC Bill Holdren
KY Bob Abell	SD Don Lemon
MA Paul Yorkis	TN James Hannah
MI Ernie Jeschke	TN Harris Harper
MI Eric Schwandt	TN Jim Paty
MN Mark Arnold	

TN James Poe	WA Don Piercy
VA Hugh Cain	WA Roger Sackett
VA Wray Dudley	WA Terry Wade
VA Dave Johnson	WI Craig Bluschke
VA Charles Rausch	WI Hank Brown
WA Dana Davis	WI Dean Odekirk
WA Steve Hauff	WI Jim Odekirk
WA Steve Healy	WI Mike Paul
WA Julianne Klontz	WI Tom Sharratt
WA Rick Leach	WI John Valek
WA Keith Lyons	WV Michael Stevens

Directors' Meeting in Wichita Sep. 6-8

NARCOA members are invited to attend the fall Board of Directors meeting, which will take place September 6-8 at the Clarion Hotel Airport in Wichita, Kansas. (The motel was formerly the Ramada Inn.)

The meeting will begin on Friday, September 6th, at 6:00 p.m. Meetings on Saturday will begin at 8:30 a.m., and any remaining work will be completed on Sunday, hopefully by noon.

Reservations at the Clarion Hotel Airport can be made by calling (316) 942-7911. Be sure to mention NARCOA as we have a special group rate for the weekend. There is a free shuttle from the airport or, if you are driving, go north on Airport Road to Kellogg, turn right and go approximately one mile on the frontage road. The motel is on the right.

Safety Slogan Contest Entries Due September 30

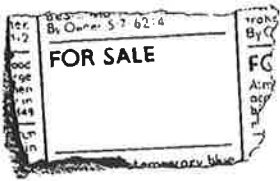
Have you thought of a safety slogan NARCOA could use? Send it in.

NARCOA is looking for an official slogan for the organization, as explained in the last issue of *The Setoff*. The Safety and Rules Committee will choose the 10 best entries which will then be put to a vote of the NARCOA membership to choose the best one. The winner of the slogan contest will be notified in March 1997 after all mail-in ballots are received from NARCOA members and the slogan is approved by the Board of Directors.

The winner will receive a certificate of credit to cover free NARCOA membership and insurance coverage for a year beginning on April 1, 1997.

Send your entry before September 30th to:

Bill Holdren
115 Hartford Drive
Ladson, SC 29456
FAX: (803) 824-6170
email: FAIRNUT1@aol.com



Want Ads

Editor's Note: THE SETOFF is happy to print all ads received from members. Send ads directly to: Deanna Baird, SETOFF Editor, 4403 Dyes Lane, Bealeton, VA 22712. There is no charge for placing an ad, just send it in. If you want your ad to run for more than one issue, please indicate how many issues. Thank you.

FOR SALE: Videos. Copper Canyon by motorcar. This is THE premier motorcar adventure with 86 tunnels and 37 bridges. Full six-hour standard play, three-tape set, \$49.95. Condensed highlights, two hours, \$21.95. Check, Mastercard or Visa. Contact Bill Kozel, 23 Lee Avenue, Rexford, NY 12148; phone (518) 399-5836.

FOR SALE: Fairmont MT19 with trailer. Formerly CN. Full cab, onan engine, \$2,950.00. Selling because of poor health. Contact Paul Yohe, 241 S. Warren St., Berwick, PA 18603; phone (717) 752-5229.

FOR SALE: Restored Fairmont M19, ex-Southern Rwy. #1988, stored serviceable, \$2,500.00. Restored Fairmont A-3, ex-N&W #1218, stored serviceable, \$2,500.00. Restored Kalamazoo 27 AW, \$1,500.00. M19 parts car, OD-B engine, over 75% complete, \$1,000.00. Also Motorola MCX-100 programmable railroad radio with keypad mike, \$500.00. A-3 PTO assembly for front-mounted pump, \$500.00. Small twin-cylinder air compressor pump, \$200.00. Teletype set with modem and manuals, \$500.00. Several boxes/crates of assorted motorcar parts, to be sold as one lot, \$1,500.00. Several trailer car frames, excellent to fabricate lever cars with, \$250.00 each. Would consider trades for other motorcars, MT14, gang cars. Contact Hugh Cain, 510 Austin Street, Norfolk, VA 23503; phone (804) 588-6579.

FOR SALE: Woodings motorcar, new brakes, body in good shape, very good engine, \$1,250.00. Contact Joe Stanley, Plainfield, IN; phone (317) 839-6609.

FOR SALE: Fairmont motorcars, MT14s. Good running condition. Onan engines. \$900.00. Contact Ray Ickes, 15012 Lakefield Rd., Hemlock, MI 48626; phone (517) 642-8438.

FOR SALE: 1953 Fairmont A5 gang car. Seats eight people, weighs 1,840 lbs. Frame-off restoration completed 1995. Car was completely disassembled, frame sandblasted and painted, wheels sandblasted and painted. Reassembled using grade 8 bolts SAE fine

thread. All new wood and sheet metal. New wiring and set up with headlights/taillights/brake lights both front and rear. Ex-ATSF and painted in original colors with original markings. Car looks and runs better than new. \$3,950.00. Contact Jerry Pell, 909 Calle Nuevo, San Clemente, CA 92673; phone (714) 498-6208.

FOR SALE: Fairmont S-2-E-4, ex-B&O, ex-Winchester and Western. B&O style cab, new wheels, QBA-B engine, runs great! \$1,500.00. Fairmont M19-F, ex-Boston and Maine, original aluminum cab, RO-C engine, runs great! \$1,000.00. Contact Vaughn Rockney, 16528 Baederwood Lane, Derwood, MD 20855; phone (301) 258-0197.

WANTED: All the information and pictures I can locate on today's operating motorcars. Specific information wanted on makes, models, power, availability of parts, comments on the ups and downs of specific make and models relating to both operation and mechanics. If you can help, contact Stan Wallis, 38660 Lexington St., Apt. 642, Fremont, CA 94536; phone (510) 794-0655 or email at stanw@inow.com.

WANTED: One or more of the following Fairmont parts: M6505 bearing casings, M18413 or M6585 17" tires with or without complete wheel, M6431 wheel guards and M6504 axle bearings. Also looking for old speeder any make in need of restoration. Contact Vic Cross, 3282 Old Quarry Rd., Wever, IA 52658; phone (319) 528-4369.

FOR SALE: MT19-A, the last Fairmont factory demonstrator. Never sold to a railroad. Full cab, factory turntable. Less than 600 miles on it when I purchased it. Excellent runner, many extras. Also 1958 M9-G, Chicago Central Pacific RR #101. Frame-up restoration. Aluminum front and roof, new curtains, color red with CCP decals. Many extras and a good runner. Send LSASE for information to Jon E. Knight, 325 Iroquois #1, Rockford, IL 61102, or call (815) 965-7648.

FOR SALE: Fairmont CR-7, ex-Canadian. Runs with 6- or 12-volt coil. Extra parts including 6v buzz coils, four brake shoes, one ROC head, complete gasket kit, owner's manual. \$1,500.00. Contact Mike Fahs, 2567 Roosevelt Ave., York, PA 17404; phone (717) 764-1074 evenings.

WANTED: M19 twin cylinder coil, Fairmont part No. F12269 without points, F4166 with points. This is a metal-cased coil with a steel mounting bracket. Willing to pay good price. Contact Lloyd James, 34 Styvestandt Drive, Poughkeepsie, NY 12601-1517; phone (914) 471-2760. All replies answered.

FOR SALE: Upper-quadrant semaphore, US&S "S", \$400.00. Train order semaphores and desk lever set, \$600.00. Contact Joseph Shaffer, 35166 Jason Dr., N. Ridgeville, OH 44039; phone (216) 353-0764.

WANTED: Spare parts for Fairmont M9, belts, brake shoes, wheels, etc. Also want M9 manual and any sales

bulletins. Contact Jonathan Blair, 4 Walton Way, Rome, GA 30165; phone (706) 235-9570 days, (706) 232-5882 evenings.

WANTED: For Northwestern 561-V8 (early thirties), sales literature, parts/service manual, pictures, lettering information (copies okay). Need fuel tank, transmission, clutch and bell housing, lights, any small parts. Contact Ed Taylor, 4297 Royal Oaks, Lincolnton, NC 28092; phone (704) 732-6317.

FOR SALE: Reducing collection. MT14, M19s, M9s, Kalamazoo 27 with spare engine and parts. O.D. engines in various conditions. Fairmont parts used and new available upon request. Serious inquiries only, please. Cars must be seen. Also large 20 x 35 tarp garage, heavy duty tube frame, \$250.00. Contact Ken Kurdt, Chelsea Valley Shortline Company, 118 East Caroline Drive, Wappingers Falls, NY 12590; phone (914) 831-1170.

FOR SALE: Fairmont and Woodings track cars, several models available, \$400.00 - \$2,250.00. Some restored. Used wheels also, \$20.00 - \$40.00. Contact Tom Kowalski, 689 Podunk Road, East Brookfield, MA 01515; phone (508) 867-2188 before 9 p.m.

FOR SALE: MT19, fully restored, custom rail trailer, shop manual. New curtains, paint, aluminum, seats, windshield. \$3,400.00 OBO. Contact John Carter, P.O. Box 246, Puryear, TN 38251; phone (901) 247-5567.

FOR SALE: Fairmont M19 motorcar, formerly CP from Northern Ontario. Fiberglass cab, good running order when taken out of service. Partial restoration, \$1,000.00 Canadian. Additional Fairmont/Woodings parts available for sale or swap. Contact Mike McCormick, 1179 Bruce Ave., Windsor, Ontario, Canada N9A 4Y5; phone (519) 977-7756.

FOR SALE: 20 MT14 CN cars, eight MT19 CN cars, four Woodings CP cars, three M14 CP cars, ten M19 CP cars, one ST2AA with RKB twin engine, one Sheffield 40B parts, one M19 B&O. Fairmont parts: lift handles, cranks, brake shoes, liners, seat cushions, exhaust elbows M33789A, castings #58618-19, 58613, 58606-07. Woodings parts: new brake shoes, seat cushions, control panel, transmission gears, motor mounts. Contact Les King, P.O. Box 164, N. Lawrence, OH 44666; phone (330) 833-2868; FAX (330) 830-5213.

FOR SALE: Four new Fairmont 14" wheels, \$350.00 plus shipping. Also, Kalamazoo model 23-B with Hercules NXB engine, \$750.00. Contact John Hall, 2711 Pecksniff Road, Wilmington, DE 19808; phone (302) 995-0649.

FOR SALE: Restored velocipede, parts for three others, wheels, gears for two plus the other parts. Will sell individual parts. Send request to Terry E. Durkin, 3754 Pringle Street, San Diego, CA 92103; phone (619) 298-6205.

Delaware & Ulster Gets a Helping Hand After Severe January Floods

The Delaware & Ulster Railroad in Arkville, NY, has a grant to improve their track beyond the previous excursion train territory to the west, and to fix an old washout on the trackage to the east. The DURR and its CMO Vic Stevens, have been good friends of the motorcar group, hosting many fall Eastern Region Conventions. This winter, floods caused extensive damage to trackage that was not covered by the terms of the grant and effectively put the railroad out of business.

Lloyd James of nearby Poughkeepsie, NY, became aware of the situation and quickly put out requests for donations to local motorcar enthusiasts for donations to cover needed ballast and fill for many new washouts. He actually got more than needed and had to return some money!

A total of 71 tons were hauled in from a quarry near Kingston, who donated some stone themselves. Lloyd personally paid for all fuel costs, taxes, tolls, an extra tip to the drivers, and escorted each of the four loads over the low-weight-limit county roads.

As of this writing, the DURR tourist railroad is back in business and we are hoping that the annual NARCOA Fall Regional Convention will return to this site.

To bring new readers up to date, those events were one of the highlights of the 1987 through 1994 seasons, even though there is only 20 miles of track available. The events were popular because they were highly social events with contests (slow race, best car, etc.), hand-made awards for contest winners, best car, and long-distance attendee, night runs, night photo sessions (see the cover of the Fall 1987 *SETOFF*), lunch wagon and restaurant on premises, and a locally catered dinner at the firehouse.

We all owe a debt of gratitude to Lloyd James for his public service spirit, untiring efforts, and substantial gift of money as a friend of the DURR. Please thank him when you see him all over the east in his immaculate and perfectly maintained C&NW M19-AA. Thanks again, Lloyd!



Safety: Negotiating Seldom-Used Grade Crossings

(Editor's Note: This is a reprint of an article that first appeared in the spring 1988 issue of THE SETOFF.)

By Dick Ray

One of the greatest tests of a motorcar operator's skill is that of negotiating a seldom-used grade crossing. These types of crossings are typically on shortline spurs, or museum trackage that sees infrequent rail use. Here are some tips to help you cross these seldom-used crossings safely, and with less difficulty.

1.) With two-cycle engines, make sure that the engine timing is retarded. This avoids accidentally reversing the engine in the middle of the crossing and having to push the car across.

2.) When travelling with several other cars, the lead car should wait for the last cars to pull up on the near side of the crossing before starting the crossing process. Lookouts and flagmen can then be posted for the entire group crossing.

3.) Before crossing, wait for the car ahead to get completely across, and make sure there is room for your car on the other side of the crossing. It is very embarrassing and dangerous to be "hung up" in the middle of the highway if the car ahead stalls.

4.) On belt-driven cars, don't latch up the belt lever in the control plate while negotiating the crossing. This helps to prevent accidental engine reversing, and allows the car to roll slowly onto the rails again at the far side of the crossing. Most derailments due to dirt and debris in crossing flangeways, occur on the far side of the crossing; this can be prevented with extra care.

5.) *Never* attempt to roll across a crossing that is paved over, or totally covered with dirt. This is not only dangerous to the riders, but very hard on the car. This situation calls for unloading the passengers, and shoving the car across empty.

6.) When pushing is necessary, be sure to shove only on the push handles. Pushing on the cab is not recommended by Fairmont (and probably all other car builders), and it may cause the car to "skew" sideways, out of alignment with the rails.

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