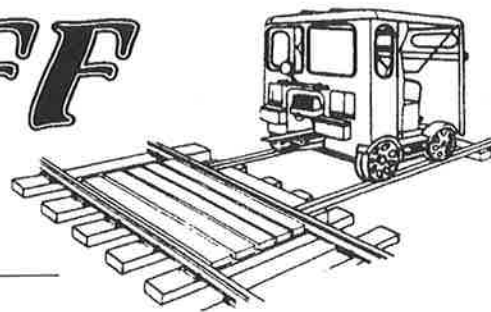


THE SETOFF

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

September/October 1997



Shown above are some of the 43 railcars waiting to turn and head east at Morgan Run, Ohio. There were also three hy-rails on this May 25, 1997, Ohio Central excursion.

Photo by Bob Schuknecht



At left, motorcars head south out of Manton towards Cadillac in Michigan on a September 14, 1997, outing on the Tuscola and Saginaw Bay. Two different stories of the experience begin on page 12.

Photo by Jeremy Winkworth

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From the President

By Ron Zammit

The fall meeting of the Board in Chicago was well attended by the Board and committee members, but poorly attended by the membership. While this indicates to me there was nothing particularly contentious going on at the meeting, it would have been nice to see more of you there.

There were changes in personnel: Mike Paul and Jeff Robertson are new Directors; Bill Holdren, Director at Large; Bill Hurtig, Safety Editor; and Doug Stivers, Recording Secretary.

The big topics were in the operations area, and affiliation. In the former, the Board decided to institute a Rule Book exam to insure all operators have read the Rule Book. This will be a simple, open-book exam; no one should be scared of this step. Stan Conyer will administer the program of testing via the mail. Also note that the Board has made this a requirement of all operators, independent of local testing. If you run with a local group which has its own rule book and/or testing program, you still will have to participate in NARCOA's.

The Operations Book was presented by Hank Brown, and will be in print by year's end. This book primarily defines how to run an excursion. It will be issued to all active excursion coordinators, in addition to any interested member. Hank will give details on how to get a copy when the printing has been done.

As to affiliation, the by-laws were modified to set up affiliates. No decision was reached as to incorporation of affiliates. It appears that the Errors and Omissions insurance bids for NARCOA coverage would cover all volunteers working for NARCOA, but would not cover volunteers working for an incorporated affiliate. It was decided to purchase the coverage, then decide how to best include everyone in the policy, while at the same time isolating (legally) the different groups from each other and NARCOA. It was agreed that the most important idea at present is to get the coverage, and Tom Norman was so charged.

In the next issue of *THE SETOFF*, there will be a summary of the Board's actions. Additionally, members will be able to order minutes for the cost of copying. Doug Stivers will give details in the next issue.

In the safety area, Mike Mitzel gave a demonstration on a first aid kit for groups on excursions in remote areas. A list of what was included will be in the Operations Book. Additionally, Bill Hurtig was appointed Safety Editor and will present safety issues in *THE SETOFF*. It would be nice if we all pitched in to help keep a regular column going on this important topic. We are all interested in making our excursions as safe as possible and *THE SETOFF* is our link to each other.

Please submit your ideas and articles to Bill.

In this issue Bill, explores the topic of farm crossings. In many cases, these crossings are hidden, and we do not realize they are there until too late to make a safe stop. Should a tractor cross at the last minute, say in a curve where the crops hide the vehicles, a motorcar operator may not be able to stop in time. Needless to say, when looking at Bill's pictures, the motorcar operator would lose if involved in a collision with a farm tractor such as his.

Improbable? Not really, just last month a motorcar and a farm tractor collided in a vineyard crossing in northern California. The motorcar was being used by the railroad for track inspection (not an excursion), and hit the tractor as it pulled out on the crossing. Injuries were minor except for an occupant on the motorcar suffering a broken leg. Railroad employees must worry about farm crossings; so must we.

A member asked me to alert all members who use railroad radios that Congress is considering changing the rules for use of scanning radios (see story on page 11). How that would impact us using NARCOA's frequency is unknown at this time. You may locate your members of Congress via: <http://www.vote-smart.org>.

Rich Stivers has agreed to become editor of the web page, and that has now been moved from my employer's computer. The new address is: <http://www.narcoa.org>. With this move, it is hoped that more timely information may be kept on the page, such as an excursion calendar. Rich's e-mail address is on the page; have a look and drop him a line as to what you think.

In closing, I'd like to remind all who operate on insured excursions that all operators must carry insurance. I have received a report that an uninsured person was permitted to operate a motorcar on an insured trip. If this were true and that operator were involved in an accident involving a third party, the insurance company may have refused to pay the claim. That would have put the railroad's insurance on the line and, in all likelihood, the railroad would never again allow motorcars to operate. Regardless of whether the insurance company paid, they would have probably not renewed us. It is the responsibility of excursion coordinators to ensure that every person operating a motorcar is insured when the excursion itself is insured. We must do all that we can to protect the insurance and the railroads on which we operate.

Happy rails!

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

Retired Track Section Foreman Reunited With His Fairmont M19

By Dave Verzi

The Ohio Central excursion May 31, 1997, made its special place in history. NARCOA members returned to the home rails of Ken Levengood with his railroad-assigned motorcar, the NKP 1599 (Fairmont M19-H 1960), operating out of Fresno, Ohio.

Ken worked most of his years on the Nickel Plate Road, Wheeling District, as a section foreman. His territory was based out of the section house at Fresno. We passed this same building on Sunday, May 31st, heading south out of Sugarcreek, mile post 105.2. Ken and his motorcar had some very interesting days working together, including a crossing dispute with a Volkswagen, a bout with a locomotive coupler while in the care of another employee, and following a derailed train yet rolling down the track in the pre-radio days.

When Ken retired in 1987, he had passing thoughts of trying to get the then unused 1599 into retirement with him, but whatever would he do with it?

So it sat in Coshocton until the day before the Ohio Central was to assume operation of this line from Norfolk Southern, when they removed it to an unknown destiny. It wasn't until 1993, with Ken now active with Jeff Levengood in operating motorcars as a hobby, that Jeff spotted something unusual in a photo in *THE SETOFF*, Summer 1992, submitted by Hugh Cain.

A short line in North Carolina had a motorcar they were operating, and the number appeared to be 65030, which was thought to be the 1599 renumbered by NW in the early 1980's.

Jeff showed the photo to his dad, and Ken thought it might be his car, but wasn't quite sure, so he headed for North Carolina.

Upon seeing the car in N.C., he knew it was his old partner. A trade was negotiated for obtaining the car, and another trip was made later to bring the 1599 home.

After two years of completely rebuilding the car, you can see the result of one of the finest motorcar restorations ever to be completed, and the phenomenally rare occasion of a section man operating his assigned car past the section house (yet standing!) from which he spent much of his career operating the car.

This was a special occasion this past Memorial Day, a section man operating his railroad-assigned motorcar on the territory he maintained.

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).

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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

Safety Editor Bill Hurtig
410 N. Custer Box 81
Delphos, KS 67436

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.narcoa.org>



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:

A recent letter to the editor gave several reasons "for" having high-powered strobe lights on motorcars. The writer even stated that he had 2,000,000 candle-power strobes on two of his cars. He said that locomotives and highway service vehicles use strobes "all the time" and suggested that the safety aspect of those applications applies similarly for motorcars. I agree, and yet I also disagree!

When an auto driver happens to be near a grade crossing at night when a locomotive is coming, the auto driver's exposure to the strobe is for a minute or two. The same is true for highway vehicles; the exposure is for a short time duration. The situation with the motorcar is similar to the highway analogy with respect to grade crossings in that the highway driver is exposed to the motorcar's strobe for a minute or two.

But the situation is completely different with respect to the motorcars adjacent to one equipped with a high-powered strobe, since the operators of those adjacent motorcars are subject to the strobe's blinding illumination for extended periods of time. The suggestion by the letter writer of "not looking at the light" is, again, not analogous to the situation of highway driving at night, since auto headlights are NOT strobes!

The intense brilliance of the strobe flash is analogous to the bright flash of a camera's electronic flash; it causes momentary loss of vision as the eye attempts to recover from its automatic response to the bright light. Strobes have resulted in sufficient complaints from motorcar operators that I have included the following statement in the registration materials which I mail to

excursion participants: "Strobe lights - Strobes that blind other motorcar operators will not be permitted to be used."

Paradoxically, my MT19-B carries a strobe light! Is it possible to have it both ways? Again, paradoxically, yes!

It is undeniable that a strobe "gets attention". That is desirable when the motorcar approaches a grade crossing and the operator wants to get the attention of highway traffic that something is approaching the grade crossing. Even though we all know that the motorcar is to yield the right-of-way to all highway traffic, it is desirable that the highway traffic know that we are present. The strobe commands that attention!

Also, when we are weaving in and out of the blind curves at night on the Algoma Central Railway (for example), it is desirable to have the preceding and following motorcars "know" that we are moving on the rails between them. The strobe helps define that presence. That's the good news and the reasons "for" strobes.

However, in a motorcar caravan, care must be taken such that the strobe does not cause momentary blindness to the operators of adjacent motorcars. Since we travel "elephant-style", one motorcar behind the other, our strobes must not be the occasion of vision impairment to other motorcars around us. This is the "negative" for strobes. What to do? This is a true good news/bad news situation!

Fortunately, there is a middle ground, and it is easily resolved using duct tape. Yes, duct tape! A strip or two of duct tape applied to the exterior translucent cover immediately to the front and immediately to the rear will shield preceding and following motorcars from the direct flash of the strobe, yet leave most of the strobe's dome periphery uncovered where its signal can be seen by traffic approaching grade crossings, and by preceding and following motorcars without blinding their operators.

In conclusion, strobe lights CAN be a very useful safety appliance, but they must not be used in a manner such that the vision of adjacent motorcar operators is impaired.

Mike Paul
Oshkosh, WI

To the Editor:

On Sunday, September 21, Heartland Railroaders ran a meet from Independence, Kansas, to Ochelata, Oklahoma (for those not familiar with Indian-based place names, O-sha-late-a). We traveled about 104 miles round trip over the South Kansas & Oklahoma Railroad. This is a portion of the ex-AT&SF line that ran from Tulsa, OK, north toward Topeka, KS. There was about 40 miles of ribbon rail (20 one way). About 15 cars

participated. A great time and a safe trip was had by all.

I had one interesting experience on the trip. I came up to a road crossing that had a rather large bush growing to my right blocking my view of the road (and, of course, anyone on that road had their view of the railroad in my direction blocked).

I was nearly stopped when a young lady in a very new, black Camero zoomed out from behind the bush. She proceeded to give me a jaw-dropped, bug-eyed look and locked up the brakes on her car, coming safely to a stop with her front wheels set squarely between the rails. I guess my M9-G with its one bright eye and faded yellow paint job looked huge to her. Anyway, what did she do next? She tried to wave me on by. I assured her I needed to wait on her to move one way or the other before I could proceed. I also assured her that the track indeed had trains that operated on it that would not stop for her. I believe from her rather bright red blush that she was more than slightly embarrassed. Maybe she will pay a little more attention in the future.

As for me, it was a very gentle reminder to keep the motorcar well under control at all times and pay particular attention to all road crossings.

Guy M. Lynn
Norman, OK

To the Editor:

I am a member of NARCOA, as I have a Fairmont MT19, series A group 1 motorcar which I purchased from the C&NW Rwy. back in 1990, to be used as a lawn ornament. However, back in 1995, a group of men from this area started the CVMCRR, known as the Chippewa Valley Motor Car Railroad, and it runs from Durand, WI, to Trevino, WI, which was a junction with the BN. This used to be the Milwaukee and was sold to the Northern States Power Co. after the Milwaukee went under. I am a member of the CVMCRR and operate my motorcar on this section of the track which we now have cleared except for about the last three miles.

I was an employee of the C&NW Rwy. for 50 years, starting out on the section working for my dad, then became a telegrapher-agent at many locations, then went into the so-called Traffic Department at that time, then on to Supervising Agent, thence for the last 32 years as Officer-Agent, with Trainmaster and Yardmaster duties assigned the last 15 years at Eau Claire and Altoona, WI.

I am enclosing a picture which was taken some time between 1910 and 1915 at Ceylon, Minnesota, which is just 16

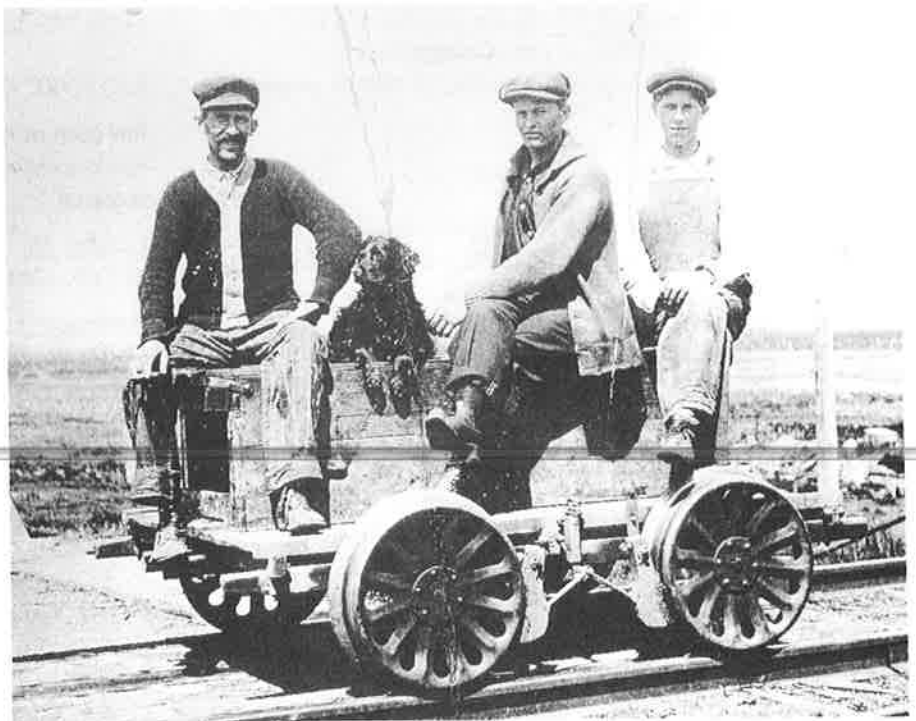
miles southwest of Fairmont, MN, and is just two miles from the Iowa/Minnesota state line. This picture is, from left to right, as follows: my uncle Ole Tviedt, section foreman; Tootie, our dog; Carl D. Larson, my father and first man; and Emil Stetson, second man, all from Ceylon. I might add that the dog went along each day to work with the men, and only jumped off once from the motorcar when it was moving—after a pheasant. The dog learned its lesson.

My uncle, Ole Tviedt, came across from Norway when he was 17 years of age, worked on the section at Ceylon for the C&NW Rwy. and at the age of 18 became the section foreman at Ceylon. He never got bumped or left Ceylon, and retired as section foreman at the same location at the age of 65 (what a record!).

My father, Carl Larson, came from Sweden at 17 years of age, and worked about three years for my uncle before he became the section foreman at Dolliver, Iowa, on the C&NW Rwy., which is just south of Ceylon about six miles. My father passed away after serving 37 years as section foreman at various locations and ending up at Rignsted, Iowa. The motorcar in the picture, I'm not sure if it's a Fairmont or maybe a Northwestern from right here in Eau Claire. Maybe your readers can figure out what it is, I'd be glad to hear from them.

Another item of interest may be that I used to be the night operator at Fairmont for the C&NY Rwy. in the 40s and I billed out hundreds of carloads and LCL shipments from the Fairmont Railway Motor Company to all areas of the states, Canada, and foreign countries.

James B. Larson
Eau Claire, WI





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-approved 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 not covered by NARCOA-approved insurance are not endorsed by NARCOA and are listed for informational purposes only.

FIRST IOWA DIVISION:

October 25: Boone & Scenic Valley Railroad. Join us for our annual Halloween ride and cookout 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-approved insurance is not required, but Boone membership is required. Cost is \$10.00 per car. Contact Carl Schneider, 1302 6th Ave. SE, Altoona, IA 50009; phone (515) 967-5181.

HEART OF THE HEARTLANDS:

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, Rt. #1, Box 73, Weir, KS 66781; phone (316) 396-8594.

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.

October 25: Silver Creek & Stephenson Railroad. Located just south of Freeport, IL, this is the second annual meet on all that remains of Milwaukee Road's

southwestern line. The run is four miles round trip, and we will make several runs, including ones with their steam train. We will also ride the steam train. Set on at SC&S engine house at Lamm and Walnut Roads at 9:00 a.m. with the first run at 10:00 a.m. Cost is Stephenson County Antique Engine Club membership (\$15.00). Come and stay for Sunday's Byron meet. NARCOA-approved insurance not required for this event. For more information, please contact Roger Miller, 5942 Rt. 26 N., Freeport, IL 61032; phone (815) 563-4787.

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-approved insurance required.

KANSAS WHEATLANDS DIVISION:

October 25: Kiamichi Railroad, Hugo, OK, 84.4 miles round trip. We will ride this remnant of the Frisco main line between Antlers, OK, and Paris, TX, in conjunction with Hugo Railroad Days and the Hugo Heritage Railroad excursion train. Cost is \$15.00 per car for KWD members, \$25.00 per car for non-members (includes membership). NARCOA rules and insurance requirements apply. Contact Jim McKeel, 9742 Yosemite Ct., Wichita, KS 67215; phone (316) 721-4378.

GREAT SMOKY MOUNTAINS RAILWAY:

January 1, 1998: End of year run, double-ended, beginning in Bryson City and Andrews, with a meet at Nantahala. All cars MUST be in good working order; 30-car limit each run. NARCOA rules and insurance requirements will be in effect. Call Charlie Davidson, (423) 745-2331, or Randall Dyer, (423) 475-9539.

MOTORCAR OPERATORS WEST:

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

October 26: Niles Canyon Rwy., Niles, CA. Cost is \$35.00. Contact Dave Towle, (408) 266-5731 days.

November 1: Annual Meeting, Willits, CA. Willits to Northspur and return.

November 2: Northwestern Pacific, Willits to Hopland and return.

December 6: Santa Cruz, Big Trees & Pacific. Secondary date in case of rain cancellation is December 13th. Cost is \$35.00.

OHIO VALLEY RAILCARS:

For information, send LSASE to Ohio Valley Railcars, 10059 Aldridge Dr., Columbia Station, OH 44028-9639

or e-mail WM340@aol.com. Membership in OVR is available for \$5.00 annually, which will provide you with all OVR mailings and privileges. NARCOA-approved insurance and OVR operation policy in effect.

October 18: Great Miami & Scioto RR, Richmond Dale, OH, to Jackson, then Oak Hill, 106 miles. Cost is \$50.00.

EXCURSIONS SPONSORED BY OTHERS:

October 17, 18 and 19: Georgia Northeastern RR. Fourth Annual. Zero breakdown rule in effect to keep

clear of operating trains. NARCOA-approved insurance and rules. Cost is \$45.00 for all three days. Contact Bobby Moreman, (770) 457-6212.

November 1 and 2: Ninth Annual Handcar/Steamcar/Motorcar Meet sponsored by the Wilmington & Western RR, Wilmington, DE. No insurance required. Cost is \$20.00 (individual) or \$35.00 (family) for membership in Historic Red Clay Valley. No cost to current HRCV members. Open to all whether or not you own a handcar/velocipede/steamcar or motorcar. Send SASE to Gene Tucker, 1004 N. Kentucky St., Arlington, VA 22205.

You Will Need an Operator Certification Card Before You Can Renew Your Insurance in 1998

By Stan Conyer
Safety and Rules Committee Chairman

At their September 1996 Board of Directors meeting in Wichita, KS, the NARCOA Board of Directors commissioned a special committee to develop an Operator Certification Program to insure that our motorcar operators are familiar with our safety rules.

There had been several minor incidents reported by our meet coordinators which demonstrated that many old and new operators were not aware of the rules and safety equipment required for safe participation at our excursions.

The Board also proposed an addition to the rule book which mandated that after January 1, 1998, any motorcar operator who wished to participate in any NARCOA-approved insured event must have in their possession an operator's certificate.

The Directors decided at their September 1997 meeting that this NARCOA certification is necessary to renew participation in a NARCOA-approved insurance program. Operators must participate in this program regardless of whether or not the operator has taken a similar test with a local organization.

The Operator Certification Program will operate in the following manner: To ensure that each operator is familiar with the contents of the NARCOA Rule Book, each operator must pass an open-book Rule Book test. A record will be kept of those operators who have successfully completed the rule book exam and an Operator's Certification card will be issued. This card will be accepted by any individual or group hosting a motorcar excursion utilizing the NARCOA-approved insurance as proof that the holder of the card is familiar with NARCOA's safety rules.

Excursion Coordinators or local groups may impose additional restrictions or safety equipment upon operators attending their excursion. It is up to the

operator to contact the host of an excursion to learn the requirements of participation for an event.

Participation in the NARCOA Operator Certification Program is simple and should cost you less than \$2.00 for postage and envelopes. The program is open to anyone, whether or not you are part of the NARCOA insurance program.

Send a stamped, self-addressed business size envelope to me at the following address:

Stan Conyer
Chairman of the Safety and Rules Committee
9333 State Rd. 46 W.
Columbus, IN 47201

I will return to you a test and an answer sheet.

Review Rule Book #4, and then mark your answers to the questions on the answer sheet. (If you do not have a Rule Book, send \$5.00 to Joel Williams for one.)

Return the test and the answer sheet to me with another stamped, self-addressed envelope. Your test will be graded and, if you successfully answer 20 of the 25 questions, your Operator Certification card will be returned to you and the insurance administrator will be notified so you may renew your insurance.

Operator Certification cards issued during this program will be valid until December 31, 2000. If you fail to answer 20 of the 25 questions, you will receive another test and you can try again.

Bottom line is if you intend to operate a motorcar at a NARCOA-insured motorcar excursion after January 1, 1998, you must pass an open-book Rule Book test before you can renew your insurance or be allowed to operate on a NARCOA-sponsored excursion. The test is a simple 25-question, true or false exam on NARCOA's Rule Book #4.

Don't delay. Send your request for the test along with a stamped, self-addressed envelope, to Stan Conyer ASAP.

Fourth Labor Day Excursion on the W&LE Ry. Travels Through Mid-Ohio

By Dave Verzi

August 31, 1997, saw Ohio Valley Railcars travel the mainline of the Wheeling & Lake Erie Ry. from their home terminal of Brewster, Ohio, to Hartland, Ohio, a distance of 128 miles round trip.

As in years past, the weather was quite agreeable, mostly overcast and comfortable.

The Wheeling is a very active railroad, and as a requirement for allowing us to travel their lines, we were required to comply with the safety requirements of their employees which included the use of hard hats, safety glasses and safety shoes.

This was our seventh run with them, and we have made their requirements well known, but unfortunately compliance with their requirements was not met this

year. A supply of extra hats and glasses were on hand for some of those who arrived without, but compliance was not completely fulfilled by all operators. Further excursions on the Wheeling will require rigid enforcement of requirements, should we be allowed another.

The Brewster shops were open to us this year to view the workings in this cavernous building. Twenty-seven motorcars and one hy-rail were set on at the Brewster locomotive service tracks which lead into the shops.

As in years past, Ron Hynes was our escort, along with his family. Ron is the Director of Rules and Safety with the Railroad.

A bit of a delay was encountered when the railroad hy-rail was to be placed in the lead. It wouldn't start. Fortunately, a quick jump start from Jeff Levensgood's Blazer got the Wheeling's Explorer running. Upon exiting the service tracks we experienced another delay in getting out of the service area. A spring switch was set against us, locked, and a key needed to be located. Upon conquering these hurdles we exited Brewster through the yard past a GP-9 switching cars there, and then out onto the main line west toward Hartland.

This is the busiest segment of the railroad, and we had expected trains which, as it would turn out, were in abundance. This track features 132-pound rail, virtually all continuous welded.

We were about 15 miles out of Brewster when we had to take siding in Orrville for our first train, an eastbound freight train. The wait in Orrville was about an hour and a half for the train to pass. Sidings further west had equipment stored on them, preventing us from meeting the train further down the line.

This siding was adjacent to Conrail's former PRR main line, and we witnessed two of



At left above, participants prepare for departure on the W&LE at Brewster, Ohio.

Below, a W&LE ore train passes the group at Hartland, Ohio.

Photos by Dave Verzi

their trains pass. Participants had their cameras ready when the Wheeling train passed at 40 m.p.h., led by one of two of their "Kodachrome" painted GP-35's.

Reentering the mainline we made a dash for Creston, where the CSX (former B&O) main line parallels the Wheeling, and where the now-removed Erie main crossed at grade. Proceeding west, we traveled through Spencer, where the main crosses the former AC&Y, now Wheeling, line. It was a unique experience crossing the diamonds at Spencer, as we had traveled the AC&Y line in 1996.

Past Spencer we entered the yet CTC signaled portion of the trip, another unique experience. A rest stop was made at Wellington where many participants stopped at the nearby Dairy Queen.

Traveling further, we crossed Conrail's former Big Four mainline at grade. One train had just passed, and another eastbound Conrail coal train was in the siding waiting to enter the main line as we passed.

From Wellington we continued a brisk pace to Hartland where we entered a long controlled siding leading to their small yard. At Hartland the cars were turned, and we then waited on an eastbound ore train. Rest facilities were available in the passenger-car-turned-yard office.

Upon the passing of the ore train, Ron Hynes obtained a track warrant (as he did for all portions of our movements on the line) and we ran on the heels of the ore train through Creston where we fell behind as we had several delays due to some mechanical problems. At this point it appeared that we would have to again take the siding at Orrville for a westbound freight train. After the westbound passed Orrville, we backed out of the siding for the jaunt back to Brewster.

It was now dark, and what was readily apparent was that the new Buckeye Crossbuck program implemented to increase night-time visibility at grade crossings

works very well. Our headlights lit up the sign posts hundreds of feet away and, though dark, enabled us to clearly define the parameters of the crossing.

Entering the yard took a bit of time, as switches had to be lined, and Ron Hynes had to tend to a departing westbound train, delayed by our late arrival. Here a self-guarding frog also got the bounce on Bob Schuknecht's hy-rail. Fortunately, Bob was able to skillfully maneuver the truck's front gear back onto the rails without derailing.

It was 11:30 when the last good bye's were said to participants who had traveled from several states, and all headed to their homes and motels.

Another large portion of the Wheeling's system was covered this year. It was a unique experience and a privilege to travel as a "train" on a very active railroad.

Below, the motorcars of Jeff Levensgood and Dave Verzi at Hartland, Ohio.



At right, a view from the cab as motorcars cross the diamonds at Spencer, Ohio.



Safety: **Field Crossings**

(Editor's Note: William E. Hurtig is the new Safety Editor for THE SETOFF, a responsibility he agreed to at the September Board meeting. Bill will address various topics of motorcar and railroad safety in his newsletter articles, and plans also to invite contributions from agencies, companies and other arenas of expertise.)

Motorcar excursions on rail lines serving agricultural areas have one particular characteristic which poses exceptional risk: field crossings.

Operators actively perfect a cautious attitude toward road and highway grade crossings, and NARCOA certainly must encourage this. However, field crossings seem to receive much less attention. The fields, meadows, orchards, and woodlots which surround rural/agricultural rail lines may well offer a bucolic appearance, but the tractors, trucks, trailers, and other heavy equipment used for tillage or harvest are big, heavy, and often bristle with sharp edges and angles.

I have operated many miles on trackage with numerous field crossings obscured by trees and brush, and while grade crossings usually offer some visibility as one approaches, field crossings surrounded by bushes and trees may completely hide even a large tractor or hay truck about to cross.

A meadow or field may be entered only a few times each year for harvest or tillage, but one of those times could be the very moment your motorcar approaches the crossing.

With the cooperation of my brother, Mr. Armon Hurtig, an active farmer, we have photographed my M19 next to an average tractor and field cultivator (with the cultivator in its folded configuration, ready to transport to another field), to illustrate what might suddenly occupy the next field crossing we approach. Some tractors and equipment are smaller than those in the photo, but many are much larger, and even a small tree can hide a big tractor!

Please think about it; safety must be first, not last!

—Bill Hurtig



As you can see by these pictures, a motorcar is no match for farm machinery that may suddenly appear in a crossing.

Photos by Bill Hurtig

Pending Legislation Could Affect Radio Scanner Use

(Editor's Note: There is a bill pending in Congress—HR 2369—that concerns the regulation of radio communications. The bill's intent is to attempt to control two things: unauthorized eavesdropping on the frequency band allocated to domestic public cellular service and the unauthorized modification of scanner equipment to allow scanner access to this frequency band. Discussions pertaining to this bill have included discussions of other types of scanners as well, including those used publicly by emergency response personnel, railroads, etc. Although the bill is not targeted at these types of activities, it is possible that the bill could affect how radio scanners of all types are used in the future. You may wish to contact your elected representatives in Congress to let them know of your feelings on this subject, particularly as it concerns the use of railroad radio scanners. A copy of the bill follows.)

HR 2369
105th CONGRESS
1st Session

To amend the Communications Act of 1934 to strengthen and clarify prohibitions on electronic eavesdropping, and for other purposes.

IN THE HOUSE OF REPRESENTATIVES
July 31, 1997

Mr. Tauzin, (for himself, Mr. Markey, Mr. Oxley, Mr. Gillmor, Ms. Eshoo, and Ms. McCarthy of Missouri) introduced the following bill, which was referred to the Committee on Commerce

A BILL

To amend the Communications Act of 1934 to strengthen and clarify prohibitions on electronic eavesdropping, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE

This Act may be cited as the "Wireless Privacy Enhancement Act of 1997"

SEC. 2. COMMERCE IN ELECTRONIC EAVES-DROPPING DEVICES.

(a) Prohibition on Modification--Section 302(b) of the Communications Act of 1934 (47 U.S.C. 302(b)) is amended by inserting before the period at the end thereof the following: " , or to modify any such device, equipment, or system in any manner that causes such device, equipment, or system to fail to comply with such regulations".

(b) Prohibition on Commerce in Scanning Receivers--Section 302(d) of such Act (47 U.S.C. 302(d)) is amended to read as follows:

"(d) The Commission shall prescribe regulations denying equipment authorization (under part 15 of title 47, Code of Federal Regulations, or any other part of that

title) for any scanning receiver that is capable of--

"(1) receiving transmissions in the frequencies allocated to any commercial mobile service (as defined in section 332(d),

"(2) readily being altered to receive transmissions in such frequencies,

"(3) being equipped with decoders that convert digital commercial mobile service transmissions to analog voice audio, or

"(4) being equipped with devices that otherwise decode encrypted radio transmissions for the purposes of unauthorized interception."

(c) Implementing Regulations--Within 90 days after the date of enactment of this Act, the Federal Communications Commission shall prescribe amendments to its regulations for the purposes of implementing the amendments made by this section. In prescribing such amendments, and in response to subsequent changes in technology or behavior, the Commission shall review and revise its definition of the term "capable of readily being altered" as necessary to prevent commerce in devices that may be used unlawfully to intercept or divulge radio communication.

SEC. 3. UNAUTHORIZED INTERCEPTION OR PUBLICATION OF COMMUNICATIONS.

(a) Amendments--Section 705 of the Communications Act of 1934 (47 U.S.C. 605) is amended--

(1) in the heading of such section, by inserting "interception or" after "unauthorized";

(2) in the second sentence of subsection (a), by striking "and divulge" and inserting "or divulge";

(3) in subsection(e)(1)--

(A) by striking "fined not more than \$2,000 or"; and

(B) by inserting "or fined under title 18, United States Code," after "6 months,"; and

(4) in subsection (e)(3), by striking "any violation" and inserting "any receipt, interception, divulgence, publication, or utilization of any communication in violation"; and

(5) in subsection (e)(4), by striking "any other activity prohibited by subsection (a)" and inserting "any receipt, interception, divulgence, publication, or utilization of any communication in violation of subsection (a)".

(b) Responsibility for Enforcement--

Notwithstanding any other investigative or enforcement activities of any other Federal agency, the Federal Communications Commission shall investigate alleged violations of section 705 of the Communications Act of 1934 (47 U.S.C. 605) and may proceed to initiate action under section 503 of such Act (47 U.S.C. 503) to impose forfeiture penalties with respect to such violation upon conclusion of the Commission's investigation.

Riding the TSBY—An Ecursion in Mid-Michigan

By Jeremy Winkworth

On September 14th, a group of 14 motorcars and two hy-rails rode the 40 miles between Cadillac and Kalkaska, both in mid-Michigan. This stretch of rails was originally the main line of the Grand Rapids and Indiana, then it became part of the Pennsylvania, then Penn Central. Conrail did not choose to include any of the old GR&I route north of Grand Rapids so the line through Cadillac and Kalkaska to Mackinaw City was bought by the State of Michigan. The first operator was the Michigan Northern, to be followed in the late 1980's by the Tuscola and Saginaw Bay Railroad (TSBY). The TSBY still operates as far north as Petoskey, but the days of rail service to Mackinaw City and the Chief Wawatam steaming across the straits to the Upper Peninsula ended in the mid 1980's.

Under an overcast sky, we loaded our cars on the engine house track in the ex-Pennsy yard in Cadillac. Our friendly and flexible TSBY hosts for the day were Barry and Dave. Our first sight during the excursion was of light traffic in the yard, including a string of hoppers still in a black Ann Arbor paint scheme from the 60's. The hulk of stripped Michigan Northern GP7 #1604, in that distinctive green and white paint scheme, could also be seen. This unit started its career on the Nashville, Chattanooga and St. Louis, far away in both time and distance! At the north end of the yard, a brand new potash unloading facility had been installed and was awaiting its first use. Three miles north of town, sharp eyes could pick out the overgrown roadbed of the Cadillac and Lake City Railroad curving away to the east. This railroad was famous for steam-powered tourist trains in the 1960's but it withered in the 1970's.

The next seven miles to the town of Manton was through the fields and backwoods of mid-Michigan, including a stretch in the Pere Marquette State Forest, apparently a haven not just for animals but for off-road enthusiasts, too.

Condition of the rail and trackbed were excellent, reflecting significant investment by the State of Michigan during the 90's. After a stop at Manton, giving Chuck Pearson a chance to make adjustments to the engine of his restored Fairmont S2, we motored on another six miles to a photo stop at the substantial bridge over the Manistee River. Several miles past the bridge was Walton Junction, where the 25-mile-long secondary to Traverse City angled off to the West via a full wye. I was told by Barry that the route from Cadillac to Walton Junction is used daily.

North of the junction, we rode through more beautiful forest dotted with vacation homes and then along the shore of Fife Lake. Per suggestion from Dave,

we stopped at the North end of this lake, where the owner of the ice cream store informed us that as this was his final business day of the year, all ice cream was half-price. This caused a rush of riders to partake in such a gastronomic and economic delight!

Eventually we regrouped and motored the last 15 miles or so to Kalkaska, mostly alongside US-131, which is the main road for vacationers headed north into Michigan's Upper Peninsula. We did not see many active railroad customers as the main TSBY traffic base on this line is located north of Kalkaska.

After a quick lunch break, we started back for Cadillac and arrived before 6 p.m., allowing most people to get home that evening.

There were no significant mechanical problems and everyone thoroughly enjoyed this excursion, the first in mid-Michigan for many years. A big thanks to the TSBY for allowing us to ride on their rails. Michigan-ers are hoping that this might be the start of a renaissance for motorcar excursions on short lines in the lower part of their state!



Norm Batchelder's Fairmont MT14 crossing the Manistee River.

A Great Day on the Tuscola & Saginaw Bay Railroad

By Dave Stroebe

My acquaintance with this line began about 21 years ago when my best friend Joe Batchelder and I were doing some railfanning in the Grand Rapids, MI, area and stumbled onto the Michigan Northern Railway train that was about to depart northbound out of Comstock Park (just north of Grand Rapids) for a run to Cadillac, MI.

A casual talk with the engineer resulted in an invitation for a cab ride to either Cadillac to Comstock Park or Cadillac to Machinaw City where the line made a connection with the Soo Line at St. Ignace in the Upper Peninsula by the bow-loading, hand-fired steam car ferry Chief Wawatam, which was owned by the Detroit & Mackinaw Railroad. So because of work schedules, we elected the northbound run to Machinaw City.

So on a very cold January Saturday morning, we drove to Cadillac. After signing release forms and the crew log, we headed for the warm cab of ex-C&NW Alco

RS3 #1554 (this was later painted green and had its nose chopped).

Our first task was to make up our train of 23 cars with the empties on the headend and 17 loads of oil well pipe bound for Kalkaska on the rear! This turned out to be a formidable task as the extreme cold weather had actually frozen the cars to the tracks! This caused us to rock each car back and forth to break them free.

Needless to say, the heavy snowfall, frozen switches, and bitter cold delayed our arrival at Machinaw City and we "outlawed". (The FRA allows a train crew to be on duty only 12 hours, then they must stop and be replaced by a relief crew) about three miles south of Petosky. We decided we'd had enough and so rode with the engineer back to Cadillac in the company truck.

When I heard about the run on the Tuscola & Saginaw Bay (originally a 30-mile short line headquartered out of Vassar, MI), I knew I had to sign up for a run from Cadillac to Kalkaska.

The line itself has a pedigree like a Heinz 57 mutt! It started out as the Grand Rapids and Indiana Railroad. The GR&I was later merged with the Pennsylvania Railroad which allowed them to gain access into northern Michigan. This line running north from Indiana to Mackinaw City was a busy line having many freight trains and also a profitable passenger service which

(Continued on next page)



The line up beside the gazebo at Manton, Michigan, on the TSBY Railroad.

Photos by Jeremy Winkworth

A Great Day on the Tuscola & Saginaw Bay

(Continued from previous page)

catered to the resort business of Traverse City and Mackinaw City/Mackinaw Island.

The "Pennsy" ran this line until about 1967 when it merged with the New York Central creating the Penn Central. By the early 1970s, the Penn Central went bankrupt along with five other railroads in the northeast (Lehigh & Hudson River, Lehigh Valley, Erie Lackawanna, Central of New Jersey, and the Reading Railroad). So when the FRA/AAR, along with Congress, bought out these railroads, it decided which ones to keep, scrap or sell to an independent short line. The GR&I wasn't included in the resulting Conrail (Consolidated Rail Corp.).

Enter a group of railfans who wanted to make their avocation their vocation and formed the Michigan Northern Railway. This was a railfan's dream come true as the MNR ran an interesting assortment of motive power of Alco RS3s, rare Baldwin DRS 4-4-16 road switchers and even the last operating pair of ex-Delaware & Hudson RF16A "sharknose" cab units.

As interesting as this power was, it wasn't practical and the Baldwins and Alcos were taken out of service. The "sharks" were sold to the Escanaba & Lake Superior, which hasn't run them; they are stored at the P&H crane factory in Escanaba.

The Michigan Northern settled on EMD GP7 and GP9 units for its final years of operation. By the early 1980s, the D&M car ferry Chief Wawatam developed piston problems in one of its engines and so was taken permanently out of service. Thus dried up the MNR's main source of revenue, "Bridge Traffic" (cars originally off-line and ferried as a short cut between two railroads, in this case, C&O Conrail and the Soo Line). So, like its predecessor Penn Central, the Michigan Northern went out of business for lack of on-line revenue traffic.

About this time the Ann Arbor Railroad (which ran car ferries to Keweenaw, WI) was having its usual financial troubles, and so the Michigan Department of Transportation formed the Michigan Interstate Railroad to operate the "Annie" from Toledo, OH, arching gently northwest to the car ferry operation at Frankfort with a line to Cadillac along with the Michigan Northern trackage. The GR&I/MNR was abandoned from Pellston to Mackinaw City and from Cadillac south to Comstock Park. The MDOT "railbanked" these sections and later tore up these tracks. The Pellston/Mackinaw City line is now a "Rails to Trails".

This leaves the GR&I line from Cadillac to Pellston with a branch at "Walton Junction" to Traverse City intact and in operation. But the Michigan Interstate

also developed financial difficulties and went bankrupt. So now the MDOT directed the Tuscola and Saginaw Bay to run the ex-Ann Arbor/Michigan Northern trackage. And so the TSBY gains access to Cadillac over the ex-Ann Arbor line. So it was GR&I, PRR, PC, MNR, MISR and TSBY!

On Sunday, September 14, 1997, my 84-year-old mother and I met my friends Norm and Hellen Batchelder, and Joe Batchelder and daughter Julie for a 2-1/2 hour drive to Cadillac to once again ride this line. The day dawned cloudy and rainy, but warm. We arrived at about 9:45 a.m. for a set-on that was well organized, smooth and quick. Even the drizzle had stopped.

Once my mother was aboard my MT14, I took pictures of our consist and the TSBY's "power" which is interesting in its own right, ex-Ann Arbor EMD GP35s which ride on trucks from traded-in Ann Arbor Alco FA cab units instead of the usual EMD "Blomberg" trucks!

We had a safety meeting led by Jeremy Winkworth, who then introduced us to the two "TissBee" employees who would man the hy-railers.

At 11:05, we departed northbound out of Cadillac Yard for the run to Kalkaska. We crossed the two main grade crossings north of town and were on the main line. It soon impressed me how well maintained this track was. Gone was the cinder ballast and light rail. In its place was freshly laid deep limestone ballast and heavy rail. The joints were tight with an occasional high joint. This was in sharp contrast to our ride of this line 21 years previous!

About three miles out, we passed a unique "geodesic dome" house on the east side of the tracks. A few more miles and we were at Walton Junction where there is a wye for turning trains and the line branches off to Traverse City. Soon we were at our first stop at the little town of Manton. After a short break and continuing north, we crossed the Manistee River on a high steel bridge giving us a splendid view of the scenery. It was also a stop for a photo run-by of cars on the bridge.

Our consist skirted the shores of Fife Lake and we made another stop at downtown Fife Lake next to a park.

Moving out again, we crossed busy M66 and then went the last few miles to Kalkaska. We stopped just south of town and turned our cars for the return southbound trip and headed for lunch.

After lunch, our group of M9s, MT19s, M19s, MT14s, an S2, an ex-BNSF Ford Ranger hy-railer, and a lone Woodings decked out in a beautifully done Santa Fe passenger paint scheme, headed south for Cadillac, arriving back at 6:00 or so.

I want to thank the TSBY and our escorts for the opportunity to once again ride this line. A thanks also goes out to Jeremy Winkworth for a very well-run meet. I hope that this experience will open up the "TissBee" line for other excursions.



How To: Make a Dolly for Turning and Handling

By John M. Bailey

For those of us who do not have hydraulic turntables, turning and handling our motorcars can present a problem. This is especially true if the turning handles are locked in place and used to support a luggage rack as is the case with our motorcars. Turning can also be difficult when operating alone or with little assistance.

My solution was to design and build a small dolly that is swivel-mounted on the rear of the motorcar. Basically, the dolly consists of a short lever that has a clevis at one end to engage a swivel located on a bracket attached to the motorcar rear frame cross member. It also has a hole near its other end through which is placed an axle for two small wheels. A handle is attached near the center of the lever and perpendicular to it to tilt it downward. This is to lower the wheels and lift the rear of the motorcar for turning. The handle has a short piece of square tubing which can be clipped to the frame to hold the dolly perpendicular to the motorcar axis during turning. When the handle is raised to a locked position for travel, two capscrews are used as adjustable stops to hold the lever rigidly in place. An eyebolt is mounted on the rear end of the lever to provide a rear tow bar receptacle.

When it is desired to turn the motorcar at a grade crossing, the handle is released and lowered. This action swings the lever downward until the wheels contact the surface of the crossing. Further downward force causes the lever to pivot about the axle. This lifts the swivel and raises the rear of the motorcar until the rear wheel flanges clear the rails by about two inches.

Only moderate downward force is required to lift the rear of the motorcar. Depending upon the handle length, the device provides about a 6:1 to 9:1 mechanical advantage. The handle is then swung around, keeping it parallel to the ground, until it is perpendicular to the rails and then clipped to the motorcar frame. The rear of the motorcar can then be pulled around. The dolly wheels roll in an arc about the center of the front axle.

After turning, the handle is released and swung around while still lowered until it is again parallel to the track rails. The handle is then raised to lower the rear of the motorcar. If the motorcar wheels do not exactly engage the rails, the handle can again be lowered and the rear of the car lifted and steered to permit rerailing. The handle is then moved to its full upward position with the dolly wheels clearing the rails by two to three inches. It is securely locked in this position for travel.

I have used the dolly for about two years and have found that I can readily turn our 1,250-pound MT14 motorcar without

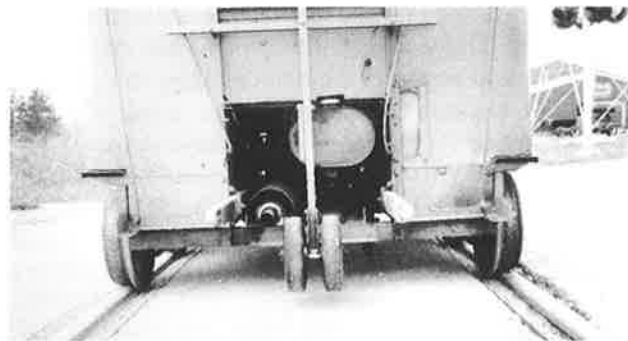
assistance. I also have found that the dolly is very handy to guide the motorcar down a road and for positioning it at the trailer ramps for loading. Use of the dolly has permitted us to operate without assistance (with permission) on some very interesting tourist and museum railroads that would otherwise have been impossible.

Although turning has to be conducted at a grade crossing, unlike a hydraulic turntable, I find that there are some advantages compared with the more conventional unit in addition to lower cost. For example, the turning dolly can be moved for use on a different motorcar by loosening and reattaching one nut and lock. "M" and "MT" type motorcars need only have additional brackets mounted on their rear cross members.

The motorcar dolly structural parts (lever, handle, bracket, axle) contain several relatively large holes and require a number of welds. Consequently, I made blueprints and had these parts made by a local weld/machine shop. The entire dolly assembly, including the fasteners heavy-duty wheels, swivel, etc., cost me about \$100.00.

If anyone would like to make a turning dolly for use with their motorcar, I will be glad to send copies of the blueprints, a bill-of-materials with information concerning sources of special parts, advice for mounting the dolly assembly on one's motorcar and suggested tips and precautions regarding its use. While there is no charge for the information, I do request that you send a large (8 1/2" by 11") self-addressed envelope and enclose a \$4.00 check to cover postage and copy costs.

Anyone interested in obtaining the blueprint package should contact me at 13105 North State Route 91, Dunlap, IL 61525; telephone (309) 243-7949.



Dolly secured in raised position for travel.



Dolly being used to turn a motorcar.

Photos by John M. Bailey

Galesburg, IL, Celebrates Railroad Days

By Warene Anderson

For more than a century, Galesburg, a thriving city in northwestern Illinois, has been an important rail center. During the era when passenger trains were the most important means of transportation for Americans, many of them on the CB&Q and Santa Fe lines, traveled through Galesburg daily. Today, only Amtrak trains carry passengers through Galesburg several times each day.

In addition to passenger service, Galesburg has been vital to the railroad shipping industry. It has a history of being one of the most important rail yards in the nation for servicing, classification, and movement of freight trains.

This heritage continues today. Because of its central location, Galesburg has developed into BNSF's most up-to-date automated and computerized classification yards which serves the combined railroad's entire network. About 40 trains a day are processed through the yards.

For the past 20 years, Galesburg has celebrated its railroad heritage by having its annual Railroad Days Fair. Early in the spring we received word from David Pratt of the First Iowa Division of NARCOA that our members had been invited to display our motorcars in Galesburg. This would be the first time that motorcar owners would be part of the Railroad Days Fair.

My husband, Charlie, and I were excited at the prospect of exhibiting our motorcar there. It was to Galesburg that it had been shipped originally by the Fairmont Railway Motors Co. in March 1940 for use on the Chicago, Burlington & Quincy Railroad. Many years later, it had ended its working life with that railroad in a salvage yard in Galesburg.

In October 1989, with the help of Mark Mayfield,

we purchased it there. It had been somewhat modernized with a metal windshield, a battery-operated headlight, and one padded seat. Although the windshield was badly bent and the deck was missing, the engine was in running order.

Charlie wrote to the Fairmont company requesting a copy of the original purchase order for our M19. He subsequently restored it according to specifications—boxcar brown with a canvas windshield.

We arrived in Galesburg on Friday afternoon, June 27th, where we met Charlie's brother, Carl, and his wife, Peggy, from Hoffman Estates, IL, and their little 1935 M9. We soon joined other motorcar owners who were busy settling their cars on the tracks—30 in all. Dave Pratt had emphasized that we were to be ambassadors for our hobby and our organization so all had done their best to put their best "wheels" forward. The cars looked great—cleaned, polished, some had even been newly painted.

The sleek silver Nebraska Zephyr, the Milwaukee 261 steam train, and the Chicago commuter train were already in place on their tracks joining the Baldwin steam locomotive belonging to the Galesburg Railroad Museum, which is located across the street from the Galesburg Amtrak depot.

Further down in the yards sat the beautifully restored BNSF Employee Appreciation Special train which had paused in its 2,900-mile tour of BNSF lines to take part in Railroad Days. That evening, participants at the fair had been invited to tour the train and enjoy a buffet along with Galesburg BNSF employees. We greatly enjoyed the tour and the buffet.

Dave Pratt had informed us that motorcars would be judged for originality, cleanliness, and authenticity by some BNSF officials and Bob Streeter, mayor of Galesburg. The winners were as follows: first place went to Doug Hladek and his wife from Cedar Rapids, IA, who had restored a Canadian National MT14 with a fiberglass body, 1980 model. When they bought it, the Onan engine was not running and the body was in bad shape. The Hladeks restored the



At Galesburg Railroad Days are, from left, Daryl Wood (seated on motorcar), Monroe, IA; Warene Anderson (interviewing Beryl Kinart), Kirkwood, MO; Beryl Kinart (First Iowa Division secretary), Monroe, IA; and Mike McClurg, Bloomfield, IA.

Carl and Peggy Anderson Photo

interior themselves and had the exterior professionally painted to resemble the front of a Santa Fe locomotive. Doug is also a model railroad enthusiast and owns railroad models in five sizes.

Mark Kirkpatrick of Ames, IA, won second place for the most colorful restoration. He had worked for the CNW Railroad out of Boone, IA, while going to school. As a part of his job, he had helped haul motorcars which had been declared obsolete to the salvage yard. He remembers the thrill of riding in a hy-railer for the first time. After he graduated from veterinary school, he bought his first motorcar, a 1949 Fairmont M9—disassembled. It did have the original purchase order, owner's manual, fusees, and original flagging kit. The car which he was exhibiting was a Canadian National MT14 restored as a Chicago & Northwestern car. He was assisted by his wife and two young sons over the year it took to restore their car.

Daryl Wood and his wife, of Monroe, IA, received the third place award for most authentic restoration. Their motorcar was named the KC & SJ Railroad (the initials of their grandchildren). He used a similar color scheme of the old Rock Island Railroad for which he once worked. His motorcar had spent its working life on the Illinois Central Railroad.

Persons voted Best Ambassadors for the motorcar club were Roland and Beryl Kinart of Monroe, IA, for their friendliness and enthusiasm in explaining to

visitors how their 1950s Fairmont M9 operated. Roland had restored his motorcar and named it for the Pacific Electric which he remembers fondly from his boyhood in California.

On Saturday, June 28th, we were guests of the BNSF as they took us on a ride through the countryside on the Employee Appreciation Special train. The coaches, diner, sleepers, lounge cars, and observation car had originally been a part of some of the finest passenger trains run by railroads in the BNSF conglomerate—the bi-level Santa Fe Chiefs, Northern Pacific, and Great Northern Empire Builder. At the rear of the train was an observation car with theater seating and a large rear window. The train, which consisted of a locomotive and 14 cars, was beautifully restored.

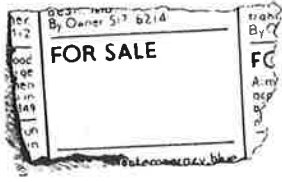
Sunday, we rode the Chicago commuter train on a tour of the \$80 million BNSF yards. A commentator explained about the humping facility, hump tower, maintenance and repair shops, and other points of interest.

Although the weather was very hot, it was estimated that 50,000 people attended Railroad Days, which also included a parade (Dave Pratt's 1947 S2 represented the motorcar operators), a model railroad show, auto show, concerts, races, and children's activities.

Those of us who came from Iowa, Wisconsin, Nebraska, and Missouri to participate in the Galesburg Railroad Days Fair enjoyed being part of it.



5. Original in 1943 was 20 1/2 x 12 3/4 inches. Contributed by D. A. Gilbert of Roanoke, Virginia. Reprinted by Norfolk Southern Corporation, 1991



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: 1984 Beaver car, model BC2M83, serial #0020. Original 18 hp Briggs & Stratton engine, electric start, original seats, Sunstrand hydrostatic transmission, hydraulic disk brakes, Firestone air spring suspension, directional headlights and tail lights, brake lights, seat belts, tool box, revolving roof-top beacon, heater, wipers, horn, stereo AM/FM cassette radio, tubular steel frame, aluminum tilt cab (doors included). Original paint and markings, 700 hours. Car in excellent, ready-to-run condition. Asking \$7,000.00. Contact Stan Conyer, 9333 State Rd. 46 W., Columbus, IN 47201; phone (812) 342-0565.

FOR SALE: Fairmont M19, SCL #MTC 745. OC engine, #69691 round corner cab, two good seats, good belt, good wheels. Car in very good unrestored condition. Asking \$1,200.00. Contact Stan Conyer, see ad above.

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, see ad above.

FOR SALE: Fairmont MT14 with Onan engine. Completely restored. Lots of new metal, new paint, brake lights, etc. Excellent condition, \$2,200.00. Also, MT14, needs restoration. Engine and transmission good, most parts are there, \$700.00. Contact Sam Brubaker, Manheim, PA, at (717) 665-7919.

FOR SALE: HO scale freight cars featuring Operation Lifesaver. Two 40' box cars, one of which displays the Silver Anniversary, \$3.98 each. Also available is a four-pack with two different 40' box cars, a tank car and a work caboose with a wrecked auto, \$16.98. All six cars feature a different Operation Lifesaver statement. \$29.00 for a complete set, postage included. Photos available. Contact Mike Rapos, P.O. Box 51170, Palo Alto, CA 94303-0690; phone (650) 523-6235.

FOR SALE: Hy-rail truck, 1 1/2 ton 1986 GMC 3500 Sierra, four door, crew cab. Utility box with side doors and enclosed lid, 350 v-8 automatic. Starts and runs

great. Body has some rust, not repaired. From Chicago and Northwestern RR in full original colors and markings. Hy-rail gear in good shape, \$4,500.00. Also for sale, Fairmont derrick crane, model W63A. Boom extends to ten feet. Hand operated. Needs a little work on frame and deck but will work okay now. Complete, \$1,500.00. Two push carts, manufactured by Kalamazoo in 1942 for U.S. government. Three-foot gauge axles with 16" Buda wheels, 6' wide by 8' long. Red oak frame and deck in mint shape, stored indoors since built, \$400.00 each. Fairmont pushcart, model T-9B. Steel chassis but with 16" wheels. Plywood deck in poor shape, easily repaired, \$200.00. Briggs and Stratton engine, 14 hp Vanguard V-twin. Brand new, never run, one inch diameter by three inch long output shaft. Electric start with solenoid and muffler, \$350.00. Racine rail saw, very low hours on unit, mint shape but less motor. Probably used a five-horse engine, \$50.00. Fairmont MT14-L, ex-CN, built about 1980. Runs good. Has good cab. Needs front window glass and some floor repair, \$700.00. Gang trailer, wood frame with aluminum front, back and top. Brakes, etc., 20" wheels. Side fold-down steps, \$400.00. All prices negotiable. Call for better descriptions on all items. All items subject to prior sale. Contact Scott Janz, Box 216, Rudolph, WI 54475; phone (715) 435-3182.

FOR SALE: Fairbanks-Morse 40B. Runs. Have several spare parts for it. Original battery-operated headlight (in very good condition) is included, \$800.00. Also, six-volt generator for Fairmont, #F6995, \$20.00. Also, one each C-8 carb, like new, \$50.00. Contact Jay Boggs, 16109 Hawn Rd., Plain City, OH 43064.

FOR SALE: Fairmont M9-F-1-35, ex-N&W 1008. Steel cab with canvas roof, good wheels, ODB engine. Runs good. Car is in good condition, unrestored as removed from service, \$1,500.00. Contact Jeff Fildes, 1132 Hickory Street, Grafton, OH 44044; phone (216) 926-3838.

FOR SALE: Very old Aberdeen and Rockfish Railroad S2 type motorcar, Fairmont RQ-C (DOM 11/8/44). One of two sliding base engines from A&R, dry storage for 15+ years. Car body possibly a converted pushcar. As received from railroad, dry cell still in place. Standing tall on 20" wheels, \$1,500.00. Contact Tom Stallings, Pinetops, NC; phone (919) 827-4693; e-mail bestalli@eastnet.educ.ecu.edu.

WANTED: Air filter assembly for S2, complete or parts. Contact Tom Stallings, see ad above.

FOR SALE: glass fuel bowl, used, #F7876, \$1.50; retainer to hold fuel bowl, used, have two, \$1.00; heavy duty tow bar, used, \$75.00; axle/differential, #M34724, \$100.00; clutch plate assembly, new, #F16342, \$150.00; Onan coil, 12-volt, used, #166-0535, \$10.00; idler sprocket and support, new, #102895, \$100.00; brake shoes with wood back, new, #M16734, have eight, \$10.00; windshield wiper arm and blade, 12-new, \$10.00; windshield wiper arm and blade, 12-used, have three, \$10.00; 12-volt windshield wiper motor, used, #F13551, have four, \$15.00; axle/differential with two 16" wheels

and two bearings mounted on axle, used, #M34724, \$150.00; axle with bearings, used, #M34724, have two, \$75.00; 12-volt electric cab fan, new, have two, \$35.00; carburetor, Solex, new, #1-26-129, \$150.00; carburetor, Zenith, used, #13252D, \$75.00; headlight, sealed beam, 12-volt, new, have two, \$16.00; headlight, sealed beam, 12-volt, used, have three, \$8.00; strobe light, red, 12-volt, used, \$20.00; rear lights, red, 12-volt, used, have two, \$5.00; oil filter, 122-0323 Onan, new, #1374, \$3.00; 16" wheels, used, have four, \$50.00; MT19 motorcar, ex-T&P Rwy., \$1,200.00. All F.O.B. Burleson, Texas. Contact M.W. Kirby, 215 Tracy Lee Ct., Burleson, TX 76028; phone (817) 478-0773.

FOR SALE: Motorcar parts. Belt pulley, #P6578, \$30.00; bracket, #76991, have two, \$1.00; brake bracket, #46526, have eight, \$5.00; arm, #M32736, \$5.00; belt pulley, #M37040KA, \$50.00; engine with condenser, new, RQD, \$450.00; aluminum roof canopy with back brace, fits M9 or other, 42" long by 61" wide, new, have five, \$100.00; curtain bracket, #69636, \$25.00; drive belt, #F7978, new, have three, \$75.00; drive belt, #F4598, new, have two, \$75.00; S-2 motorcars, have three, \$800.00; derrick crane, W-64, \$1,000.00; trailer, T-11, \$400.00. All F.O.B. Burleson, Texas. Contact M.W. Kirby, 215 Tracy Lee Ct., Burleson, TX 76028; phone (817) 478-0773.

FOR SALE: Brand new 1994 Fairmont RQ-D engine, fresh from the factory, including carb, crated and ready for shipment. Perhaps the "last of the Mohicans." Serial number to be issued upon sale! Ready for installation in your car. Price, F.O.B. Fairmont, MN, \$5,495.00. Contact Brown Rail Road Equipment, Inc., 4 Amersham Court, Glen Carbon, IL 62034-1562; phone (618) 797-5484; FAX (618) 797-6076.

FOR SALE: Brand new MT19-M cab kit. Complete, in the crate and boxed, including roof, windshield, rear end, side panels, doors, glass, interior insulation kit, wiper motors, wiper arms, blades. Ready for painting and assembly/installation on your chassis. Price, F.O.B. Fairmont, MN, \$9,850.00. Contact Brown Rail Road Equipment, Inc., see ad above.

FOR SALE: MT19, ex-BN. Good body, needs restoration. MT19 parts car, no cab. Contact Jeff Levensgood, 2189 Oak Tree Dr., Dover, OH 44622; phone (330) 343-3407.

FOR SALE: MT14-H with RO-C engine, new aluminum front and roof. Much rust, needs carb, and coil. Has a factory belt drive to a two-speed transmission mounted directly on the axle, \$1,200.00. I can deliver anywhere along I-80 between San Francisco and Des Moines, Iowa, in July 1998. Contact Jerry Boudreaux, central California coast, (408) 464-7637.

FOR SALE: Fairmont TT6 push car with brakes, 5'7" X 7'0", diamond tread deck. Good shape, \$800.00. I can deliver anywhere along I-80 between San Francisco and Des Moines, Iowa, in July 1998. Contact Jerry Boudreaux. See ad above.

FOR SALE: M9. Sand blasted, ready to paint. Top, front, R.O.C. engine. Call Dave Pratt, (515) 674-3803.

FOR SALE: Air pump and air tanks, new. Good set for air horns. Contact Dave Pratt, (515) 674-3803.

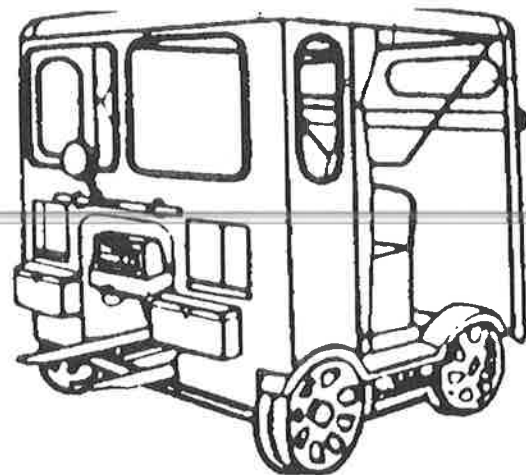
FOR SALE: Hy-Rail, 1990 Chevy. Fresh paint, 350 engine, PS, PB, air conditioning. Hy-Rail excellent. Radio equipped. This is a beautiful hy-rail. Call Dave Pratt, (515) 674-3803.

FOR SALE: Small marker lights as used on the WP and other lines, made from original Pyle National molds. Wired for 12-volt operation. Ideal for motorcars, \$250.00 a pair with brackets for each. Include \$10.00 for shipping. Contact Glenn Beier, 6697 Long Ave., Placerville, CA 95667; phone (916) 622-9644.

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: 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.

Fairmont



Operation Lifesaver

By Dave Verzi

Last March, I attended an Ohio Operation Lifesaver meeting in Columbus, Ohio. Operation Lifesaver exists for one purpose: to prevent crossing collisions. The OL meeting was rather informative and enlightening as to how the program works, especially in Ohio.

Though OL is a national program, it is administered on a state level. Involvement by the various states seems to vary greatly. Since Ohio has many railroad miles and crossing collisions, Operation Lifesaver is a visible and active group with a full-time administrator, a retired captain from the Ohio State Patrol.

Attendees at the meeting represented all the major and many small railroads in Ohio. Also present were many law enforcement representatives.

What was clear is that Ohio has many certified presenters of Operation Lifesaver programs. OL is willing to train sponsoring organizations, provided they agree to give at least four seminars a year to sustain their certification. Monetary donations are also welcome.

Local NARCOA affiliates could work with Operation Lifesaver through their own state's program. I would encourage local groups to approach their Operation Lifesaver state director to get involved. Contact me directly if you would like your representative's name and address, at 10059 Aldridge Dr., Columbia Station, OH 44028, or e-mail at wm340@juno.com.

A Paranoid Operator . . .

1. Did I leave my camera in the motel room?
2. Will all of that exhaust from the Fairmont twin in front of me give me cancer?
3. If I start to take off my coat, will the car in front of me stop quick?
4. Is that rough rail, or are my lug nuts loose?
5. Would the engine run better with a different oil mixture?
6. Did I tell my wife that there are no restrooms on this excursion?
7. Is the dog lonely at home?
8. When an insect flies into the hot condensor, does it feel pain?
9. Why are clouds drawn to rails like a magnet?
10. Maybe that part left over when I rebuilt the carburetor was important.
11. If I close the curtains, will I asphyxiate myself?
12. Maybe I'll buy an Onan.

Submitted by Bob Schuknecht

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Operator Certification Test:
 Stan Conyer
 9333 State Rd. 46 W.
 Columbus, IN 47201