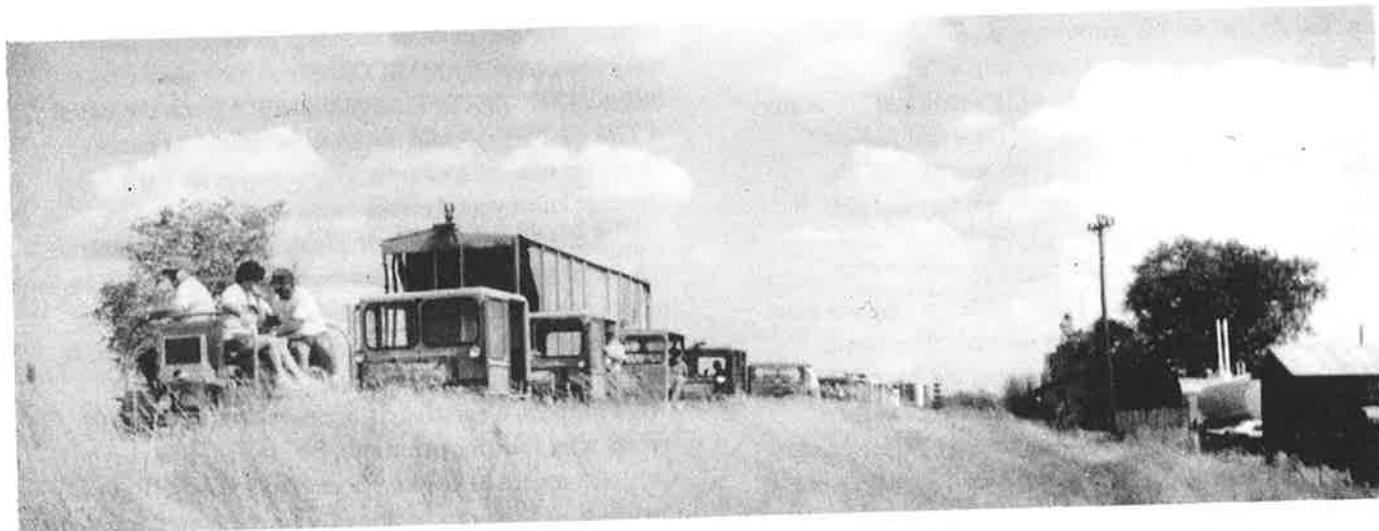
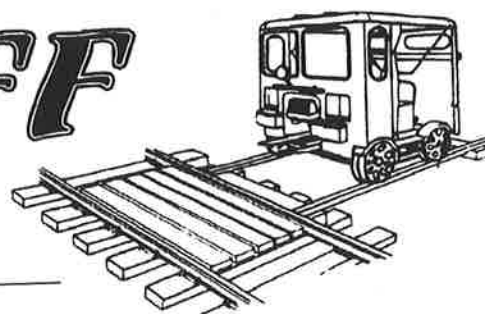


THE SETOFF

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

May/June 1997



Upper photo, preparing to depart Murdo-Mackenzie, SD, westbound to Belvedere on the Dakota Southern Railroad August 31, 1996. Dave Pratt, in front, coaxes his S-2 into movement.

Lower photo, September 1, 1996, at Kadoka, SD, ready to go on state-owned trackage. The Dakota Southern operation ended here. This depot appeared to be some sort of museum, nicely done.

Photos by Scott Janz

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From the President

By Ron Zammit

We finally got the insurance for 1997! A message from Tom Norman is on page 12 in this issue giving details. Tom had a tough negotiation with the company, due in part to the settlement of the accident that happened in Canada in 1995. We all owe Tom Norman a big "thank you" for his work on this. Since my last message to you where I was expecting a rate reduction, I have wondered if we would ever get a policy at all, at any price. Tom has carefully used our rules and past safe operations to convince the company to stay with the program. We also have a commitment for next year, if no major accidents occur. Please, for this and other reasons, let's make this a safe year.

One change from last year's policy is that one must be 18 years of age or older to be insured. The Board voted at last September's meeting to allow 14- to 17-year-old operators under certain conditions, but the insurance company's action precludes any persons under age 18 from operating. The new policy does not insure excursions on which any work is done for the railroad. Therefore, NARCOA-sanctioned excursions cannot be connected with any work-related activities.

The FRA has put in place a new set of rules (49 CFR 214) which applies to all rail equipment except trains. Essentially, anyone working for a railroad at trackside must undergo a training program on the operation of equipment and the railroad itself. This program must be given to workers by the railroad and the program must be approved by the FRA. I have a full copy of the regulations. It is huge, but I will e-mail it to you if you e-mail me a request. John Pattison has an excellent article on this on page 14 in this issue of *THE SETOFF*.

By the way, the FRA did not do this to hassle folks, as a lot of people may suppose. The FRA did this at the request of the Brotherhood of Maintenance of Way Employees (BMWE). Representatives from 25 industry organizations took part in the decision-making process. The FRA did not do this in a vacuum.

What does this mean to us? Nothing if we are on an excursion. Representatives of the FRA have been specifically asked, and we were told, we are not working and therefore these new rules do not apply.

For those of you who do work for the "payment" of a ride, it appears this new set of rules apply. The only NARCOA concern is whether to publish announcements of such events. In the near future I will poll the Board as

to whether NARCOA should continue to allow work/ride events to be announced in *THE SETOFF*. Essentially, it appears that these events are employee/employer relationships. And if the employees are not certified via a FRA-approved training process, then the event opens all to FRA fines and possible legal actions. This would be especially true should injuries occur.

It would appear that if the event announcement has a stated training requirement for employees and the training is required of all attendees of the event, then it would be proper for NARCOA to run such announcements in *THE SETOFF*. Additionally, I'll ask the Board if *THE SETOFF* should continue running announcements for non-insured excursions. Please let your Director know your feelings on these issues.

Let's be clear: all individuals are free to organize/run work runs and/or non-insured runs. But NARCOA as an organization needs to stay clear of such activities due to the liabilities it may incur. The question, then, is, should NARCOA continue to announce such events? What happens if someone is injured at one of these events after learning about it in *THE SETOFF*?

On organization news, I received requests from members in Tennessee to have their state moved from (Board) Area 4 to Area 5, since most events they attend are in Area 5. The Board voted, via the mail, agreeing to make the move. I have decided to poll the members in Tennessee to register their desire and will have the results in the next newsletter before finally making the move.

There were several requests to change the fall meeting date, but the requests for the change have been withdrawn. It is still the same date: September 5-7, in Chicago. No one came forward with an alternate location. This looks like it will be a great meeting, with possibilities of tours, talks, and perhaps a motorcar excursion. More later.

For now, let's go enjoy our insurance policy and get on the rails!

Happy, and safe, motorcarring.

**Please submit materials
for the next issue of
THE SETOFF
by July 15, 1997.**

Results of Written Vote by NARCOA Board of Directors

By Mike Paul, NARCOA Recording Secretary

The President of NARCOA recently conducted a written vote of the NARCOA Board of Directors on several issues. The items were put to a vote and the results of the voting are listed below. Director Shaw did not return a ballot, so only 10 votes were recorded on each issue.

1. On pages 16 and 17 of the Bylaws, Sections 2 through 10 of Article 11 are to be renumbered Sections 2 through 7. (Recording Secretary's Note: The Bylaws as originally published had the Sections of Article 11 numbered thusly: 1, 2, 2, 3, 4, 5, and 10, which was erroneous). Vote: 10-0-0.

2. On page 10 of the Bylaws, the fourth paragraph is changed to read: "Prepare, or cause to be prepared, the financial statements to be included in any required reports." Additionally, on page 14 of the Bylaws, item "(f)" is changed to read: "(f). A review, by a certified public accountant, of the financial records of the Association." (Recording Secretary's Note: Previously, the Bylaws required a certified audit of the Association's financial results.) Vote: 10-0-0.

3. Tennessee is moved from Board Area 4 to Board Area 5. Vote: 8-0-2, with Directors Conyer and Taylor abstaining.

4. To be placed in the Policy Book: "Letters to the editor of The Setoff will be recorded as being received for publication two months after the date of actual receipt by The Setoff editor. This will permit one publication period to pass before the letter is printed, allowing review of the letter and possible response to it by a Board member to be printed simultaneously." Vote: 10-0-0.

5. To be placed in the Policy Book and in the Setoff's letter policy statement in each issue: "Letters to the editor of The Setoff will not be published unless they are signed, and a phone number is indicated. This is necessary to permit The Setoff editor to authenticate that a letter is written by the person signing. However, the letter writer can request that his/her name not appear in The Setoff, and 'Name withheld upon request' would appear in such instances." Vote: 9-1-0, with Director Whitt casting the No vote.

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

Volume 11 Number 2

SETOFF Editor Deanna Baird
4403 Dyes Lane
Bealeton, VA 22712
bairdd@washpost.com
FAX: (202) 334-6967

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

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

NARCOA Roster Joel Williams
Coordinator Box 82
Greendell, NJ 07839

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

Visit NARCOA's site on the World Wide Web. The address is:
<http://www.calpoly.edu/~rzammit/narcoa>



Excursions

Members who have organized excursions 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 excursion notices to: Deanna Baird, SETOFF Editor, 4403 Dyes Lane, Bealeton, VA 22712.

PLEASE NOTE: Advertisement of an excursion in THE SETOFF does not constitute responsibility by NARCOA and/or its officers, or THE SETOFF and/or its editorial staff for event conditions. Excursion 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 event. Events uninsured by NARCOA are not necessarily endorsed by NARCOA and are listed for informational purposes only.

FIRST IOWA DIVISION:

For further information on the rides listed below, contact Carl Schneider at (515) 967-5181.

July 6: Iowa Northern Railroad. We will be riding the southern half of the railroad from Cedar Rapids to Waterloo, IA, 104 miles round trip. Set on at 6:30 a.m. at Palo, just north of Cedar Rapids, with an 8:00 a.m. departure. Cost is \$30.00 per car. NARCOA insurance required.

July 19: Nebraska Central Railroad. This is the first time for this ride, which will be from Grand Island to Ord, NE, 55 miles each way. Grand Island is a great place to come early and watch the Union Pacific and Burlington Northern main lines and all the train traffic. Set on at 6:30 a.m. by the airport on the northwest side of Grand Island, depart at 8:00 a.m. Cost is \$30.00 per car. NARCOA insurance required.

July 20: Filmore & Western Railroad. This will be a first-time ride on ex-BN tracks from Fairmount to Milligan, NE, and then the rest of the railroad's lines from Fairmount to Strang and over to Shickley and Daykin, 126 miles total miles. Set on near the grain elevator southeast of Hwy. 6 at 8:00 a.m. with departure between 8:30 and 9:00 a.m. Do not set on before First Iowa Division officers arrive as there are BN tracks in

the area and we don't want to get on the wrong tracks. Cost is \$30.00 per car. NARCOA insurance required.

August 2: Sisseton & Milbank Railroad. Milbank, South Dakota, has invited us to help in their August 9th railroad celebration by riding the 37 miles to Sisseton and return. Please note that we are running on the 2nd and not the 9th to accommodate the railroad's excursion trains. We will ride the line twice for a total of 148 miles for the day. Set on at 7:00 a.m. near Lake Farley on Hwy. 15 with an 8:00 a.m. departure. Cost is \$30.00 per car. NARCOA insurance required.

August 16: Elliot Grain Company. This line, owned by the Elliot Grain Elevator in Elliot, IA, runs south to Red Oak. We will ride the first nine miles of track from Elliot several times. This is a pretty line and perfect for testing your motorcar. We plan a noon meal at the park during the town's annual celebration. Cost is \$15.00 per car. Set on south of the elevator beginning at 9:00 a.m. NARCOA insurance required.

August ??: Oelwein, IA, Railroad Days. The ex-CNW line from Oelwein to Waterloo, IA, is being sold. We have been given permission to ride the line in conjunction with Oelwein's celebration. More information will be available later.

August 29: Dakota Southern Railroad. Friday night, we will ride this line from Chamberlain west to Reliance or further, depending on time. Set on at 4:00 p.m. Cost is \$10.00 per car. NARCOA insurance required.

August 30: Black Hills Central Railroad. Ride this scenic line from Hill City to Keystone, SD, near Mt. Rushmore. Set on at 5:00 p.m. We will run the nine-mile-long run twice, hopefully. Come early and ride the steam train. Steep grades of 5 to 6 percent. Cost is \$20.00 per car. Proceeds from this ride will go towards the restoration of the railroad's depot. NARCOA insurance required.

August 31: Nebkota Railroad. Gordon, Nebraska, is the set on for a ride on this former piece of the CNW Cowboy Line. We will ride from Gordon to Chadron in the morning with set on at 10:00 a.m. In the afternoon, we will make the run from Gordon to Merriman and return. Total travel for the day is 160 miles. Cost is \$30.00 per car. NARCOA insurance required.

September 14: Appanoose County Railroad. This popular ride from Centerville to Albia, IA, will be held again in conjunction with a barbecue at the Moravia depot. The ride is 30 miles each way, with set on at 7:00 a.m. near the water tower and departure at 8:30 a.m. Cost of the ride is \$30.00 per car and the cost of the barbecue is \$5.00 per person of which the First Iowa Division will pay \$3.00. Come for a great ride and a gut-busting meal! NARCOA insurance required.

September 27: Chillicothe Brunswick Rail Authority. Join us in Chillicothe, MO, for a beautiful ride through two game preserves. The line is 40 miles long, for a grand total of 80 miles. There will be a lunch stop in Sumner for some of the best sandwiches in Missouri. Set on at 6:30 a.m. with an 8:00 a.m. departure. Cost is \$30.00 per car. Proceeds go towards restoration of the Chillicothe depot. NARCOA insurance required.

October 11: Ft. Leonard Wood Army Base. This is a great ride with lots of beautiful scenery that connects the army base with the Burlington Northern Santa Fe. The line is 20 miles long and we will ride the line two or three times. Set on for the first ride will be at noon with a 1:00 p.m. departure. Cost is \$30.00 per car. NARCOA insurance required.

October 25: Boone & Scenic Valley Railroad. Join us for our annual Halloween ride and cook out after our night run. We will ride the line three times, working around the tourist train. Set on at 9:00 a.m. with a 10:30 a.m. departure ahead of the train. NARCOA insurance is not required, but Boone membership is required. Cost is \$10.00 per car.

HEART OF THE HEARTLANDS:

September 21: South Kansas & Oklahoma Railroad, Independence, KS, to Ochelata, OK. No insurance required. Must be a Heart of the Heartlands member. Contact John Spahn, Rt. #1, Box 73, Weir, KS 66781; phone (316) 396-8594.

October 12: Kansas Eastern and Southeast Kansas Railroads, Carona to Oswego, KS. No insurance required. Must be a Heart of the Heartlands member. Contact John Spahn at the address above.

November 2: South Kansas & Oklahoma Railroad, Fredonia, KS, west (no specific destination at this time). No insurance required. Must be a Heart of the Heartlands member. Contact John Spahn at the address above.

HOOSIER RAILCARS:

June 24 - 26: The planned June excursion on the Algoma Central Railroad has met its 35-car limit. Thank you to everyone who wrote for information. Hoosier Railcars is planning several other meets in Indiana and Kentucky for 1997. If you would like to be on our mailing list, send \$5.00 to Stan Conyer, 9333 St. Rd. 46, W. Columbus, IN 47201.

HOOSIER RAILCARS AND ILLINOIS DIVISION:

September 7: Tuscola and Saginaw Bay Railroad (MI), from Cadillac northwards to Kalkaska and return. This is a round trip of about 80 miles with 15 motorcars

maximum. Cost is \$45.00 per car. Call Jeremy Winkworth at (616) 388-5058, or e-mail to jeremy.winkworth@mci2000.com to get your name on the list.

ILLINOIS DIVISION:

For details on any of the runs listed below, contact the Illinois Division, P.O. Box 79, Waterman, IL 60556, or call Mike Mitzel at (815) 264-7979 or Carl Anderson at (847) 882-5329. Please register early with a call-back number so you can be contacted in case of plan changes.

July 26: Stewart Elevator Railroad. Located on the border of Indiana and Illinois, the line switches with the KB&S. The line is 10 miles long, and we will make several trips. NARCOA insurance required.

September 7: Kankakee, Beaverville & Southern. The run last year was so successful, they invited us back. Meet will start in Sheldon, IL, and run to Otterbein, IN, then return, approximately 37 miles one way. NARCOA insurance required; 20-car limit.

October 26: Sixth annual Commonwealth Edison, Byron Branch Fall run. Fourteen miles round trip with large bridge over the Rock River. We will make several trips. NARCOA insurance required.

KANSAS WHEATLANDS DIVISION:

June 7: Northeast Kansas & Missouri Railroad, Elwood to Hiawatha, KS, 80 miles round trip. Cost is \$15.00 per car for Division members, \$25.00 for non-members. NARCOA rules and insurance required. Contact Dave Gentry, 3506 Doniphan, St. Joseph, MO 64507-1921; (816) 233-0741.

GREAT SMOKY MOUNTAINS RAILWAY:

For run details, call Charlie Davidson, (423) 745-2331, or Randall Dyer, (423) 475-9539. All cars MUST be in good working order; 30-car limit each run. NARCOA rules and insurance will be in effect.

September 6: Full line run beginning in Bryson City.

January 1, 1998: End of year run, double-ended, beginning in Bryson City and Andrews, with a meet at Nantahala.

MOTORCAR OPERATORS WEST:

For each of these runs, NARCOA insurance, spark arrestors and MOW license procedures are required.

June 29: Niles Canyon Rwy., Niles, CA. MOW Fifth Anniversary Run. Send SASE with a check for \$35.00 to MOW c/o Dave Towle, 1363 Meridian Ave., San Jose, CA 95125.

(Continued on next page)



Excursions

(Continued from previous page)

July 25: Yreka Western, Yreka, CA. Cost is \$35.00 per motorcar. Send SASE to Gary Cousin, 831 Springer Drive, Redding, CA 96003; phone (916) 221-6611. After July 1, send to Gary Cousin, 3350 Jaylee Drive, Santa Rosa, CA 95404.

July 26 and 27: McCloud Rwy., McCloud, CA. Run from McCloud to Lookout and McCloud to Burney. Cost is \$130.00 per motorcar. Send SASE to Gary Cousin, see address above.

August 30 and 31: Willamette & Pacific Railroad. We will run the Toledo branch, 124 miles round trip, and the West Side lines to Willamina, 60 miles round trip, both from Corvallis, Oregon. Gorgeous Oregon mountain and farmlands scenery. Cost is \$130.00. Send two LSASEs to Denny S. Anspach, 920 29th St., Sacramento, CA 95816, Attn: MOW. No phone calls, please.

September 22 to 27: MOW Pacific Northwest Motorcar Tour 1997. Monday, Tuesday, and Wednesday, Cascade & Columbia River RR, Wenatchee, WA. Run from Oroville, WA, and return, 260 miles. Overnight in Omak, WA, two nights. Thursday, drive from Wenatchee, WA, to Banks, OR. Friday and Saturday, Port of Tillamook Bay RR, Banks to Tillamook, OR, and return, 170 miles. Overnight in Tillamook. Ten-year-old age limit. Contact Chris Baldo, P.O. Box 874, Willits, CA 95490; phone (707) 459-2600.

October 26: Niles Canyon Rwy., Niles, CA. Details later.

NORTH CENTRAL RAILCARS, LTD.:

Associate Membership in NCR is automatic if you have registered for and attended any NCR excursion. You will receive a copy of NCR's newsletter, Milepost 212, which is published irregularly. Those who are not Associate Members of NCR can receive the newsletter for \$5.00 per year. To subscribe, mail a check to: North Central Railcars, Newsletter Subscriptions, 1780 Maricopa Drive, Oshkosh, WI 54904-8234.

July 12 and 13: Lake Superior & Ishpeming Railroad, Marquette/Humboldt/Tilden Mine and Ore Dock.

Excursion has been sold out. Thanks to all who inquired.

All previously announced NCR trips on the Wisconsin Central and Algoma Central Railway have been cancelled by Wisconsin Central.

NORTHWEST RAILCAR:

August 1 and 2: Idaho Northern and Pacific RR. Friday, LaGrande, OR, to Minim, much of it along the Grande Ronde and Wallawa Rivers, 88 miles round trip (this track could be gone by this time next year!). Saturday, Emmett, ID, to Cascade, 180 miles round trip. Cost is \$165.00 per car based on 20 cars, whether or not you go both days, with a 24-car limit. NARCOA insurance and rulebook plus the usual NR requirements to be listed in the trip packet. Spark arrestors, no smoking on railroad property, no children under age five, and only experienced operators. To reserve a place on these runs, please mail a check for \$165.00 payable to Northwest Railcar to George Gilchrist, 211 Spring, LaGrande, OR 97850 by July 15, 1997. If less than 20 cars register, we'll decide whether to pay the additional costs or cancel the trips. No refunds after July 1, 1997.

WILDERNESS TOURS:

For information or to register for the following events, write to Wilderness Tours, Box 25, Cottage Grove, WI 53527, or call (608) 839-4939, or FAX (608) 839-5595. NARCOA rules apply and insurance is required for all runs.

June 11: Idaho Northern & Pacific from Emmett, ID, to Cascade, ID, with an evening ride from Emmett to Payette, a total of 202 miles. Cost is \$115.00 per car with a limit of 30 cars.

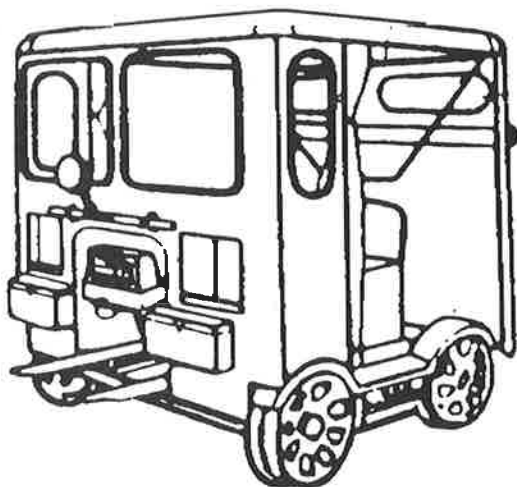
June 14, 15 and 16 or June 20, 21 and 22: Tour the southern portion of British Columbia on BC Rails Ltd. Experience British Columbia's spectacular Sea to Sky country as we explore the diverse beauty of this area including alpine meadows, arid canyons, white-capped mountains, winding rivers, glacial lakes, and majestic waterfalls. We'll also have the excitement of dodging numerous trains, Budd cars, and helper engines on this very busy section of the railroad. Relax at a picnic beside a lovely glacial lake, enjoy a barbecue high atop a mountain, and join us on several short hikes from our motorcars to see some spectacular attractions. Choose one of the two weekends for the trip of a lifetime! Cost is \$675.00 for two people in one motorcar, with an additional \$100.00 per person over two people. This includes the cost of the railroad, two nights' lodging in Lillooet, a picnic at Kelly Lake and transportation where necessary. No refunds will be made after May 15, 1997, except for cancellation of the trip by BC Rails. Age limit

is 16, with a 15-car limit.

June 18: Ride the CANFOR Railroad on Vancouver Island, from Woss to Beaver Cove. The cost of the trip is \$25.00 per car with a limit of 30 cars.

August 30 and 31: Ontario Northland Railway. Ride the Ontario Northland Railway main line from North Bay to Swastika and back to Engelhart, Ontario. We will stay overnight in Engelhart. Sunday morning we will return to North Bay. The cost of the trip is \$190.00 per motorcar and operator and \$10.00 for each additional person. The price includes the motel in Englehart and transportation to and from the station and motel. NARCOA insurance and rules are required. Make checks payable to Wilderness Tours and mail to the address listed above.

September 1: Ottawa Valley Railroad. This will be the first time that NARCOA members will be able to ride the ex-Canadian Pacific line from North Bay to Stonecliff, Ontario. The Ottawa Valley Railroad just purchased this 300-plus mile railroad and has given us permission to ride on Labor Day. The price of this tour is \$100.00 per motorcar. Make checks payable to Wilderness Tours and mail to the address listed above.



EXCURSIONS SPONSORED BY OTHERS:

June 21 and 22: South Jersey Track Car Meet sponsored by Independent Motor Car Operators of NJ. Saturday, ride the Southern Railroad of New Jersey (formerly the Central Railroad of New Jersey), from Winslow Jct. to N. Vineland, 96 miles round trip. Sunday, ride the Southern Railroad of New Jersey, Salem Division (formerly the Pennsylvania-Reading Seashore Line Branch), from Swedesboro to Salem, 92 miles round trip. Come and spend two days riding these historically rich South Jersey rail lines. Ride either day or both days, with a possible evening run on Saturday. Cost is \$35.00 for the weekend, or \$20.00 for either day. NARCOA

insurance is required, and NARCOA rules will be in effect. Send payment and LSASE to Ed Mangold, 407 DrumPoint Rd., Brick, NJ 08723; phone (908) 920-3818.

June 28 and 29: Relax at the Southern Michigan Railroad, Clinton, MI. Cost is one year's membership, \$15.00. Ten miles on one of Michigan's oldest railroads (1836). Run as many times as you want. Non-NARCOA insured meet. Call Eric Schwandt, (517) 451-2175.

July 19 and 20: Central Pennsylvania Weekend, North Shore and Shamokin Valley Railroads. On Saturday, ride the 86 miles of the North Shore Railroad and on Sunday, ride the 50 miles of the Shamokin Valley Railroad. A Saturday night social and cabooses ride will be hosted by the Central PA Chapter NRHS at their station in White Deer. The members have been busy clearing the line north of the station for this event. Cost is \$55.00, which includes a Saturday evening meal at the station furnished by the Chapter. Also, \$10.00 of the fee will be donated to the Chapter. NARCOA insurance is required, and NARCOA rules will be in effect. Send a check for \$55.00 to Larry Maynard, RR1, Box 351, New Columbia, PA 17856; phone (717) 538-9050 before 10:00 p.m. please.

August 4: The Second Annual Jigger Festival will be held on this day at the Smith Falls Railway Museum, Smith Falls, in eastern Ontario. The festival celebrates railway track cars of all shapes and sizes, the unheralded vehicles of the railway that helped keep the right of way safe for the glamorous steam locomotives and streamliners. Private operators are invited to join the celebration, first by exhibiting their cars and then by participating in the Parade of Track Cars at 2 p.m. NARCOA insurance is not required since the museum carries liability insurance for this and all events. For more information, contact Robert Vaughan, Special Events Coordinator at the museum. The telephone number is (613) 730-1721.

October 17, 18 and 19: Georgia Northeastern Railroad. Fourth annual event on this very fine railroad. Meet at 5:30 p.m. for a safety meeting just south of Ball Ground, GA, then on to "Two Brothers Bar B Que" for supper, then a night run to Talking Rock and back to Ball Ground. Saturday, safety meeting at 7:30 a.m., then south to the Woodstock/Elizabeth area, back to Ball Ground, then north to Ellijay and back to Ball Ground. Sunday, Blue Ridge, GA, to McCaysville and back. NARCOA insurance required. NARCOA rules in effect. Zero breakdown rule in effect to keep clear of operating trains. Cost is \$45.00 for all three days. No refunds after October 1, 1997. Send LSASE to Bobby Moreman, 3520 Cold Spring Lane, Chamblee, GA 30341; phone (770) 457-6212.



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. Letters to the editor of THE SETOFF will not be published unless they are signed and a phone number is indicated. This is necessary to permit the SETOFF editor to authenticate that a letter is written by the person signing it. However, the letter writer can request that his/her name not appear in THE SETOFF, and "Name withheld upon request" would appear in such instances. Send your letter to the SETOFF editor by the next issue's deadline.

To the Editor:

I helped host the NARCOA visit to our Lycoming Valley railroad. It was a real pleasure to meet everyone who attended. All conducted themselves very well and we had a safe and fun day.

I would like to thank in the newsletter, if I may, some people who helped me. I did not get their names. One gentleman gave me a set of points for my ailing motorcar. Another helped install them. The man with the Reading Co. gang car who towed me in from Mountoursville to Newberry yard and then hauled me to Avis. And the owner of the hyrail Suburban for the ride back from Avis to Newberry Yard. And, finally, to Larry Maynard for a well executed day. (Thanks for the M&Ms, Larry.)

I very much enjoyed your outing on our railroad. I look forward to seeing everybody again some time.

Todd Hunter
Sales & Marketing Manager
Lycoming Valley Railroad

To the Editor:

Why seatbelts on motorcars?

They saved my wife, Jeanne, and myself from serious injury, that's why!

Let me describe what I think is an important and compelling case for their use.

Last Memorial Day weekend, on the Willits-Eureka trip on the Northwestern Pacific, we experienced the very type of derailment that could have been disastrous. I had

brought up the rear on the northbound trip, with organizer Denny Anspach leading. As the entire group turned the cars at Arcata, I was directly behind the railroad's lead Hy-railer for the return trip. Just about 19 miles out of Willits, my chain broke.

Rather than delay everyone getting back for the set-off and their return drive home, I elected to be towed by our friends, John and Janet McCormick, who were in the motorcar behind us. We were close to the siding switch at Farley, so I could easily get in the clear for John to run around.

In just a few minutes, we were on our way. John's car is a two-seat MT19 while mine is a heavier four-seat MT14. John had no problem towing me, and we were easily keeping the proper distance behind the Hy-railer.

As we rolled south above Outlet Creek, I was looking around and watching the gentle bobbing of John and Janet's heads as the cars tracked. All of a sudden, as we negotiated a left hand curve, I saw the left side of John's car drop down. I grabbed the brake handle and applied braking for all I was worth. In a split second John's car bounced to the right as his outside wheels jumped the right rail. Though we were both braking, my heavy car, along with the tow bar, acted like a fulcrum pole pushing him.

In a micro-second his right side was buried in the ballast. The resulting drag and our momentum threw his car 180 degrees, tearing off my front tow hitch and bending my bumper beam. As my MT14 spun around, the pressure and pull derailed us. We spun 90 degrees to the right, crosswise on the tracks, with my front wheels jumping over the rails on the outside of the curve.

Even though I was grasping the brake handle, I felt my entire body trying to catapult to the left, in the direction we had been traveling. My upper torso and head flexed completely out of the car. Jeanne said she felt as though she were going to be thrown over the engine compartment as we bounced to a stop.

Then, amidst the dust, we merely unbuckled our seatbelts and ran back to the McCormicks who, fortunately, also remained in their car, though it was now facing to the north and behind us.

I am grateful that I had the foresight to install seatbelts a few years ago. The cost was minimal, as all I had to do was go to an auto scrapper. They usually have a box of seatbelts. I was told: "Pick a pair, \$5.00!" Installation was simple. I also have them on the seats for guests.

As far as I'm concerned, there are no rational excuses for not having and using seatbelts on motorcars. The human body is no match for steel rails, ties or trackside obstacles. Safety is our most important concern when we are operating. To those who think that they will have time to grab something as a derailment occurs, I can tell you, "No way!" Our accident took place in three to four seconds at most. It was just that quick.

Momentum and centrifugal forces are going to throw occupants in every direction. You have no time to look for and grab something strong enough to keep you inside the motorcar. And armrests are just that, comfort devices, not safety appliances. The forces will throw you right over the armrest. They would have done us no good.

Earlier this same trip, an enclosed car with a turntable that had dropped instantaneously flipped onto its nose as the extended stand hit ties at a private grade crossing. Fortunately, their speed was slow as the car was just starting up from a stop, yet the occupants were violently thrown about inside the car, one receiving cuts requiring emergency hospital care. I have also witnessed an accident where a rider was thrown completely out of a car in a derailment just ahead of us.

Luckily, injuries were just scratches and bruises as the landing site was clear and grassy. Seatbelts were not being worn in either case.

Bottom line, I do not want to make hospital visits or attend a funeral for one of my good motorcar friends. I urge all of you to install and use seatbelts. And I urge the NARCOA Board to adopt a requirement for seatbelts.

Bob Church
Wilton, CA

To the Membership:

I have never been on an excursion where a lot of picture taking did not take place. How about sending some of those photos to *THE SETOFF* for publication? Wouldn't some of you out there like to see pictures by members other than myself? We won't have a *SETOFF* without participation.

Bob Schuknecht
Saginaw, MI

To the Editor:

I read the latest issue of *THE SETOFF*, March/April 1997, and, as usual, enjoyed the entire magazine. I found two areas of concern, Dick Ray's letter on lighting and the reprinted article on engine oils.

I can agree and disagree with Dick on his concerns of strobe lights. I definitely agree with the better visibility part, as we need to be seen, especially at road/railroad crossings. As to concerns of following motorcars, have the rear portion of the strobe light painted black. That should obscure the bright light from the following cars. As for turning the lights on and off at road crossings, possibly.

Something I found very helpful during the last October event on the Georgia Northeastern Railroad was flashing ditch lights. I observed motorists almost starting to cross the tracks just after the speeder ahead of

me cleared the crossing. Since I was close behind the first speeder, I saw what was about to happen and turned on my ditch lights. As soon as the motorist saw them, all I saw was the motorist's brake lights. This was especially beneficial in Jasper, Georgia.

Even though Dick Hillman was covering the major road crossings, I felt the extra safety of the flashing lights worth the effort and cost to install them. If ditch lights work for the railroads in preventing crossing incidents, do they have a place on our cars? I'm fully aware that automobiles have the right of way at the crossings. However, in circumstances where we are running on tracks where motorcars are hardly ever seen—much less trains—they could offer an added safety advantage in daylight and at night.

On the engine oiling letter, I've been a firm believer in the best oil for the money. Years ago, I remember an article on oiling and, at that time, it was recommended to use a TC-W rated oil for the standard Fairmonts. I chose to use Castrol GTX brand since I use it in my cars and trucks. I've not had any problems with the oil. Since I've switched to Onans now, I kept my oil preference with Castrol GTX and haven't noticed any problems there either.

Besides, a good friend of mine and fellow motorcar enthusiast used to race cars in the SCCA. He told me of trying the various engine oils in a tester to cause the oil to fail. The only oil that did not fail was Castrol GTX. This was probably before the synthetic oils we have today. Even so, I can find Castrol at most better auto parts and discount stores and the price is right. My only deviation to the straight oil is the addition of about half of a can of Slick 50 to the Onan's oil for the times it sits in between running-at meets.

I can just see another flap over motorcar oiling. Everybody has a particular brand they prefer and I can't see changing some to use brand X, especially since they have been using brand Z for many years without problems.

Hope to see some good events listed in this part of the country this year. Happy motoring to all.

Hugh Cain
Norfolk, VA

The Track Inspector Sez:



The one thing you don't want to hear your operator say is, "Oh-oh, hang on!"

A Report of the Battle of Gladfelter's Field

By Quick Carlson

26 April 1997

We set the steamers on the siding at Elmer's store in Seven Valleys, PA. I had my No. 23 and was without a fireman and Jim Baird had his No. 5 and his fireman, Sean. The two steamers were commissioned by the Union Army to reenact a Civil War engagement which took place on the Northern Central Railroad in Pennsylvania. We also had an eight-man passenger trailer located between the steamers which one or the other would pull, depending on the direction of travel.

After raising steam on wood fires, we were directed to proceed north to Hyde, PA, ahead of the train, to pick up a group of Union troops. Tending the fire by myself, I led the steamers north but before reaching Hyde, I was stopped by a piece of railroad iron across the track, no doubt an act of sabotage performed by those sympathetic to the southern cause! Upon removing the obstruction, a tie plate bridging across the right rail and a guard rail, we proceeded to Hyde and awaited further instructions.

After an hour's wait, the train approached behind us and we were advised to move further beyond the bridge at the Hyde sign. In about a quarter of a mile, we were met by about 30 Union troops smartly dressed in blue uniforms. They were accompanied by two ladies in long dresses and other camp followers. All the soldiers were fully armed and some were carrying parcels, boxes and other burdens. The ladies and most of the soldiers boarded the train, which had pulled up behind us.

A colonel delivered to us a cordial salute and boarded our car along with a Lieutenant and a Sargeant. We also carried a lady's wicker basket and a box of ammunition.

Our trailer was uncoupled from us and coupled to Jim's No. 5 for the trip south. It was also loaded with soldiers. As

we followed the train south, the Lieutenant performed the duties of fireman. He was armed with a sword, a pistol and a rifle, which I was obliged to hold for him from time to time while he attended to the fire.

On No. 5, Jim was burning fragments of creosoted railroad ties, which produced heavy black smoke often engulfing the trailer he was pulling and sometimes even us! In this manner, we steamed 16 miles to Railroad, PA. We had trouble climbing the grade south of Glen Rock owing to the inexperience of my Lieutenant fireman and had to stop mid-grade to build up steam pressure.

We discharged our passengers at Railroad where others were already setting up an encampment. We returned to Seven Valleys and switched our cars to the siding to wait for the evening train to pass. We took our evening meal at a local restaurant and the Northern Central Railway paid the bill. I camped by the steam cars while the rest of the group rode to New Freedom on a chilly midnight railcar ride and bunked in Pullman accommodations.

27 April 1997

In the morning, I acquired a real fireman in Jeff Herrman, a rookie engineer in Ken Luckenbaugh, and a pilot in Henry Herrman, and with all this new talent, we sped all the way to Railroad with our steam pressure never dropping below 100 pounds per square inch!

At the lower side of Railroad, we passed an encampment believed to be a Confederate outpost. At the upper end where we had deposited our soldiers last night, was a sizeable Union encampment. On two separate occasions we shuttled conferees between these camps who settled the order of battle for the day's encounter.

I was now pulling the passenger car and established a new record of 14 passengers pulled by my steamer. Finally, we



We discharged our reinforcements amid a hail of gunfire! ...

THE BATTLE OF GLADFELTER'S FIELD ON THE NORTHERN CENTRAL RR 1997



At left, Union soldiers, carried on steam cars owned by Quick Carlson of Brandywine, MD, and Jim Baird, of Bealeton, VA, await the call to battle at a skirmish at Gladfelter's field. The Civil War reenactment in which these steam cars participated took place over trackage of the Northern Central Railroad in Pennsylvania in April of this year.

loaded our two steamers with 13 Yankees plus our crews of six and returned to Seven Valleys where we switched again to the siding.

At 2 p.m., the train came through loaded with soldiers and spectators. We saluted them with our whistles and someone shouted, "God bless Abraham Lincoln!"

Our little group of 13 soldiers maintained strict discipline, always posting a two-man guard whenever they relaxed or rested. Some of the soldiers were mere children, hardly 13 or 14 years old. One was our drummer, who looked about 12!

The little town of Seven Valleys has changed very little since the Civil War and just down the track is Hanover Junction, where Lincoln was photographed coming back from Gettysburg. The station is still there and still looks the same!

The troops on the train were taken to Gladfelter's Field to protect a bridge threatened by the Confederates. Our group was held in reserve should this attack occur and help be needed. We boarded our railcars and followed the train north, but stopped short of Gladfelter's Field and remained obscured by the forest.

Suddenly, we heard gunfire. We sent a young soldier down the track to contact the Union force. This lad came running back to the Colonel who stood at the edge of the clearing. Someone said, "Thank God for the young lads who can run fast and long without tiring!"

At the sound of increasing gunfire, the Colonel gave the order, "Charge!" We had a full head of steam and a boiler full of water. In fact, the boiler was so full that the whistle only spewed water instead of the loud and threatening sound we had planned for the charge.

Ahead of us, as we broke into the clearing, the Yankee and Rebel forces were exchanging volleys of gunfire. We passed between these opposing forces and discharged our reinforcements amid a hail of gunfire.

Each side remained closely clustered, bravely exchanging volleys and with each volley, one or two soldiers would fall. These ranks advanced and retreated, sometimes crossing the track, Yankees on the west, Rebels on the east. Most of the shooting originated from double ranks of soldiers, the forward rank kneeling and the rear rank erect. All were in the open and all movements were deliberate and orderly. There was little individual shooting and no one dove for cover.

Up on the hillside were several score of spectators. Some came by train, and some just materialized through the wooded countryside. On the field, gunfire continued until the ground was strewn with casualties. The Rebels, outnumbered, finally withdrew into the woods. The battle was over.

While each side tended to their wounded, the steamers headed back to Seven Valleys without passengers. The crowd dispersed and the soldiers boarded the train. The weather had been perfect until the end of the battle when the clouds began to shed drops of rain as if they were tears in grief for the fallen soldiers.

Photograph and illustration by Quick Carlson.

NARCOA Insurance Coverage in Place

By Tom Norman
Treasurer and Insurance Administrator

After three months of negotiations, NARCOA now has insurance coverage in place for the 1997 operating year. The renewal process was very slow this year. I began communicating with United Shortline Insurance Services in January, and essentially all of March was tied up answering underwriter's questions.

Reliance Insurance Company was quite concerned about our operations, specifically the accident that occurred two years ago. For those of you unaware of the incident, on June 10, 1995, a NARCOA member on a sanctioned NARCOA excursion, failed to yield for automobile traffic at a grade crossing. The operator broadsided a 1994 Oldsmobile causing \$10,297.30 in damage. The MT19 operator suffered a broken wrist. Fortunately, the automobile driver and a young passenger were not injured. That claim was paid in 1996 and I believe that flagged our policy at renewal for close scrutiny.

Please note, for you uninsured NARCOA members,

how much damage can be done by an MT19 hitting a motor vehicle at a grade crossing. How many of you can afford to cover a loss like this? Your automobile or homeowner's insurance does not cover you while operating a railroad motorcar. Perhaps you should take another look at the NARCOA insurance program.

Among items discussed at renewal is the fact that NARCOA is operating twice as many excursions as initially indicated, as we average over 100 insured meets per year.

NARCOA also is not held harmless by the railroads. The railroads require that NARCOA adds them to our policy as additional insured. If the railroad is sued because of our operations, it is our insurance that covers the railroad. This information, along with the claim paid in 1996, caused the underwriter to reevaluate our exposure.

Reliance's underwriter asked many questions about sponsored events including number of participants, miles traveled, details about safety and security, description of a typical meet, and procedures used at grade crossings.

(Continued on next page)

The "Rail Motor Car Resource Library" Just Might Have the Information You've Been Looking For

Editor's Note: Doug Cummins, of Independence, Missouri, maintains a library of motorcar information, the Rail Motor Car Resource Library (RMCRL). Doug makes this information available to interested persons at reasonable prices.

By Doug Cummins

The Motor Car Resource Library LIVES and is still growing. I have been fortunate in adding several interesting new files in the past few weeks. The new files bring the library total to over 240 files.

They include another complete catalog of Fairmont products, this one from 1949, a sales bulletin for the MR19A REVERSIBLE motor car, a great advertisement for the Fairmont Gas Engine and Railway Motor Car Company from a 1915 Milwaukee Road employee magazine, and what may have been one of the last magazine ads from a 1981 *Railway and Track Structures* magazine showing a stylized drawing of a speeding enclosed cab motor car.

But here is the best part.

I now have available a set of Fairmont Performance Sheets covering 1935 until 1949. I can't even begin to list all the topics covered but they include: Fairmont's

"new" MULTI-GAUGE car, the MR19, DUAL BELT, bi-directional car, and Fairmont's Rail COACH series from 1936. There is more interesting motor car stuff in this set than I have ever seen anywhere else. Pictures, diagrams, specs, you name it, there really is something for everybody.

This set of documents would be almost impossible to break down and offer individually, because it is 77 pages long, and deals with so many different topics. However, I can offer complete sets for \$17.50 (normally this many pages would run \$19.20), postage paid, to anyone who wants one. Just drop me a check and order library item #F138. I will also include a new and up to date library list with all such orders.

Even if you don't want the Performance Sheet set, I would like to suggest you send for the latest library list as there have been many additions over the last year. Also, please pass the word to other motorcar owners when you can. For the latest list, just drop me a LSASE:

RMCRL
c/o Doug Cummins
1146 W. 27th St.
Independence, MO 64052-3222

Some questions even implied that NARCOA ran on abandoned track without any railroad authority.

Fortunately, thanks to NARCOA's Rule Book, Operations Handbook, and Judicial Policy, we were able to present a more responsible image of NARCOA to the underwriter. After his review, the underwriter determined that NARCOA has in place procedures and policy to operate in a safe and respectable manner.

The bottom line is that NARCOA now has insurance in place for two years—through 1/31/99. The premium for the period 4/1/97 through 1/31/98 is \$156, and for the period 2/1/98 through 1/31/99 is \$187. The two-year program means that NARCOA can furnish applications in a timely manner next year, as opposed to this year's harried mailing.

One major change for 1997 is Reliance's refusal to allow dependent family members of the insured under the age of 18 to operate. Let me restate this: **No one under age 18 may operate a motorcar at NARCOA-sanctioned excursions.**

It has come to my attention that some NARCOA members have some misunderstandings about the NARCOA insurance area representatives, and also my position as NARCOA insurance administrator.

We are all volunteers, working in our spare time. We are not insurance agents. We are not paid employees of NARCOA. In fact, there are no salaried employees of NARCOA. We have families, jobs, and other activities that require our time. We want to go on vacations and motorcar meets just like you.

So please, try to understand that sometimes we can't immediately respond to your inquiries. If you have to UPS, Federal Express or Priority Mail information to us, you've waited too long. Normal turn-around for applications, Certificates of Insurance, and other inquiries is two to three weeks. As volunteers, we will try to accommodate you subject to our time constraints. If your area rep is on vacation, feel free to contact any other rep.

Errors in application forms also delay our response to you. Typical errors that we observe include failure to complete the application. We must know your driver's license number and birth date. NARCOA must verify that the insured has a motor vehicle driver's license and be 18 years of age or older, as required by the insurance program.

The NARCOA Agreement must also be completed and returned with your application. That means all 11 paragraphs must be initialed and the form signed.

You must also be a NARCOA member during the entire insurance policy year. If your NARCOA membership will expire during the policy year, we ask for \$20 to extend your membership an additional year. If your membership expires Jan./Feb. 1998, no dues payment is required. Any expiration date before Jan./Feb. 1998 and we must ask for a dues payment.

Dues payments and insurance payments must be separate. Checks for insurance must be made payable to United Shortline Insurance Services, Inc. Checks for dues must be made payable to NARCOA.

Applications for the 1997 Railroad Motorcar Insurance Program have been mailed to all members who were previously insured. Any member who has not received an application and desires insurance should contact their local area representative listed below:

Hank Brown

622 Oak Street
Cottage Grove, WI 53527
Phone: (608) 839-4939
Illinois, Indiana, Iowa, Kentucky, Manitoba, Michigan, Minnesota, Ohio, Ontario and Wisconsin

Jim McKeel

9742 Yosemite Court
Wichita, KS 67215
Phone: (316) 721-4378
Arkansas, Kansas, Louisiana, Missouri, Nebraska, Oklahoma and Texas

Tom Norman

1047 Terrace View Drive
Alberton, MT 59820
Phone: (406) 722-3012
Alaska, Alberta, British Columbia, Idaho, Montana, North Dakota, Oregon, Saskatchewan, South Dakota, Washington and Wyoming

Doug Stivers

1548 Fuchsia Drive
San Jose, CA 95125
Phone: (408) 264-1048
Arizona, California, Colorado, Hawaii, Nevada, New Mexico and Utah

Jack Whitt

1018 West Dixie Avenue
Leesburg, FL 34748
Phone: (904) 324-3868
Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina and Tennessee

Dick Wilhelm

P.O. Box 209
Bearsville, NY 12409
Phone: (914) 679-2870
Connecticut, Delaware, Maine, Maryland, Massachusetts, Newfoundland, New Brunswick, New Hampshire, New Jersey, New York, Nova Scotia, Pennsylvania, Prince Edward Island, Rhode Island, Vermont, Virginia and West Virginia

The Roadway Worker Protection Act

By John Pattison
Operations Manager,
Supervisor Locomotive Engineers
Dallas, Garland & Northeastern Railroad

The latest legislation to come from the Federal Railroad Administration (FRA) that affects all FRA reporting railroads and those that utilize them is called the Roadway Worker Protection Act, effective January 15, 1997. It is document 49 CFR 214.

Does this new law in any way affect NARCOA or branch groups associated with NARCOA through insurance requirements or you as an individual out on a railroad? The answer is yes and no, depending upon several factors.

We will briefly go through some of the provisions of the new law. Keep in mind before you discard these new regulations that the FRA has a schedule of civil penalties that allows for a \$10,000 fine to an individual not qualified that is in charge of working limits on railroad right of way.

"Roadway Worker Protection" was simply devised and adopted to provide employees working along the railroad right of way with protection from the hazards of being struck by a train or other on-track equipment. The definition of roadway worker is any employee or contractor to a railroad whose duties include inspection, construction, maintenance or repair of railroad roadway facilities on or near a track with the potential of fouling the track (within 4 feet of the field side of any rail). These rules do not apply to roadway machines (yes, that includes motorcars) that are traveling down the track. That function is under the authority of the operation rules of the host railroad. A problem occurs when a work party is organized to perform brush cutting or minor maintenance in exchange for the rights to run over the railroad. Once work commences along the right of way, the provisions of RWP must be complied with.

There is an exception to the application of RWP. What needs to be determined from the host railroad that is being operated over is if they are an FRA reporting carrier. The law does not apply to railroads that are not part of the general system of railroad transportation. Oftentimes, tourist and excursion railroads are captive properties that do not connect or interchange with other railroads, but this is not always the case. The railroad management will be able to tell you if they fall under FRA jurisdiction. If the host railroad does not file with the FRA, then there are no restrictions to activities

except those imposed by the railroad's rules or management. A railroad that is governed by the FRA will be required to conform to RWP.

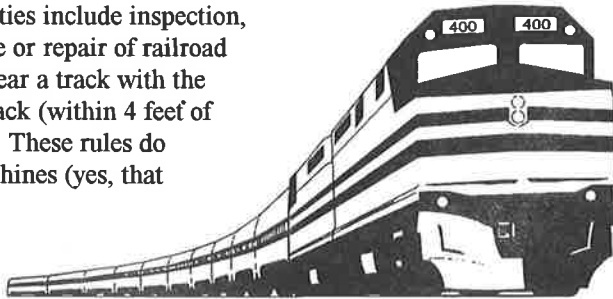
Let's say, for instance, that you organize a ride on a host FRA railroad on Sunday in exchange for spending Saturday on your motorcars cutting brush at all of the public grade crossings along the route. Are you required to abide by the RWP law? Absolutely, yes. Now, you might find an FRA representative that you are well acquainted with to say "Don't worry about it," but the intentions of the authors were clear—to immediately protect any and all roadway workers on or near railroad tracks.

The responsibility of contractors working on railroads is not to devise their own program and submit it to the FRA, but conform with the program of the host railroad that is in compliance. Contractors (your local group) are responsible to insure that employees (your participants) are properly trained and qualified on the railroad's operating rules and RWP. This is probably an area we (NARCOA) do not want to go into. The Federal Register containing RWP is 24 pages long in triple columns. Limited space here doesn't allow for section by section analysis of RWP. Suffice it to say that although brush cutting is simple enough, becoming trained and qualified on these regulations isn't for the novice.

Some of you might be wondering why you were allowed to do M.O.W. this spring on some railroads. Although the law went into effect January 15, Class III and short-line railroads did not have to comply until May 15, 1997. The FRA has been very clear about being out in the field checking for proper qualifications and procedures. Citations and fines have already been handed down to railroads. Remember, the FRA has the ability to fine you personally for your actions.

In conclusion, are we saying the FRA has dropped the death blow to organized motorcar excursions? Absolutely not! On-track equipment moving over railroad right of way is governed by the railroad's operating rules and RWP has no effect on that. Organize rides and have a safe trip!

"Work Meets," however, may become a thing of the past unless all of the individuals involved are willing to qualify and adhere to RWP. The FRA doesn't write legislation for lack of anything else to do. RWP is the result of numerous men and women losing their lives each year in our "playground." Railroads will always be a dangerous place. Operate safely!





How To: **More on Two-Cycle Oil and Gasoline**

By Dick Ray

A recent long conversation with a member (Kent) who works for a major outboard motor corporation has largely confirmed what we had previously learned on the subject of oil. The best oil is TCW3 from a recognized manufacturer. Forget those claiming to give equal performance or lubrication, and forget any four-cycle motor oil especially.

I learned some new things also, which is a by-product of listening and trying to keep an open mind. Kent described testing outboard motors using TCW2 and older oils. Using gasoline from Supplier A, engines gave satisfactory service in WOT (wide open throttle) life tests. However, gasoline from Supplier B was found to cause engine failures very early (I would like to stress that cause and effect were established with the proper scientific methods, not simply that if "A" preceded "B" then "A" caused "B".)

This discovery was responsible for the development of TCW3 oil. The older oils were satisfactory but the gasoline formula changed. Even if you buy the same brand of gas, you get whatever comes down the pipeline. The multiple variations of non-reformulated gas which are sold in some locations some of the time means you never know what is in the tank.

Oil is much more carefully controlled and can be expected to be uniform.

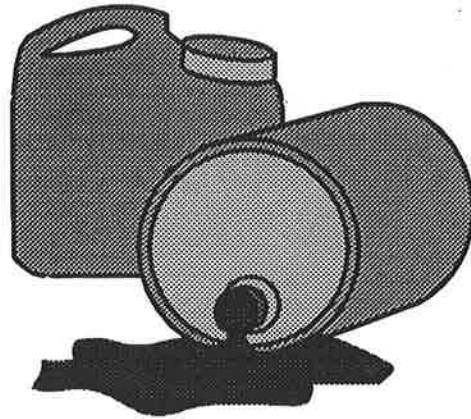
Our two-cycle engines are stressed much lower than high-output outboard engines so we may never see an engine failure. However, we expect our engines to run forever and not wear the cylinder. Rod bearing wear can be adjusted for, but wrist pin and cylinder wear cannot.

I also learned from Kent that the detergents to keep the inside of the engine clean and to prevent carbon build-up are in the oil. Operators who use less oil in their gas gain nothing except a slight reduction in fuel cost. The difference between 16:1 and 32:1 is about \$1 for a 120-mile run. Kent confirmed that more oil is better so long as the plugs and ports don't foul, which we always suspected. More oil keeps the engine cleaner and free of carbon.

My own engine does not smoke at 16:1 and the ports remain clean. I plan to go to 12:1 by putting 1 1/3 quarts of oil into a five-gallon can with four gallons of gas added.

Another member had been advised by someone to add a lead substitute to his gas. This is not needed, of course, because the lead substitute is for preserving valves and seats and the two-cycle engines have none. Who knows what harm it might do. I have no information on the long-term effects of lead-free gasoline on older Onan engines but I would expect that Onan has changed their valve and seat design to cope with it.

One last item on modern gasoline is that after years of having no dirt in my fuel bowl, a large amount appeared unexpectedly. Unfortunately, some also got into the needle and seat area of the carb, causing flooding and, worst of all, bad publicity. Where did this dirt come from? It wasn't from any of my gas cans because that was the first thing I checked. Under a magnifying glass it looked like the gas had sediment and rust flecks that are common when an old car is put into service again.



I saw this again in October in a previously sediment-free car. Others, including Kent, have confirmed that this is a common occurrence when the fuel is oxygenated, especially with ethanol. The alcohol dissolves the deposits which were undissolved by non-oxygenated fuels. I wonder also about the chemical reaction of the new gas with the plastic poppet valves.

A solution is to buy lots of gas before October and store it through the winter. I plan to take empty gas cans when I go to areas not yet using oxygenated fuels and to bring back "user-friendly" gasoline.

The glass bowl on the fuel tank is an excellent filter for the sediment and for water. We have long recommended that plastic fuel filters not be used in two-stroke cars because of the lack of pressure. Experience has shown that these get plugged up with no warning, unlike the glass bowl, and no one carries a spare even if we could diagnose the problem within a few minutes.

Date Nail Collecting Has Some Folks Looking Down

By Don Piercy

How many times have you stopped your motorcar or had the operator you were riding with stop for a while and you found yourself involved in something to pass the time. Ever notice how many passengers stay to themselves and read books? Or eat? Or rest? Or do something else right in their motorcar?

Many of us will mingle with the other members within a few carlengths of our mechanical pride and joy and talk weather or rail conditions or car operating characteristics or politics or . . .

This is, to me, one of the great aspects of our trips—the opportunity to gab and meet new friends, share stories of where to get hard-to-find car parts, find new tricks to apply to our own cars, swap stories and such.

But if you look hard, you'll find a growing band of REAL railroad nuts that aren't just looking around but DOWN—at the track structure for "goodies." And the best goody of all is a railroad tie date nail, especially that unusual one that you're missing from your collection that was a special year or nail size or metal composition. Maybe it's just the satisfaction of finding and presenting a nail that matches the birthyear of a rider that you've just met or the fun of explaining to a novice—young or old—what this collecting is all about. It certainly helps you remember the history of the track you're running.

I've been collecting tie date nails since I was a kid in the early 50's walking the Maine Central tracks with my father on summer vacations and walking the B & O tracks at home in Maryland. We walked many, many miles of track in "The Pine Tree State" as well as other east coast states.

My dad told me about when he used to collect tie date nails in New York, Pennsylvania and Connecticut as a boy and he was born in 1906! I have been walking with an eye to the tracks ever since. My collection has grown.

I've "educated" many a fellow motorcar nut as well as "regular" folks. I've made converts out of good people like Art Geshrey in Portland, Oregon, who is now known for bounding off down the tracks as soon as the cars stop



on a Northwest Railcar meet. And, of course, I always carry my "nail puller" in my auto, truck or railcars.

It's fun to find other individuals as deeply "committed" to the hobby. I had the great fortune last year on a Central Oregon & Pacific run to meet Dave Cook from McCloud, California, who has been collecting date nails as long as I have. We immediately swapped stories and he told me of a great (and secret) spot he had been to years ago here in my home Evergreen State. I now have that former branchline on my hike "to do" list and hope to discover some VERY unusual and rare nails from the early nineteen hundreds!

Dave also told me of a book, well, a booklet, written on the hobby 20 years ago. He lent it to another enthusiast but it was never returned and he hasn't been able to find another copy. He wasn't sure of the title so I became challenged to find the correct title and location of the "mystery" book—even out here on remote Whidbey Island in the middle of the Straits of Juan de Fuca.

I'm pleased to say that after months of searching, use of the internet, and then waiting for its delivery, I found a rare printing of this book. I would recommend it to any motorcar hobbist or ferroequinologist that would like to broaden his/her knowledge of railroading and make the time during stops even more enjoyable. Its title is "And Now It's Nail Time" by Kenneth B. Shaw, published in 1971. I believe Kenneth has passed on to the great roadbed in the sky judging from his photo back 26 years ago in his 139-page book, but I hope not.

The book traces the beginning of the use of nails to 1900 and cites the reasons for their use. It covers the use of letters on the nails and their meanings, the different sizes used by the many railroads, the use of switch nails, correspondence with companies like Santa Fe and the Koppers Company, and the reasons leading to the demise of date nails. Each railroad using nails is covered and photographs are plentiful. Even the "Union Pacific System Common Standard Tie Date Nail" spec is included!

This is truly a fun and informative little copyrighted book and I recommend it to those who can obtain a copy.

For additional information on this strange and satisfying hobby, check out the website at texasrails@n-link.com. It highlights how to collect and trade these little treasures!

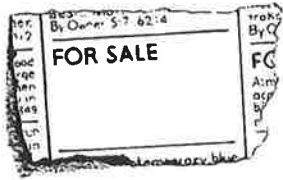
"Happy Nails to you,
until we meet again..."



YOU'RE ON THE WRONG TRACK

VOIE INTERDITE





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: Two M19s with cabs, running, good condition cars from the CPR, \$1,250.00 each. Contact Eric Schwandt, 5472 Far Rd., Dundee, MI 48131; phone (517) 451-2175.

FOR SALE: Rare Sylvester 21-E motorcar, running, with new carb, belt, deck board, and lift handles, \$1,500.00. How many of these are out there? Contact Eric Schwandt, see ad above.

FOR SALE: A standard gauge Sheffield hand pump car. Professionally restored in 1980 and in storage the last ten years. Roller bearings. Later model, 40s or 50s. Asking \$6,500.00 or best offer. Calls accepted 8 a.m. to 1:30 p.m., or write Thomas Wm. Diehl, 101 S. Main St., Navarre, OH 44662; phone (216) 879-5669.

FOR SALE: Fairmont license plates for your automobile, your truck, your motorcar, or your trailer. Fairmont Motorcar logo in brilliant yellow on a black aluminum license plate, \$6.00 plus \$1.00 shipping per plate. Contact Stan Conyer, 9333 State Rd. 46 W., Columbus, IN 47201; phone (812) 342-0565.

FOR SALE: Ex-CN MT19 motorcar, running condition, needs some work, \$1,700.00 Canadian. Also, some Fairmont parts and some Woodings parts. Call or write for list. Contact Bob Layfield, 568 Greendale Dr., Windsor, Ontario, Canada N8S 4A8; phone (519) 948-6467.

FOR SALE: Flashing LED Buttons featuring a Fairmont motorcar in bright safety yellow with a LED light in the car's headlight. LED flashes when you pin on the button. Replaceable watch batteries last over 100 hours. Button measures 1 1/4" in diameter and has a white background with black outline. These very popular and attractive LED Buttons make excellent fund-raisers for Motorcar Clubs. Retail orders, send \$4.95 per button plus 75 cents per button postage. We stock over 50 various LED Button designs; send for your free list. Dealer inquiries also to: Railfan Specialties, P.O. Box 10245, Wilmington, NC 28405; phone (910) 686-2820.

FOR SALE: Reading Company Kalamazoo 23-B with

Hercules NXB engine. Partially restored, needs engine work and wood. New friction wheel and engine parts included, \$750.00. Contact John Hall, 2711 Pecksniff Road, Wilmington, DE 19808; phone (302) 995-0649.

FOR SALE: Fairmont ST-2, ex-BCR, single-cylinder motorcar. Needs restoration and T.L.C., \$700.00 U.S. Contact Rick Bennett, 634 McGowan Ave., Kamloops, B.C., Canada V2B 2P8; phone (250) 376-5867 after 5 p.m. P.S.T.

FOR SALE: Van captain's chairs for your motorcar. Arm rests, recline. Excellent condition. Have four, only \$30.00 each. Contact Gary Gadziala, days, at (800) 622-0073.

FOR SALE: New parts for Fairmont cars: brake shoes and liners, M17079, \$20.00; brake shoes and liners, M32842, \$20.00; brake shoes and liners, replaces M17193 or M16734, \$12.50; shift control plate, #98418, \$12.50; oil drip plate, #112287, \$12.50; set off skid, right, #46500, \$30.00; set off skid, left, #46501, \$30.00. Also MT19 Tomah cab parts new, door, front side panels, rear panel, fenders, etc. Contact Les King, P.O. Box 164, North Lawrence, OH 44666; phone (330) 833-2868; FAX (330) 830-5213.

FOR SALE: You want to know more about the lines you ride, but can't find any good research material? Send \$2.00 for a catalog of Track Charts & Profiles, map books of graphic and technical information highlighting track arrangements, gradients, curve degrees, bridges, signals, facilities, stations, crossings, abandoned lines, etc. Shortlines to major roads, past and present. Contact Dave Cramer, 2114 Sheridan Drive, Madison, WI 53704; phone (608) 244-2916.

FOR SALE: 1991 custom-built 20-foot motorcar tandem trailer. Deck is 65 inches wide and will haul three motorcars. Comes with 2 x 6 removeable wooden racks with lots of tie down hooks. Hand operated winch, steel loading ramps, surge brakes, excellent radial tires, full disk wheel covers and rear side bumpers. GVW is 7,000 lbs. Will haul 5,300 lbs. legally. Asking \$2,250.00. Contact Ted Monck, S-10,C-1, RR#1, Keremeos, B.C., Canada V0X 1N0; phone (250) 499-5441.

FOR SALE: 1927 Sheffield model A4, restored. Chain drive, 11 hp, two-cycle engine. Car weighs 1,200 lbs. Only example known, \$1,400.00. Contact John Beck, 3610 Athens Drive., Mandan, ND 58554; phone (701) 663-7399 or (701) 223-5873 evenings.

FOR SALE: Open M9 from the Ontario Northland RR. Has not run for six years, engine stuck. Included is an extra engine with condenser, rebuilt, but mounting pad was broken and pieces are missing. Car mostly complete. Missing front bar and brakes. No coil. Some brake parts. Alternator 12 volt. Wheels and fuel tank good. Fenders and floor solid, good deck. All levers included. Lift handles made of oak. Asking \$550.00. If not sold by Fall, I will part it out, but I hate to break up a decent car. Contact Bruce Saylor, 2836 Leon Ave., Audubon, PA 19403; phone (610) 666-6572 after 7 p.m.

FOR SALE: M9-G, ex-Chicago Central Pacific RR, 1958. Frame-up restoration, aluminum cab, roof. New curtains. Headlight, taillight, brake-lever-activated flashing stop light. New 6-volt alternator, heavy duty battery. Two seats with storage. Tow bar, rear-view mirror, extra buzz box, extra carburetor, one spare wheel. In CCP red. Only one like it, \$2,800.00. Contact Jon E. Knight, P.O. Box 156, Fayette, IA 52142; phone (319) 425-3272.

FOR SALE: New M9 wheels, four, sold as a set, \$340.00; two new M9 rubber wheels and one replacement tread, sold as a set, \$140.00; two brand new 12-volt buzz boxes, \$45.00 each. Contact Jon E. Knight, see ad above.

FOR SALE: Early WWII Fairmont M9, pointed steel cab with canvas roof. ROB engine, 12-volt electrical system, excellent running car, needs cosmetics, \$1,400.00. Contact Doug Melcher, 7071 Arcadia Dr., Parma, OH 44129; phone (216) 845-0924.

FOR SALE: Motorcar parts: new tool boxes, \$60.00 each; used 6-volt coils, \$20.00 each; RQ/QB pistons, standard, \$40.00 each, oversized, \$50.00 each; water hopper for RQ, \$50.00; condenser for RQ, \$50.00; RQD block with crank, \$175.00; RQD flywheels, \$50.00 set; M19 blade pulley, \$65.00; used Fairmont seats with tube frame, \$50.00 each; M19 hubs, \$20.00 each; set of half flange brakes (used), \$100.00 all; 16" rubber tire wheels (used), \$50.00 each; 16" wheels (used), \$40.00 to \$50.00 each; set of cast open wheel fenders and cast step plates for M9, \$250.00 all; M19 air cleaner bracket, \$20.00. Contact Doug Melcher, see ad above.

FOR SALE: M9-G, ex-Southern Rwy. car, restored and dry-stored at present, \$2,000.00. ST-2, ex-CSX car, needs paint and complete restoration, in dry storage, \$1,500.00. M19 parts car, has OD-B engine, belt, rear pulley, etc., missing cab, lift-off levers and tank, \$1,000.00. Parts for sale: M19-AA coils, \$75.00 each; M9 belt, \$75.00; M9 or M19 hand cranks, \$75.00 each; A3 driveshaft (U-joint), \$50.00; Waukesha ICK starter, \$100.00; generator, \$100.00; LP gas carb., \$50.00; carburetor, \$50.00. Contact Hugh Cain, 510 Austin St., Norfolk, VA 23503; phone (757) 588-6579.

FOR SALE: TRACKCAR VIDEOS:

- Peace River, Alberta, to Copper Mine, Arctic Circle. Two hours, \$24.00.
- Coppermine to Peace River return trip, two hours, \$12.00.
- Central Montana and Alberta Prairie Railroads, 96 minutes, \$17.00.
- Canadian National locomotive cab ride, Peace River to Roma Jct., Alberta, and return, 86 minutes, \$15.00.
- All four tapes, \$49.00.
- Copper Canyon, Mexico, two hours, \$24.00. Three-tape set, six hours, \$39.00.

All videos edited for content with music and narration. Your satisfaction guaranteed. Credit card or check to "Picture This", William Kozel, 23 Lee Ave., Rexford, NY 12148-1209; phone (518) 399-5836.

FOR SALE: Limited number of brand new Fairmont OEM seats, walnut vinyl, black hinged tube frame. Back rest, \$48.00; seat, \$47.00; tube frame, \$39.00; complete seat assembly, \$129.95, plus shipping and handling. Contact Clinton Andrews, 892 Beaconsfield, Grosse Pointe Park, MI 48230; phone (313) 822-2000.

WANTED: Flange brake kit #69744, excellent condition or N.O.S. Also, need 16" wheel and rubber tires, excellent to N.O.S. condition. Also want Fairmont MT19-B series open or closed cars with Onan B48G engine. Also want Beaver cars, two-man and eight-man. Also need Beaver parts car with body. Also want Portec RMC series "F" or "C" with turntable, if possible. Contact Mike Craner, 668 Ridgeway Dr., Taylor Mill, KY 41015; phone (606) 491-6372 or (513) 841-8642.

FOR SALE: Fairmont MT19-A-3, ex-UP #2498 car in very good condition, built 5-29-84. Full enclosed cab (round front with inspection window at driver's feet. Three windows in front of car.) Has CCKB engine, Hunter heater. Have original build sheet from Fairmont and service manual. \$5,500.00. Contact Mike Craner, see ad above.

WANTED: The following parts for restoration of a Fairmont ST-2: axle bearings and races for drive axle, Fairmont part #F5529; Timken bearing #358-D, races #354; differential axle, Fairmont part #F5493; Timken bearing #19145-D, races #19283; endless cord belt, Fairmont part #F3104 (4" x 98 1/2"); fuel tank #46565; brake shoe liner #M-16397. Contact Jeff or Dave Biles, 936 Evergreen Street, Emmaus, PA 18049; phone (610) 797-6687.

FOR SALE OR TRADE: Four-cylinder gas engine, 12-volt electric start with fuel tank. Mounted in an electric welding unit, less the welding generator. Contact Jeff or Dave Biles, see ad above.

WANTED: Complete Fairmont OD engine, 6-bolt head, side-mounted water filler neck. Prefer phone calls, but if you write, include your phone number. Contact Wendell Stahler, 5120 McClain Rd., Lima, OH 45806; phone (419) 221-2286 or (419) 221-3276 collect.

FOR SALE: MT14-L-2, ex-CN. Full cab, four boat seats, new paint, new windows. Automatic greasers on axles. Runs great. Plus single-axle trailer. Entire package, \$2,400.00. Contact Douglas Exline, 404 SW Westchester, Topeka, KS 66606; phone (913) 272-3533.

FOR SALE: Trailer. New tires, good condition, \$200.00. Also, many locks and lanterns. Contact Dick Cumberland, North Carolina, (919) 247-7137 or Evan Roderick (919) 726-2895.

FOR SALE: Fairmont MT19, ex-CN. Complete. Onan engine, two-speed, flexon cab w/doors, heater flaps, new battery. Clean and in good condition, \$2,300.00. Others available. Contact Walter B. Powell, RD#2, Box 1511, Seven Valleys, PA 17360-9631; phone (717) 428-1827.

Want Ads

(Continued from previous page)

FOR SALE: MOTORCAR COLLECTION! M19-F-2 Central Vermont, extended cab, excellent condition, restored, \$2,800.00; M9-D-5 Seaboard Air Line open car, old-style steel and wood, unrestored, \$1,500.00; M9-G with cab, Illinois Central, partial restoration, \$2,200.00; MT14, Milwaukee Road, Tomah cab with heater, unrestored, running condition, \$2,500.00; A3-D-1 Washington & Old Dominion, mechanically sound, unrestored, \$950.00; Kalamazoo 27, B&O, mechanically sound, unrestored with extra rebuilt Hercules engine, \$950.00; heavy duty steel push car with wood box, \$400.00; roof for S2 or M14, \$100.00. Contact Chelsea Valley Short Line Company, 118 East Caroline Dr., Wappingers Falls, NY 12590; phone (914) 831-1170.

WANTED: Small crane that can be pulled by a MT14 with Onan engine. Also, two or three small maintenance flat cars. I need some small equipment to help me lay and maintain a short track loop I am constructing. Also, need scrap rail. Must be located in Florida, Georgia, North Carolina area. Contact Tom Falicon (Rail Dawg), 1115 Old Coachman Road, Clearwater, FL 34625; phone (813) 447-7900, FAX (813) 796-3132.

FOR SALE: Brass train whistle with mounting hardware and 1/2" compression fitting. Also, polished brass control valve with custom brass handle, cable control kit with 10' push/pull control cable, 6.9 gallon air tank rated to 150 psi, 1/3 HP air compressor, 1/5 HP air compressor, air pressure gauge, valve stands. For brochures, send LSASE to Robert Young, R.W. Young Enterprises, 2831 Junipero Ave. #607, Signal Hill, CA 90806. Or phone (310) 426-5196, (800) 252-5196; FAX (310) 490-0316.

The 1996/1997 "Boomer King" is: Bob Schuknecht!

A true man of the world, and a winner that I am pleased to be acquainted with, Bob has amply demonstrated his qualifications, which are truly extensive. His prize is in the mail and he will reign until we run another contest in 1999. All other contestants will receive a copy of the results as promised.

Those who did not enter are forbidden from ever suggesting that their score could have been better than their buddy (or arch enemy) scored. In other words enter the next one and prove it!

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