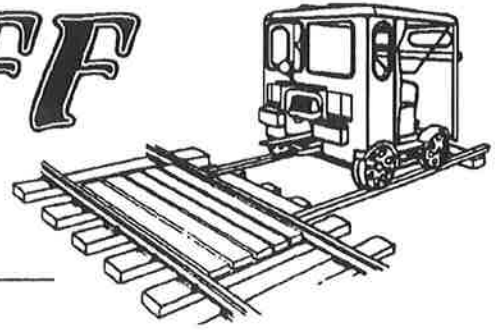


THE SETOFF

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

May/June 1999 Volume 13 – No 2



CP RAIL MAINLINE going into Sudbury, Ontario Canada, with Gary and Eileen Shrey leading the way on the seven day "Loop" excursion held in Canada last month. (Hank Brown Photo)

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ILLINOIS RAIL GEM

by Chuck White - Fort Wayne, Indiana

There's a short line in Northeastern Illinois you may have heard about. It's a new operation, up and running for only a couple of years on former "Q" trackage. The formal corporate name is Illinois Rail Net, and as far as motor car excursions, it's a jewel. For openers, the excursions (last year was their first) have featured a police escort to get us in and out of Ottawa, Illinois, our set on point. I have been on only a few NARCOA sanctioned excursions, but from what I've heard (and seen), this is rare. The next aspect, equally unexpected, is to encounter some of the friendliest, most accommodating railroad people you will ever find, including the president of the railroad enthusiastically waving at us after he had lowered their bridge for us to cross the Illinois River last year. The same attitude extends to every level. Employees' smiles brightened what started out as a drab rainy day. However, as the day wore on, the sun came out and warmed everyone up.

The best part of this excursion is the run itself. The track is mostly ribbon rail the BN installed just a few years before disposal. It rides very smoothly. It also runs through the very scenic Fox River Valley with gentle curves and grades. There is some straight running through the corn fields, but these last for just a few miles. The route also features several beautiful river crossings of the Fox and its tributaries.

One interesting feature is a ride through a sand quarry, the railroad's principal customer. It is so white and covers so much of everything, you think for a moment that you're somewhere near the beaches in Florida.

Traffic on the line is such that we had to be back to Ottawa before 3PM on a Sunday so they could run their freight up to Aurora!

This year's run was on May 23rd with host Mike Mitzel of Great Lakes Rail Cars. We had 14 cars, some of which had been on the North Central Railcars excursion the previous day in Wisconsin. I thought we were going to have a great day when I met several fellow operators at McDonald's that morning. I hope I got their names correct, and even though they weren't the celebrities you and I know, I thought with Bob Knight and Bill Graham on this run, little could go wrong with a Big Ten Basketball coach, and a world-famous evangelist on our trip. It was their first run in the open on a beautifully restored M9. Among other operators were two who brought Hy Rails, one of whom was Stan Conyer.

The day started out with the safety meeting, sales of hats and model railroad cars from the club in Columbus, Indiana, and a fund-raising raffle of a NARCOA flag kit. After banging across the CSX/Iowa Interstate (former Rock Island) diamonds, we were on our way. Our lunch stop was at Yorkville, about 30 miles north of where we'd started. We also made a couple of other pit stops (including one at a Subway Sandwich Shop) making for a somewhat leisurely journey.

I had the opportunity to invite three of my old ferroequinologist buddies from when I lived in Northwestern Indiana to ride with us. We were able to spread them out over three cars. One went with myself, another with my friends, Bill & Ted Wemhoff of Decatur, Indiana, in their nicely modified/restored MT14, and the third went with Jeremy Winkworth in his new MT19. Jeremy has some neat looking air horns on his roof that didn't look like they were there when his car was owned by the railroad. I asked him to give me a test, and I can verify they are capable of waking the dead.

My rider for most of my trip was Bob Petite who works for Metra, Chicago's commuter railroad. I think his job used to be called a "car knocker," but I'm sure his formal title is now somewhat different. Bob seemed to enjoy things enough. He's already making reservations with me for future excursions.

One other aspect about this excursion is to be able to do some train chasing in the area. Just to the north is Rochelle, Illinois, where the community has built a pavilion and park for railfanning. There's a paved parking lot, interesting railroad related gift shop, fresh water, a grill for cooking out, public restrooms, and even a scanner piped into the shelter so you know what to expect next. Timetables, radio frequencies, and a collection of hobo signage are also to be seen. We spent less than an hour there Saturday, witnessing no fewer than six trains across the diamonds. We were advised the norm is between 90 & 100 trains in a 24 hour period. There were more than a dozen other railfans present.

West of Ottawa is Mendota, home of a nice little railroad museum in the modern depot that's open weekends from 1 until 5. The museum features a model railroad layout, and a speeder! Outside is a former "Q" steamer for your perusal.

I have some restaurants to recommend, but maybe I'll save those for anyone who wants to meet up with me next year! There's a lot more I could write about, but we'll save those thoughts for next year, too.

@ NARCOA's Web Site

by Rich Stivers

Two new documents have been added to the NARCOA Web Site:

- > NARCOA Certified Excursion Coordinators List
- > Non-Active Excursion Coordinators List

Links to these documents can be found at the bottom of the main Excursion page--the page with the table of NARCOA areas.

If you have any corrections/additions to either list, please send them to:

Hank Brown
622 Oak Street
Cottage Grove WI 53527-9713
wilderness@inexpress.net

Views from the President's Car

By Stan Conyer, President NARCOA

By the time you receive this newsletter we should be well into the last operating season of the millennium. I have not checked yet but I hope the Y2K bug will not effect my M19. I have a lot of organizational news so here we go. I have asked Rich Stivers to head a new communication committee. I have also asked his brother, Doug, to take the job of recording secretary at the next Board meeting. Rich will be coordinating all the efforts of the folks who help out with the newsletter and our web page. Rich is currently the webmaster of our web site which can be found at <http://www.NARCOA.org>. If you have access to the Internet take a look, it is quite impressive. Rich has been hard at work this winter and has made some improvements to the web page, which should help our meet coordinators this season. One of the many jobs a meet coordinator has to do is to insure that all the operators at an excursion are current in their insurance membership and are safety rule qualified. These lists are hard to keep current and even harder to distribute to those who need them. Rich has fixed this problem. A weekly updated list of insurance members and those who have passed the rules test is now on the web. Meet coordinators need only to go to NARCO's web page, go to the excursions page and click on the head light of the motor car pictured there. The use of this invisible link will be expanded in the future as a source of information of interest primarily to meet coordinators. The easier we make the meet coordinators job the more meets they will organize for us.

Our official publication, The Setoff, has a new Editor and a new format. I want to thank Joel Williams for helping out by editing the last few issues. Jan Taylor will be taking the job of editing our publication's articles and features while Ernie Jeschke, our current publisher, will be editing the excursion announcements, and want adds. If you want to send information to either of them by e-mail, send it in text format. US mail always works to the address listed in the "Flag". By splitting these jobs I hope to spread out the work and get the publication back on a regular schedule. The Setoff is vital to the continued growth and safety of our activity. We hope to continue

(Continued On Page 4)

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. The sender must provide written permission at the time of submission.
4. Excursion 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)

When corresponding with e-mail, please send as Text

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THE SETOFF Editor Jan Taylor
(All News Material) 917 Parkview Way
Missoula MT 59803-2319
btaylor@montana.com

SETOFF Classifieds Ernie Jeschke
and Excursion Notices 4106 N. Adrian Hwy.
Adrian MI 49221
ejeske@tc3net.com
FAX (517) 265-6749

SETOFF Contributing..... Dick Ray
Editor 5 Hemlock Place
Randolph NJ 07869
Ray_r@rocketmail.com

NARCOA Membership..... Joel Williams
Secretary Box 82
Greendell, NJ 07839
JoelWilliams@lucent.com
Phone (908) 852-6294
FAX (908) 852-9185

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 Membership Secretary, Joel Williams. Please address all membership inquiries to Joel at the above address.

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

Please submit materials
for the next issue of
THE SETOFF

by August 15th

Send to:

Jan Taylor

SETOFF Editor, 917 Parkview Way
Missoula, MT 59803-2319

(Continued From Page 3)

our current features, bring back some old favorites, and create new ones. By the way Ernie prints want ads that are in the want add section of our Internet page. If you advertise at NARCOA.org on the Internet, include your telephone number or mailing address as most of our members are not on the Internet and therefore cannot answer your add if only your e-mail address is listed

It has come to the attention of the Board of Directors that to many meet coordinators are contacting the same railroads for rides. It has always been a policy of NARCOA that once a coordinator has established himself with a railroad any other coordinators that wish to set up an excursion on that railroad should work with the coordinator who was there first. As our hobby continues to grow it has become apparent that this gentlemen's agreement needs to become a bit more formal. I have asked Hank Brown, chairman of the Operations committee, to coordinate in an impartial way our efforts to secure excursions.

The following is how Hank will accomplish this.

1. All Certified meet coordinators will send the Chairman of the Operations Committee a list of railroads they work with and update it as needed.

2. The name, address, phone number, of their contact person with the railroad should be included with the list. This information will be held as privileged information.

3. When a meet coordinator wishes to contact a railroad he has not worked with in the past he should first contact the chairman to see if someone else is already working with that railroad. If so he would contact the person already working with the railroad and work together. If not the coordinator would be free to contact the railroad about setting up an excursion.

4. Coordinators do not have exclusive "rights" to a railroad they have worked with in the past. All meet coordinators should work together when setting up rides.

5. The Board of Directors will handle any disputes with recommendations from the Operations Committee.

6. Certified Meet Coordinators should send their list, before October 1, 1999 to;

Operations Committee

Hank Brown

822 Oak St.

Cottage Grove, WI 53527

This is not an effort to restrict anyone from organizing any excursion but rather expand our opportunities to ride. It will also enable NARCOA to appear more professional in the eyes of our friends at the railroads. Active and inactive meet coordinators are listed on our web page. Anyone who wishes to become a Certified Meet Coordinator should contact Hank at the above address. Also members should not contact a railroad directly that is allowing an excursion. Any contact should be made through the meet coordinator. These people have a business to run and do not need to be overly bothered by us.

I have received a allegation that NARCOA's safety practices place the primary responsibility of preventing rear end collisions on the car being followed rather than on the car following. If this misconception exists let me clear it up right now. Our rulebook mentions the safety practices of flagging and stoplights as means of alerting the following car of an intention to slow down or stop. This does not relieve the operator of a following car of his responsibility not to run in to the car ahead of him, only assist him with a warning. Motor Cars operate, for the most part, on steel wheels on steel rails, which is more like an automobile operating on an ice covered street than a dry one. Motor cars do not have steering wheels and thus the only way to avoid colliding with an object sitting on the railroad ahead is with the brakes. This condition is made worse on frosty, wet, greased or otherwise slick rails. Also visibility plays an important role in ones ability to stop before striking an obstruction. Darkness, precipitation, or curves can reduce visibility. An operator should never operate his car in such a way as to prevent him from stopping in half the distance of his vision.

Our rulebook was written to promote the safe operation of motor cars by persons who may not be familiar with the operating practices or conditions of a railroad. It was also written for a machine that was designed to be operated by railroad workers on the railroad by it self, not in a group of several cars operated by tourist. NARCOA's judicial committee may remove the operating privilege from those who do not operate their car in a safe manner. Our required safety appliances and practices can only go so far in assisting the operator to run his car safely. The final responsibility for safety rest on the person with his hands on the throttle and brake, and his eyes on the rail ahead.

Don't for get the Board of Directors meeting on September 17 & 18, 1999 in Chicago. The Directors and members who plan to attend should contact Hank Brown for room reservations.

NARCOA Brochure

By Joel Williams

Included with last month's issue of THE SETOFF was a new NARCOA brochure. This publication is meant to be given to prospective members and other interested parties. Many of the topics in the brochure come from questions asked of me over many years.

Obviously some of it looks very simple to us motorcar veterans because the brochure is not meant to be an authoritative definition of the hobby. It is meant to educate prospective members about railroad motorcars and our organization. The information is presented in a factual way without hype or promises that are associated with the typical vacation or resort brochures.

If you or your motorcar group are involved with a show or display of your motorcars and would like to hand out some of the NARCOA brochures, just contact me and I'll send you some.

Motorcar Tech-Talk

With Dick and Ron

Dick and Ron, "The all-knowing Motorcar Brothers" who are distantly connected to the Tappet brothers, Tom and Ray from Boston, will answer those tough motorcar technical questions. Please submit your questions to either:

Dick Ray
5 Hemlock Place
Randolph, NJ 07869
Ray_r@rocketmail.com

Ron Zammit
469 Campana
Arroyo Grande, CA 93420
rzammit@polymail.cpunix.calpoly.edu

(The First Part Of This Series Appeared in the January/February, 1999 Issue of The Setoff)

UNDERSTANDING ALTERNATORS - 2

In the first article on alternators we presented an explanation of how an alternator is constructed and how it works. This article is intended to offer some minor repair information, to discuss the charging capability of typical alternators, and to present the current drain of many of the electrical devices found on motorcars. Again we are indebted to Joe Porhammer for much of the information.

Let's start with alternator failures. There are only three things that commonly go wrong with an alternator. These are bearings, diodes and brushes. A bearing failure should be obvious to anyone capable of caring for their motorcar. Bad diodes are rare and require specialized equipment to diagnose. The symptom is low output voltage and can be repaired by installing a new diode assembly containing all the diodes. This assembly may be obtained at most auto-electric shops. Auto parts stores may not carry them and they will want to sell you a whole new alternator.

Possibly the most common alternator trouble is sticky or worn brushes. As you recall from the first article the brushes conduct field current into the rotor. Bad contact leads to insufficient current to obtain any reasonable output current. This is one problem that you can diagnose when the alternator is apart by soaking the brushes and brush holder in degreaser. Also burnish the slip rings with very fine steel wool. New brushes vary in length, but if worn to less than 3/8" should be replaced. The reason for this is there are copper wires embedded in the brushes and if the copper wire gets in contact with the slip rings, it will damage the rings.

As we pointed out in the first article the alternator provides an output due to having battery power supplied to the field coils through the slip rings. In an automobile this comes from the battery through the charging indicator light. As soon as the alternator output comes up to battery voltage there is no voltage across the light bulb and it goes out. Motorcar owners using an automotive alternator need to provide a light bulb or resistor drawing power from the ignition switch and going to the field connection on the

alternator. We do not know the necessary value but since the charge indicator bulb is small a current of 0.2 amps should be enough. The resistance is around 60 ohms. If too low a resistance or too big a bulb is used the regulator may be damaged due to overload.

One popular alternative is the single wire or marine alternator. This unit does not need any connection except the one big wire to the battery. When the engine is not running the alternator field winding does not draw any current from the battery so no connection through the crowded ignition switch is necessary. Residual magnetism in the case and rotor is used to get it started, just as in a generator. The popular 65 amp Delcotron alternators can be converted to single wire by using an inexpensive kit from J C Whitney, among other places.

Voltage regulation is necessary to limit the output voltage to 13.8 volts which is the ideal value. This is simply done by either dropping or opening the field current to the rotor winding, thereby eliminating the magnetic field. Most alternators have integral regulator/rectifier circuits in a small case but some have them mounted on an external circuit board, with the power diodes on a heat sink. It is not something that can be fixed, but requires replacement instead.

The most popular alternators currently used on motorcars are rated at 45 to 65 amps output at higher engine speeds. The graph of figure 1 shows the relationship between alternator speed and maximum output for a typical 55 amp unit. Notice that the maximum rated output is obtained at 4000 RPM at the alternator, and will generate 20 amps at less than 1500 RPM. Since the typical drive ratio is three times engine speed this means that there should be plenty of generating capacity at engine speeds as low as 500 RPM. This is very low, considering that typical autos idle at 800 RPM.

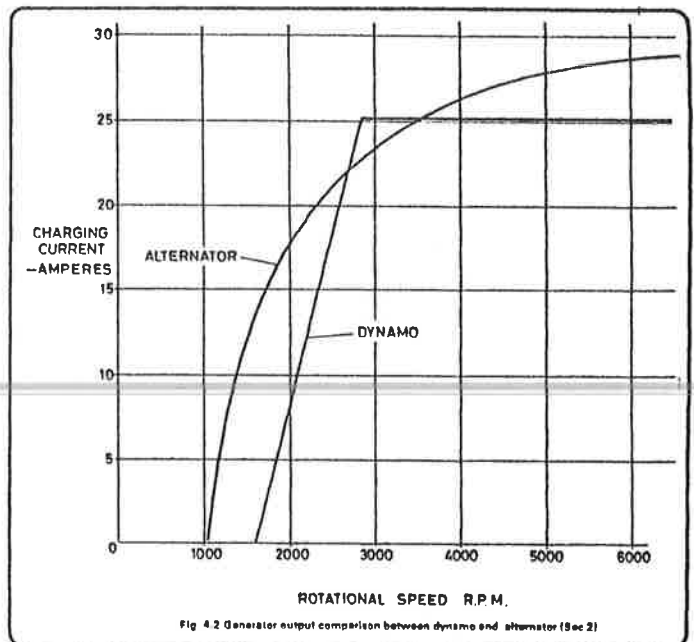


Fig. 4.2 Generator output comparison between dynamo and alternator (Sec 2)

(Continued On Page 6)

NARCOA Board Of Directors Annual Meeting Set For September 17 - 18, 1999 In Chicago

The NARCOA Board of Directors annual meeting will be held in Chicago on Friday and Saturday, September 17 & 18 at the Ramada O'Hare Inn on 6600 Mannheim Rd in Chicago.

Those wishing to attend the meeting should contact Hank Brown at wilderness@inxpress.net or (608) 839-4939.

ALTERNATORS - 2

(Continued From Page 5)

How many amps do you need? The following list of typical current drains has been determined by measurement and calculation. Notice that only long-term steady state loads are listed because things like horns and starter are used only for short periods. Other short term loads include strobes, stoplights, radios and electric air compressors. Only 12 volt loads are shown since this article is on alternators and there are very few 6 volt alternators.

ITEM	CURRENT DRAIN
Onan ignition.....	2 amps
2-cycle ignition	less than 1 amp
Headlight bulb	4 - 6 amps
Bright rear light bulb	2 amps
Tail light rear bulb	1 amp
Wiper motor.....	1 amp each
Electric fuel pump.....	1 amp
Refrigerator.....	3 amps

As you can see, even with several lights and other accessories totaling 20 amps the load on the engine is only 260 watts or less than 1/3 HP. Those turning off lights to free up more power on a hill are not accomplishing much. Of course if the battery was run down with the starter additional current is going to recharge it, but those cars with electric starters have more than enough power.

Few of us have the expertise or the tools to repair or even check out a suspected faulty alternator. Here are two things you can do. One: Clean all the electrical connections you can find on your alternator. Two: Install an ammeter in series with the lead going to the battery (but NOT the lead going to the starter). This meter tells you whether current is going into or coming out of your battery. The ideal condition is a zero reading meaning that the alternator is supplying all the load, and the battery is fully charged.

Finally, if you use your car a lot and need it to be really reliable, install a rebuilt alternator commonly available from \$30 on up.

Ron and Dick are awaiting your questions on really tough technical issues. No trouble too tough, no problem too pickey. We Can Handle It. Write, phone or e-mail. We are in the roster.

The meeting starts at 6:00 p.m. on Friday evening and quits around midnight.

It starts, again, on Saturday at 8:00 a.m. and will continue until lunch or whenever business is done.

There is an excursion to Rochelle, Illinois to watch the double track junction of the Union Pacific and the Burlington Northern Santa Fe. There are over 120 trains per day across this junction.

For an agenda of the meeting contact Stan Conyer.

It is anticipated that Mike Mitzel will hold an excursion on a local railroad on Sunday, September 19th.

The Track Inspector Sez:

Why Does It Always Rain When I Bring My Open Car?

From Yesteryear . . .

Slide and Spill Wrecked Whole Crew's Discipline

The famed discipline of Irish section crews is not what it used to be, according to a plaint received here yesterday by W.J. Ruel from his brother-in-law H.H. Dineen, now in Maine. And maintenance difficulties, the letter explained are not confined to the Rocky Mountain Division.

This is the story:

Michael Flynn, boss of section No. 10, was sitting on the front end of the handcar in an attitude of grace as the car sped over the low joints and high centers. A crew of men asked a question, but as the boss turned to answer, the car hit a broken rail and jumped off the track.

The boss somersaulted to his ear among the crowbars and tamping bars--the water keg eased down on Murphy's nose. O'Mallay came up in the middle of the track with the oil can still in his hand. Lunch pails were emptied recklessly. The teakettle was pinned to the rear of Prosser's shirt

The boss's report read:

"Handcar #63 jumped off the track today. No one badly injured. I am awful glad to say we will need another crew. These Irishmen are unfit for a position where they need intellect: they don't even treat their foreman with respect. I remain your humble servant, Michael Flynn."



*Bill and Jan Taylor
BN MT-19
MP 27.5
C&CRR
May 24, 1999*

Bill Taylor

MOW Northwest Tour May 1999

Columbia & Cascade Camas Prairie Blue Mountain

Nancy VanLeo



*Meet at Reubens, Idaho, CPRR
May 27, 1999*

Bill Taylor



*Tom and Katherine Norman
UP MT-19
Jaype, Idaho
CPRR
May 28, 1999*

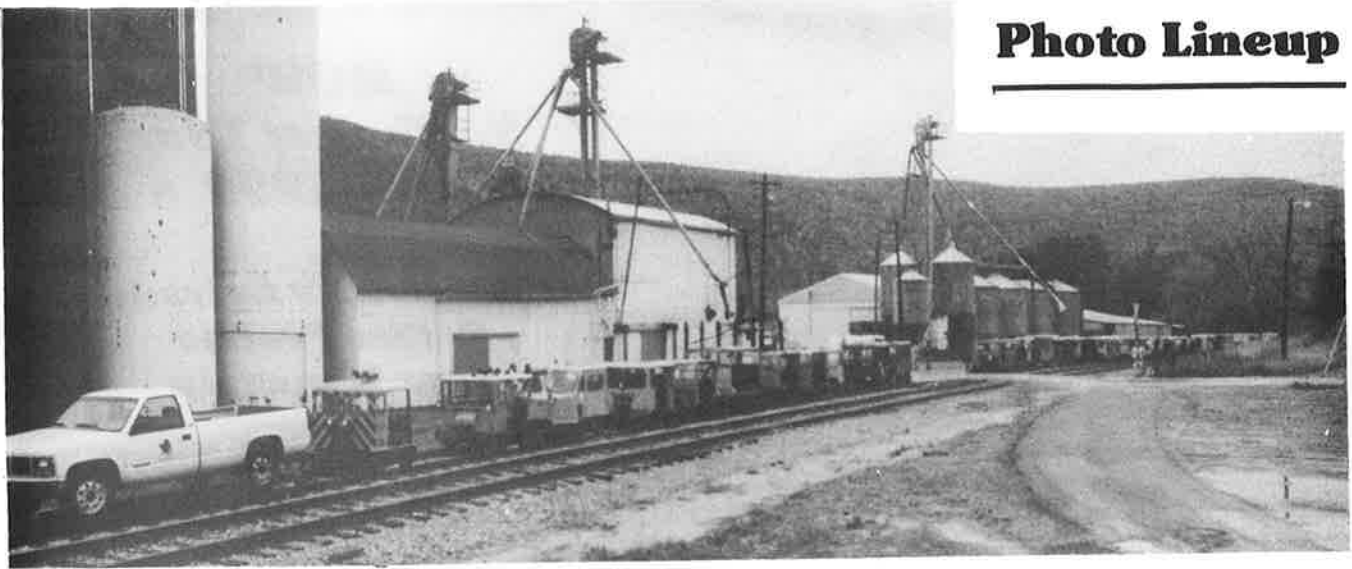
Bill Taylor



*Chris Baldo, organizer
26 cars participated over
approximately 820 miles*

*Crossing
Swing Bridge
Kamiah, Idaho
CPRR
May 28, 1999*

Photo Lineup



WELLSBORO - CORNING RAILROAD Motorcar Excursion on October 10, 1998 - Speeders waiting on the

siding at a powdered milk plant for the Tioga Central excursion train to go by. (Gary Shrey Photo)



TURNING AROUND AT THE Hammertill Paper Company siding in Lock Haven, PA on the Nittany & Bald Eagle Railroad motorcar excursion held October 11, 1998. (below) Taking a break to see Foster Joseph Sayers Dam. (Gary Shrey Photos)



DAYTIME "HALLOWEEN RUN" held October 31, 1998 on the Northern Central Railroad. Pictured here is the Howard Tunnel. (Gary Shrey Photo)





SPEEDERS PAUSE ON A BRIDGE on the Delaware & Ulster Railroad at Fleishmans before climbing mountain to Highmount, NY on October 17, 1998. (below) A nice fall scene along the D & U RR right of way. (Eileen Shrey Photo)



MT-19 MOTORCAR owned by Gary and Eileen Shrey on the north end of the D & U RR. (Gary Shrey Photo)



TAKING A BREAK at the Newark Valley Station on the Tioga Secenic Railroad during a motorcar excursion on October 18, 1998. (Gary Shrey Photo)



M-19T, owned by Tom Healy, Bellcase, NY, at Kingston Point, NY, on the Hudson River. Rondovt Light House is in the background. The tracks are the former Ulster & Delaware line. (Tom Healy Photo)



PAUL RUJAK'S MT-14 On the Hocking Valley Railroad at Nelsonville, Ohio at the Nelsonville Railroad Station. (Paul Rujak Photo)



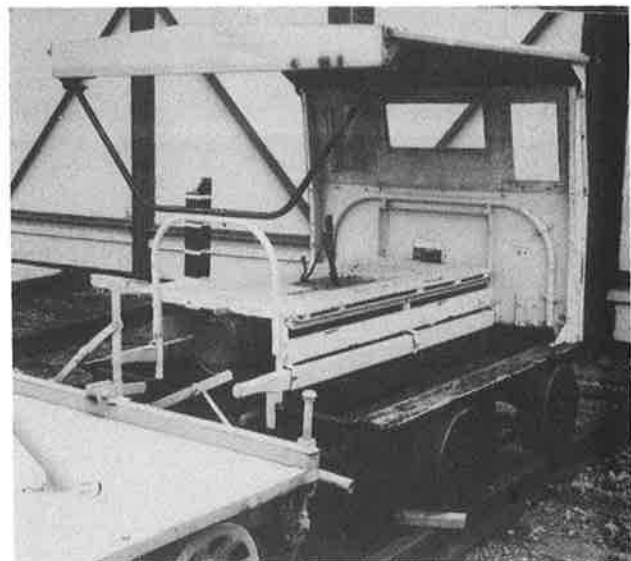
LINEUP OF MOTORCARS at the National Motorcar Excursion held in Monticello, Wisconsin during April, 1998. There were over 40 cars attending the Excursion

and Banquet. It was held on ex-ICRR tracks.

(Don Elliott Photo)



DAVE VERZI starting his ex-WM M017 AA at Wellsburg, WV on the WYLE motorcar excursion during September, 1998. (Ken Levengood Photo)



AN S-2 MOTORCAR, parked behind other railroad equipment, at Steamtown. (Ken Levengood Photo)



JOHN GONDER'S WOODINGS motorcar leads the Ohio Valley Railcars Excursion at Younwood, PA - September, 1998 (Ken Levengood Photo)



TAKING A BREAK at Black Run, Ohio on the Ohio Valley Railcars excursion held during May, 1998.

(Ken Levengood Photo)

The Loop 1999

By Hank Brown

Four years ago a group of us were on an Ontario Northern Railway motorcar excursion. The discussion was centered on an intriguing idea. If the Canadian Pacific Railway would let us, we could ride from the Sault Ste. Marie north to Hearst on the Algoma Central Railway, transfer to the Ontario Northland Railway and ride to North Bay, then transfer to the CP Rail that would bring us back to the Sault for a total of 943 miles.

The glitch was the CP Rail had said "NO" to any and all motorcar excursions.

During the intervening years the CP leased the line from North Bay to Coniston to the Ottawa Valley RaiLink. They leased the line from Sudbury to Sault Ste. Marie to the Huron Central Railway. That left 17.1 miles of mainline and yard to negotiate with the CP Rail.

In 1997 we held an excursion on the Ottawa Valley RaiLink and the Ontario Northland. After these excursions, I stopped in the office of the Huron Central to discuss a possible excursion with the general manager. After many phone calls, they agreed to one. That, again, left the CP Rail and 17.1 miles to complete the loop.

It took another year to find and persuade the CP Roadmaster that we were no threat to his operation around and through Sudbury. With recommendations from the Ontario Northland and several other railroads, he enthusiastically, endorsed our trip. Now the planning would begin. First the motels had to be secured, then the transportation to and from the motels and railhead, meals, and other logistics needed to be worked out.

Day One

The first day of the LOOP was on Saturday night with a happy hour get together in the hotel in the Sault. This was followed by a family style supper where no one went away hungry. At supper everyone was instructed about the two most important things on this excursion: SAFETY & FLEXIBILITY. Everyone understood the safety issue. It was explained that no one had ever ridden on the CP Rail or the Huron Central, so we didn't know what to expect when we transferred from one railroad to the next.



LINDA REYNOLDS AND EILEEN SHREY are pictured here along side of Eileen's motorcar while on the Algoma Central. (Hank Brown Photo)

Bright and early the next morning we headed to the Algoma Central yard. It had been decided that setting on after the passenger trains left the downtown station would consume too much time and be unsafe. Therefore we would leave from the yard.

With our motorcars bathed in sunshine, a rarity for me in the Sault, we departed the yard on time. As it was Sunday, we had little trouble with 2nd Line Road crossing. We increased our speed. Near MP 5 a small bear watched our procession of 2 Hyrails from the railroad and 28 motorcars. A real shock came when we passed MP 14 in Heyden. Our first trip on the ACR in 1989 started at a large lumber facility in Heyden. There was nothing but gravel and a broken concrete slab to remind us of this facility. We rode up and down the hills to Northland where we waited for the Hearst train. As we approached Searchmont, I noticed that Goulais siding was gone. This was where we usually met the tour train.

At Searchmont we saw another reminder that this railroad was cutting back on passenger service. The station was boarded up and the doors were locked. It was a sad reminder of things to come. We continued north winding and twisting around many beautiful lakes and rock outcroppings. The flowers were in full bloom. The blue berries had been picked clean. Several deer crossed in front of us as we proceeded over this roller coaster railroad. Crossing the Montreal Bridge has always been thrilling to me. The water level was at the highest point I



GOING ACROSS the Montreal Bridge on the Algoma Central. (Hank Brown Photo)

had ever seen. We crossed the bridge slowly so we could photograph many of the cars behind us. We climbed rapidly, passed Regent and Frater yard, then descended along the canyon wall. The trees blocked much of our view, but we still were able to see Lake Superior and west wall of the Agawa Canyon. There we were permitted an hour and a half for lunch and to explore the area. I had been waiting for 10 years to swim in the Agawa River. Shedding my clothes, I jumped into the river and felt an instant relief from the heat. I swam across the river much to the chagrin of a young beaver. He ran up and down the shoreline, checking me out. Rather than tangle with this little fellow, I retreated to the other side.

We met a southbound freight at Eton and discovered that our trip was going to be extended. Several times during the day I asked whether we would be able to go

down the Wawa Branch. With cell phone in hand Artmunn, our host, called the track foreman in Hawk Jct. and gained the 18 miles to the old sinter mill in Wawa. We pulled into Hawk Jct. and checked with the dispatcher for track protection. That in hand, we started up the hill. The sky was overcast and wind was light. We passed quiet lakes and fast moving streams. We twisted around the horseshoe curve. The sun was beginning to set as we proceeded across this land which had been devastated by the acid rain created by the sinter mill. We could see low hanging clouds shrouding the hills above Wawa. The sun dropped just below the clouds and created one of the most dramatic sunsets I have ever seen. The yellow and orange sky created a hue in the air. The shadows of the motorcars were dancing among the hills as we continued. After the sunset the fog drifted in and quietly surrounded us with a cool chill. We arrived in Wawa only to discover the mill which had been the main employer in Wawa was gone. 22 gondolas were loaded to the brim with scrap metal. That was all that remained of the thriving business.

Day Two

We were up early the next morning feeling sleepy from the previous long day. After a hearty breakfast that revived our spirits we were off for the second day. We headed back to Hawk Jct. where we turned the cars and proceeded north. We crossed the junction at Franz where the Canadian Pacific Ry. crosses. We were hoping to catch a CP train but no luck that day. The morning train from the ACR crossed in front of us, then we headed north again. We stopped briefly at the CN junction at Oba. We watched as two track welders worked their magic on the rails. We continued to MP 210 to see our old friend, Greg Lowe. He wasn't home so we went to MP 212 to visit with Leo Bertolo. These two men were instrumental in opening up the Algoma Central in 1989. They escorted NARCOA Members for the next 8 years.

The last 80 miles to Hearst are rather uninteresting. The forests, lakes, and hills give way to the open grazing and crop land. We crossed Hwy. 17 in Hearst and took the right leg of the wye into the station. That night we enjoyed the French cuisine, served by French speaking waitresses in the Companion Motel. It was a perfect ending to a perfect day.

Day Three

The third day of our trip began with a light drizzle. After checking the motorcar for defects, it was discovered that the wiper blade was missing a spring. Everything else checked out. After the safety meeting that was held under the overhang of the prefab. Ontario Northland Station, we headed east. I had an uneasy feeling as we approached the town of Mattice. Years ago this was the location of the first motorcar accident with an automobile at a grade crossing. There would be no repeat of the accident as Fred Furminger, at the end of the group, signaled that he had cleared the town. We made a lunch stop at Kapuskasing. There is a major paper industry here. They operate their own switcher to shift the many hoppers, log, tank and box



NEW MOTIVE POWER AND PAINT SCHEME on the Ontario Northland. (Hank Brown Photo)

cars around. The Ontario Northland pulls 20 to 30 loads per day out this industry. I found a spring for the wiper and with a little modification with a hammer and screw driver it worked well the rest of the trip. After lunch, the drizzle continued and we headed east. The Ontario Northland is building a new 21 mile subdivision to serve a potash mine. They expect to haul one million tons per month from the mine to the interchange at Hearst. It will be carried by the ACR to either Oba and the CN or Franz on the CP Rail. It will end its travels on the wheat fields of Alberta. Once the track gang cleared, we proceeded to Cochrane. We waited for the yard switcher to finish his work, then headed into the yard and our storage track. We stayed in the remodeled CN Station where we watched the yard switcher build the mixed freight called "Baby Bear"

Day Four

The next morning brought sunshine and smiles. The rain had cleared which gave some of us the opportunity to grease our cars. We departed Cochrane at a reasonable hour. Paralleling the old CN mainline for about a mile, we headed south. The CN pulled their tracks about a year after we had made our first loop tour to Senneterre, Quebec. Our host gave us a good steady pace, so we would arrive in Englehart with plenty of time to see the dispatch center. Our progress was delayed by several trains. One had 90 cars with their old motive power. We passed the spur to Timmons where Shania Twaine was singing that night. We sped past the wye at Swastika that connects the line that goes to Kirkland Lake and Rouyn-Noranda in Quebec. Our day ended at Englehart with an enjoyable supper. The waitresses were in rare form. Nothing about the 52 people in our group could rattle them.

Day Five

The last day on the ONR was one of the best. The scenery changed from farmland and a large lake near New Liskard to the hills, rock outcroppings, and curves. The track greasers kept reminding us that we couldn't stop **very easily. For that matter, it was hard enough to maintain any speed.** We pulled along side of the stone station in Temigami for lunch and a gas stop. The poor gas station attendant was kept busy with the many containers that needed to be filled. After we filled our bellies and gas cans we headed south. The scenery continued to improve with deep forests, rushing rivers and winding welded rail. Our host kept a great pace so we could make North Bay at a reasonable hour. At North Bay we approached the diamond of the CN and ONR, we took



A EAST BOUND CP FREIGHT passes by as Dennis Madden and his daughter Katie and Tom Swille wait in their motorcars on the siding. (Hank Brown Photo)

the interchange track to the CN. We continued east for about a mile. Our host threw the switch on the west leg of the wye and we transferred to the Ottawa Valley RaiLink. A CP local was working the yard right next to us. Grant Bailey, the general manager of the OVR set the switches and we glided through the yard to our storage track. A bus transported some to our hotel which was a block away. It was raining pretty hard so the bus was a welcomed sight. The Inn of the Bay is a classy hotel in the heart of North Bay. It offers a wide variety of gourmet cuisine that will satisfy anyone's appetite.

Day Six

A quick continental breakfast started our next day. We hurried to the yard at 8:00 a.m. for an 8:30 a.m. departure. There, in the rain, our host told us that the tie gang was blocking our way at MP 14 and we would leave at 10:00 a.m., when the first westbound freight was called. About 10 we left the yard and headed out on the welded mainline. This was the original CP mainline from Quebec. Our first stop was at MP 14 for the tie gang. We waited for an hour in an overcast sky. When they cleared we headed to MP 19 for a meet with an eastbound freight. No sooner had Fred Furfinger, our last car, cleared the switch, than the freight headed toward North Bay. We heard over the radio that we had a westbound freight on our tail. We backed out on the main. Our T.O.P. gave us clearance to the siding at Markstay. We passed a train there on the siding that had split the train for a crossing. We backed into the siding. We then watched the westbound pass us. Then the eastbound freight assemble its cars. A Hyrail stopped by to check on our progress. Finally, it was our turn to take the main. With a T.O.P. to



OTTAWA VALLEY RAILINK personnel hand the motorcar excursion off to the CP Rail at Coniston. (Hank Brown Photo)

Coniston we headed west to meet our new hosts and ride the CP mainline.

In the middle of nowhere, 17 miles from Sudbury at a mining spur, we met our CP hosts. We bid farewell to our Ottawa Valley friends and joined our new escorts. We called for a T.O.P and after short wait we were permitted to ride from Coniston to the CN-CP Junction. It was an indescribable thrill to ride the welded rail towards Sudbury. I hardly remember the scenery. I pulled my car over the junction for a quick picture and followed the



HANK BROWN'S "Ozzy" sits on the junction of the CN and CP mainline.

Hyrail truck. The track work, ballast, sub-ballest and everything about a class 1 railroad is legendary. We competed for track time with a northbound freight coming from Toronto. At the Cutoff, a southbound freight sped passed us. The dispatcher set the signals and switches electrically and we transferred from the southbound to the northbound main. We traveled about 15 miles until we entered the yard. On the approach to the yard, the dispatcher set the signals and several switches and we again crossed several tracks. The third switch had a self-guided frog that I've always feared. We were moving at less than walking speed when the car lifted on the driver's side. We traveled just far enough to have the car fall off the end of the frog. Once we railed the car, we walked the cars through the switch, pushing against each car so it wouldn't derail. Every car would have derailed had we not done this. The point of the frog was so worn that part of it was missing. Once through the yard we backed into the track 8 for the night. The buses took us to the Holiday Inn for a very enjoyable evening.

Day Seven

The last day of our trip started at 8:30. We left the CP Yard and transferred to the Huron Central Railway. They lease the track from Sault Ste. Marie to a point 4.7 miles from Sudbury. With nothing blocking our way, we traveled at a reasonable speed for our first stop at McKerrow. We received clearance to MP 102 at Blind River. However, we were soon to learn about new track work. At MP 88 and 89 we found that the railroad had just replaced some rails. The joints were at different heights, which, when hit by a motorcar can cause severe wheel damage. That is exactly what happened to Dave and Karen Stroemer. They were towing a car when they hit a high joint. Suddenly they lost power to the wheels. It was



HURON CENTRAL'S morning freight passes by as Fred Furminger's #303 and Ron Zammit's AA wait in the siding for the freight to pass. (Hank Brown Photo)

a broken axle. After much maneuvering, all cars made it to Blind River. We waited for the morning freight. It was a rail fan's delight. We had a hill behind the motorcars that made a great photo when the train passed. We had lunch in our favorite fish and chips place. Afterwards we set out Stroemer's car and continued the trip by following the north shore of Lake Huron. The views were less than spectacular because of the overcast sky. The sun would appear for a short time, then disappear behind the clouds. The tracks and roadbed were in good condition.

We arrived in the Sault at 6:01 p.m. when Fred crossed MP 4.7 into the yard limits. We passed over the 17 grade crossings without incident. At the Huron Central Station our hosts gave each of us their safety stickers to put on our cars. Then it was on to the last segment of our loop.

Our hosts seemed quite nervous at first when we arrived in Sudbury. They had no idea what to expect from our group. After a day with us they encouraged our group to return. This says a lot when you consider that this section of the trip took 2 years to set up. We transferred to the Algoma Central yard and waited for the number 2 passenger train from the Canyon. We watched as the remote control engine built its train. Most of us had never seen anything like this. Once the passenger train cleared the yard, we followed it for a short distance. We backed into our setoff and ending one of the best trips I have been on.

This was one of the most ambitious and intense trips we have ever sponsored. The 988 miles, 5 railroads, 7 hotels, and 4 bus companies made every effort to accommodate the needs of the 52 people who attended. Each railroad has approved another trip for next year with side tours starting in May. We are excited about our future with the Canadian Railroads.

I would like to thank all the members who contributed their time and talents to make this loop tour so successful. The 52 members should be very proud of themselves. They acted in a professional manner that will help NARCOA Members ride the mainline for a long time to come.



Want Ads

Editor's Note: *THE SETOFF* is happy to print all ads received from members. Send ads directly to : Ernie Jeschke, 4106 N. Adrian Hwy., Adrian, MI 49221. FAX (517) 265-6749 or e-mail: ejeske@tc3net.com There is no charge for placing an ad; please send us yours. If you want an ad to run for more than one issue, please indicate how many issues. No full-page ads are accepted. Use the present issue's ads as a guide. Thank You.

FOR SALE Fairmont MT-19 motorcar, 2-cyl Oman gas engine, 2-speed transmission, dual headlights, automatic rear brake lights '95, new tool boxes on front '92, new sheet metal on front '92 new sheet metal along both sides '92, new drive chain '93, 2-new front wheels '95, new engine cover (wooden cover over engine & trains) '92, new side curtains and back curtain '92, New battery '98, Ex-Missouri Pacific Car, New 11-81, Car was stripped, repaired, repainted along with other things '92, \$2500.00 Car will be available after GREAT LAKES-ALGOMA TRIP JULY 29th Contact: Dave Gentry, 3506 Doniphan, St. Joseph MO 64507, (816) 233-0741

signals@ponyexpress.net

FOR SALE: Semaphores - both General Railway Signal (Rochester, N.Y.) - from my yard to yours; Model 2A Signal first designed in 1908, this one was installed by the Northern Pacific Railway in Toppenish, Washington on the mainline through Yakima to Tacoma. Upper Quadrant complete with 1918 Booklet 1003A covering all details; 30 feet total height; base-of-mast mechanism; new lens; original pointed design blade, design "A" spectacle, ladder, pointed top, low operating current of 10 to 12 volts; Model 2A Signal with top-of-mast mechanism from the Great Northern Railway north of Spokane, Washington with the features of the NPRR one listed above. Also includes large cast iron base, mast, cap and ladder. Located in Coupeville, WA. ready to load. Serious inquiries only. Sold separately or individually. Working model nearby for optional viewing. Don Piercy, (360) 678 4488 or piercy@whidbey.net

FOR SALE: I have the following for sale preferably as one lot - One 1981 A4-D car, car is complete and running, completely enclosed cab with good heater, one light is broken, car also has brand new portable turntable; One 1988 MT-19, complete and running, has hydraulic turntable, complete fiberglass cab and glass; One M-19, made in 1956, some parts missing,

but frame appears to be straight and I had the engine running recently. \$4,500 US dollar for all. I would be interested in taking a good quality medal detector in partial trade. If interested please e-mail me at:

marshall@pris.bc.ca or Marshalls@bcrail.com.ca
(250) 788-2876 or cell (250) 788-5222 Please leave a message and I will call back. Sheridan Marshall.

FOR SALE: One Fairmont MT-14 \$800, was run within last two years - car is rough, but restorable - complete Onan motor and transmission complete - brakes - wheels - CN full fiber glass cab will need some work on doors - needs windshields - and from there could be run - motor turns over nicely; also have an MT-19, is same condition, but motor be seized, as I can not turn over with fingers on alternator belt - complete - body rough, but could be reworked - also have a MT-19 cab and chassis, no motor or transmission - does have the seats - all the brake mechanism - wheels - cab is not the worst on this one - possibly could be used in restoring the other car - \$800 for both as a package. These cars are in Cedar Rapids, Iowa. Ron Hoopman, 637 Jonadel Lane NW, Cedar Rapids IA 52405

ronandmardi@juno.com

FOR SALE: A pair of Pyle lights. Each has three amber and one red lens and are in excellent condition. I have owned them for 20-25 years and do light up. Best offer over \$250. For further information, Contact: Dave White, (301) 582-3170 evenings.

gdw01@hagerstownmd.org

FOR SALE: M-19 open car, canvas front, good condition, running. Extra parts: canvas front, aluminum left handles (car has wooden ones), carb, coil, condenser. \$1,500. Highway trailer for car available also. Both \$2,000. Contact: G. T. (Tommy) Poland - ret CSX Supt. of Bridges and Bldg., Rocky Mount NC (252) 459-5994

FOR SALE: One RKB core, motor missing one rod and piston, also missing crossover tube. It has carb and timer. It is mounted on wooden skid (for return to factory?). Two RO(A-B-C-?) motors - one is also mounted on a shipping skid. One looks rebuilt and one looks like the core. Only one carb, timer, water hopper between the two motors; One Fairmont Rail car transmission - has big aluminum belt pulley and an idler lever and pulley attached to a section of frame that was cut out of car. John Clark, (509) 927-0292 (home) or (509) 926-4900 (work)

FOR SALE: Railroad Crossing sign (Crossbuck) 4' or 6', your choice, \$50. I won bids on two on ebay and I don't really need two. Contact: Don Kasbohm (517) 851-7565 milw8170@dmci.net

FOR SALE: S-2 wood frame sliding base car. Excellent condition, rebuilt and painted engine and frame, wheels look new. Asking price: \$1,500 Contact: Harry Sealy, Branchville, SC (803) 274-8898.

FOR SALE - M9-G-2 windscreen, roof, side panels, rear support, windshield wipers, battery/tool boxes, 12 V strobe, and all hardware. Very good condition, no dents. Removed from Southern Rwy. MC 5402, delivered 8-56. Kelley Rick, The Mill Repair Co. (713) 665-0032. Fax (713) 665-0030 \$750 (US)

FOR SALE - 1960 M-19, former Illinois Central track car. A-1 condition, has 12 V system, windshield, top, side and rear curtains, air horns, brake lights, boat seats, new paint. Asking \$1,500. All this car needs is gas. Contact: F. W. "Red" Richardson, 349 Gilbert St., N. Vernon IN 47265.

FOR SALE - M9-G-2 windscreen, roof, side panels, rear support, windshield wipers, battery/tool boxes, 12 V strobe, and all hardware. Very good condition, no dents. Removed from Southern Rwy. MC 5402, delivered 8-56. Kelley Rick, The Mill Repair Co. (713) 665-0032. Fax (713) 665-0030 \$750 (US)

WANTED: Looking for 2-radio antenna that was used on some Canadian cabs. Looks like a squashed letter "D". Might have "Excalibre" printed on one side. Perhaps someone out there has a wrecked cab, or no use for the antenna. Ron Pataska, 8763 3rd Avenue, Pleasant Prairie WI 53158 (414) 694-4874

pataska@uwp.edu

WANTED: I would like to get a copy of the cab drawings, (front, rear, top and sides if any) for a MT-19 motor car. Any help would be appreciated. Thomas Tutherow, 608 Hwy 53 East, Burgaw NC 28425 depot1954@aol.com

WANTED: A-5 rear end. I have the wheels, but are in need of the rest of the rear end and axle assembly to complete a restoration. John Meier, (352) 787-5596

director@heliflight.com

WANTED: I am looking for designs for building a trailer to haul a speeder. I know there are some out there, but I haven't been able to uncover any. I am just getting into the hobby and I look forward to going out on trips, if I can get the speeder there. Carl Sorensen, P O Box 471, Cascade, Idaho 83611.

WANTED: Fairmont two-cylinder, two-cycle RKB motor or parts for a RKB motor or a parts motor. Please contact: Smitty Smith, (520) 204-2337.

smitty@kachina.net

WANTED: A small track car for a static display; M-19, S-2, something along that size. Doesn't have to have a cab or engine. If anyone can help, I'm in upstate NY, what do you have? Thanks for your help! Charlie Hulsizer, 94 Sherow Road, Pleasant Valley NY 12569 (914) 635-3662 (after 7:00 p.m. EST)

chulsizer@vnet.ibm.com

WANTED: Motor car. Prefer MT-19 in ready to run condition but would consider other complete car or

one needing work. Would like car and trailer combo. What do you have? Keith Mackey Days (954) 771-6969 Evening and weekend (561) 495-2850

WANTED: Parts and service manual for eight man Beaver Car w/ Lister diesel. Also, does anyone out there know where I can purchase parts for this car? This car is a little odd to me, I'm used to Fairmont cars w/ Ford or Onan engines! Contact Tom Falicon (727) 447-7900 or fax (727) 796-3132
raildawg@gle.net

NOTICE - We periodically receive trucks equipped with Hi-Rail gear, 1 Ton thru 2 Ton. Also available 1 set of Hy-Rail gear off of a GMC C700 (2-Ton). Everett White, Monarch Truck Sales. 8321 Univ. Ave. Middleton WI 53562. Phone/fax (608) 831-6790.



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 insurance is required. Send excursion notices to Ernie Jeschke, c/o SETOFF, - 4106 North Adrian Highway, Adrian, MI 49221 FAX (517) 265-6749 ejeske@tc3net.com (E-mail - Text only)

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 excursion 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 excursion.

SPONSORED BY OTHER ORGANIZATIONS

August 1 - 2 The Fourth Annual Jigger Festival will be held at the Smiths Falls Railway Museum. The Festival celebrates railway track cars of all shapes and sizes. Private operators are invited to join us, first by exhibiting their cars and then by participating in the Parade of Track Cars at 2:00 p.m. For more information, please contact Robert Vaughan, Curator at the Museum. (613) 730-1721. Smiths Falls Railway Museum, P O Box 962, Smiths Falls, Ontario K7A 5A5

NEW ENGLAND RAIL CAR ASSOCIATION (NERCA)

The following are New England Rail Car Association events for the remainder of the year. For more information, contact Warren Riccitelli, 39 Brookside Ave, North Providence, RI 02911 or (401) 231-5640 evenings.

July 24 - NARCOA EVENT - Cooperstown & Charlotte Valley Railroad - The Leatherstocking Historical Society has resurrected this shortline that leads to the Baseball Hall of Fame. This will include motor car rides and train ride. Approximately 16 miles round-trip. \$20 per car and \$8 per extra rider.

July 25 - Delaware and Ulster Railroad - In the Catskill Mountains of New York, the D&U will host NERCA for an "excursion" on their line. Come and ride the D&U and its 3.5 percent grades for this 36 mile round trip. \$15 per car.

August 21 - NARCOA EVENT - Warren County Railroad - (Lower Half) - Ride the railroad that was built during WWII to bring titanium to the war effort. An 80 mile round trip on full tangent track, from North Creek south to outside of Corinth, NY. \$40 per car.

August 22 - NARCOA EVENT - Upper Hudson River Railroad (Upper Half) - Ride the railroad that was built during WWII to bring titanium to the war effort. A 54 mile round trip will take us to the mine, from North Creek to Tahawas, NY. \$35 per car.

September 11 - NARCOA EVENT - Maine Coast Railroad - Rockland Branch Wiscasset to Thomaston - Follow the scenic shoreline of ME for a 70 mile round trip. A Repeat of the great spring run. \$45 per car

September 12 - NARCOA EVENT - St Lawrence & Atlantic Railroad - A 70 mile round trip from Portland, ME to Mechanic Falls, ME; this trip will take us from the Atlantic Ocean and follow the route of the old Grand Trunk Western. 25 car limit \$40 per car.

October 3 Milford-Bennington RR - Come with us for a crisp fall ride and a Sunday morning breakfast. This event has taken place for the past few years and this year is open to NERCA members. Approximately 37 miles round-trip. \$10 per car.

October 16 - Delaware & Ulster Railroad - (Arkville, NY) - After the foliage falls, again, we set out on the D&U. Approximately 36 miles round trip and the 3.5% grades. \$10 per car.

October 17 - NARCOA EVENT - Tioga Scenic Railroad - Owego to Harford, NY. Again we travel to central NY and into the Finger Lakes Region. Approximately 46 miles round trip. \$40 per car

or email to sconyer@juno.com.

October 31 - (Tentative Date) - NARCOA EVENT - New England Central Railroad - A never before motor car ride on the old Central Vermont from the Railroad Museum at Willimantic to New London and return. A 60 mile round trip you will never forget. \$75 per car.

THE RAILCAR OPERATORS OF THE CAROLINAS (RO-C)

August 14 - South Branch Valley Railroad - West Virginia - 11th year! We will run the entire line from Petersburg to Green Spring (100+ miles round trip). Cost is \$45 per car. NARCOA insurance and rules. Details from Susan Cease, 4001 Chapra Drive, Wilmington NC 28314 (910) 790-3511 scease@worldnet.att.net

GREAT LAKES RAILCARS

July 31 - Algoma Central - Searchmont, Ont. to Eton, Ont. 178 miles round trip. \$60 per car. Breakfast and supper offered by the Searchmont social club. Sponsored by Great Lakes Railcars. NARCOA Insurance Required. There is still room for more on this trip. For reservations and more information call Stan Conyer at (812) 342-0565

THE FOLLOWING RAILROAD ARE HAVING MOTORCAR OPERATIONS THAT MIGHT BE OF INTEREST TO MOTORCAR OPERATORS

1ST & 3RD WEEKEND EACH MONTH - Red Springs Northern RR. The (RO-C) are sponsoring rides on these work/ride events. Ride privileges are granted in return for maintaining the grass. Tracks run 12.5 miles between Red Springs and Parkton NC. \$50 annually per calendar year (no prorating) or \$20 per day. Red Springs is located south of Fayetteville NC, 15 miles west of I-95 on NC-211 and NC-71. Motels at I-95 at Lumberton and Laurinburg. For more information contact:

Rick Tufts (910) 295-0987 rltufts@ac.net or

Tom Stallings (252) 827-4693

bestalli@eastnet.educ.ecu.edu

New - - Kosciusko & Southwestern Railway - Kosciusko, Mississippi offers owners of motorcars and hi-rail vehicles the opportunity to operate on their railroad. To arrange permission, contact Dave Delatte at (601) 372-2275. Runs are scheduled when as not to interfere with freight operations and, may be in conjunction with scheduled motorcar excursion programs. All privately owned equipment must operate on the line under the proper authorization. Persons operating on the line illegally (bootlegging) will not be tolerated and will be reported to all nationally recognized motorcar groups. For those who do not have a motorcar, the railway is offering motorcar rides consisting of a 36 mile round trip from Kosciusko to the Big Black River area taking about 3 1/2 hours for the trip. Fares: \$15 Adults and \$7.50 Children.

August 14th - Coopersville and Marne - Coopersville to Marne and then east to Grand Rapids. Sponsored by the Coopersville and Marne Railroad. \$20 per car. Call Dave Stroebe at (231) 773-7980 or email to STROBX@aol.com for more details.

August 15th - The Sweet Line - Carson City, MI to Middleton, MI, 25 miles round trip. Several trips will be made, starting at 10:00am. Cost is \$10 cash on the day, no registration necessary. Sponsored by Dave Stroebe. Call Dave at (231) 773-7980 or email to STROBX@aol.com for more details.

August 28th - Lake Superior and Ishpeming Railroad - We hope to run the whole railroad including the ore dock but total mileage depends upon iron ore traffic on the day. We'll at least get out to Republic Mine (85 miles RT). \$50 per car, 20 car limit. Sponsored by Great Lakes Railcars. NARCOA insurance required. To register, send a check for \$50, made out to Great Lakes Railcars, to Jim Lindholme, 836 Fairfield N.W., Grand Rapids MI 49504.

August 21st and 22nd - Kentucky Railroad Museum/Big Southfork (Stearns) For more information, call Stan Conyer at (812) 342-0565 or email to sconyer@juno.com.

T B A - Southern Michigan Railroad Membership Appreciation Day will be held some weekend in August or September. Sponsored by the Southern Michigan Railroad. Must be a member of the SMR for at least one month (annual membership is \$15). Contact Eric Schwandt at (517) 451-2175 mschwa@tc3net.com for more details.

September 19 (Tentatively scheduled) - Kankakee Beaverville & Southern. Sponsored by Great Lakes Railcars. NARCOA Insurance Required. Call Mike Mitzel at (815) 264-7979 or email to mitzelsigns@jun.com for more details.

October 2nd - Southern Michigan Railroad - Clinton, MI to Raisin Center, MI - 25 miles round trip, several trips planned. Must be a member of the SMR for at least one month (annual membership is \$15). Sponsored by Dave Stroebe. Call or email Dave for more details.

October 3rd - TSBY - Cadillac to Yuma in the morning and then Cadillac to Walton Junction in the afternoon. 80 miles in total. Sponsored by Great Lakes Railcars. NARCOA Insurance required and 20 car limit. To register, send \$60 to Jeremy Winkworth, 1701 West B Ave, Plainwell, MI. (616) 388-5058. Make check payable to Great Lakes Railcars.

October 16 & 17 - Indiana Railroad/Crane Naval Surface Warfare Center Details to be provided later. For more information, call Stan Conyer at (812) 342-0565 or email to sconyer@juno.com.

NORTH CENTRAL RAILCARS, LTD.

NCR Rules: All motorcar operators must be NARCOA rules-certified and must have insurance approved by NARCOA as a condition for registration at all NCR-sponsored excursions. All motorcars must be equipped with automatic brake lights.

Note: The railroads listed below do not sponsor the excursions that take place on their property. These railroads specifically disclaim any responsibility for injuries or damage sustained by anyone on account of such excursions.

August 21 Wisconsin and Southern Railroad, Janesville, WI to Fox Lake, IL including the Elkhorn, WI branch **40 car limit**. 120 miles RT. Send check for \$75 payable to North Central Railcars to Craig Bluschke, 10916 Spring Creek Road, Blue Mounds, WI 53517. E-mail bluschke@enr.wisc.edu

FIRST IOWA DIVISION

Carl Schneider, Trip Coordinator, 1302 6th Ave. SE, Altoona, IA, 50009-2002. Ph. (515) 967-5181, motorcarl@raccoon.com Or Contact: Mark Kirkpatrick (515) 292-5027; Wayne Rimathe (515) 685-3019; Ed Rasmussen (402) 391-0524.

July 18 (Note: Date Change) Iowa Northern Railroad - We will be riding this line from Greene, Iowa to Manly and return. Then you will have a choice of continuing on to Cedar Falls on the rails or take a boat trip up the river to the Paddle Inn for a delicious meal and then return by boat to Greene. Cost of this motorcar trip will be \$30 per car. Cost of the boat ride and meal is unknown at this time, but must be paid for in advance. Information will be sent to those interested in the boat ride. There are no motels in Greene so the nearest motels are in Mason City or Charles City.

July 31 Nebraska Central Railroad - We will be riding from Columbus, Nebraska to Norfolk, NE, which is a new piece of track for us. The ride will be 92 miles round trip. Our set on point will be on the north edge of Columbus beginning at 6:30 AM with an 8:00 AM departure. Cost of departure. Cost of this ride will be \$40 per car. There is a Super 8 Motel in Columbus (800) 800-8000.

August 1: Fremont & Elkhorn Valley Railroad - This will be a nice track to ride on your way home from the Nebraska Central. We will run from Fremont, NE to Hooper, NE. Our set on time will be 7:00 AM, with an 8:30 AM departure from the FEVR depot in the western part of Fremont. We must be clear of the tracks in Fremont by 12:30 PM because a train is scheduled to depart after we return. Cost of this ride is \$20 per car. There is a Super 8 Motel in Fremont (800) 800-8000.

August 7: Chillicothe Brunswick Rail Authority - Ride this ex-Wabash line from Chillicothe, MO to Burnswick, MO. We will go through two game preserves and have

lunch under the Kansas City to Chicago mainline of the BNSF. Mileage is 70 miles round trip. Cost of the ride is \$30 per car. We will begin setting on at 6:30 AM with an 8:00 AM departure. There is a Super 8 Motel in Chillicothe. (800) 800-8000.

August 21: Elliott Grain Company - This line is owned by the Elliot Grain Company in Elliot, Iowa and runs south to Red Oak, Iowa. We are able to run the first 9 miles on this scenic track which runs along the Nishnabotna River. We will ride the line several times during the day. Our noon meal will be in the city park in conjunction with the town's annual celebration. Set on will be at 8:30 AM with a 9:30 AM departure for the first run. Cost of this ride is \$15 per car. Motels are available in Red Oak and Atlantic.

September 5: Nebkota Railroad - We will be riding both directions from Gordon, Nebraska on this last remaining piece of the former CNW Cowboy Line. The line runs to Chadron on the west end and to Merriman on the east for a grand total of about 160 miles. We will also have a night run towards Merriman. Set on time will be 6:30 AM with an 8:00 AM departure. Cost of this trip is \$30 per car. Motels in Gordon: Hacienda Motel (308) 282-1400, Jeffco Motel (800) 252-1319.

September 19: Appanoose Co. Railroad - This popular ride will again be held from Centerville, Iowa to Albia in conjunction with the Moravia, Iowa town celebration. Our noon meal will be a barbecue at the restored Wabash depot with the First Iowa Division paying \$3 of cost of the barbecue per person. We will set on in Centerville near the water tower in the southeast part of town at 6:30 AM with an 8:30 AM departure. Cost of this ride will be \$30 per car. Motels in Centerville: Super 8 Motel (800) 800-8000, Motel 60 (800) 437-7271.

October 16 Fort Leonard Wood Army Base - This popular ride through the Missouri scenery will again be held to take advantage of the changing Fall colors. Set on time will be 11:30 AM with a 1:00 PM departure for the first run. Two runs are planned which are 40 miles round trip per run. Super 8 Motel in Waynesville exit on I-44 (800) 800-8000; other motels at the St. Robert exit near the army base.

November 6 Boone & Scenic Valley Railroad - Our season closer, complete with a cookout (inside where it's warm) and Halloween decorations. We will be setting on a 8:00 AM with a 10:00 AM departure, running the line several times during the day NARCOA insurance is not necessary for this ride, but membership in the Boone Railroad Historical Society is required at \$25 per year. The ride will also cost \$10 per car. Super 8 Motel in Boone, Iowa (800) 800-8000.

The First Iowa Division and its officers assume no responsibility for any property damage or personal injury which may occur on a First Iowa sponsored excursion.

MOTORCAR OPERATORS WEST (MOW)

July 21 - 24 - Volcano Tour - July 21, Collins Pine, Almanor Railroad \$35 - July 22, Lake County RR (NCO) \$65 - July 24 & 25, McCloud Railway \$140. More information: Gary Cousin, 160 Longford Lane, Vacaville CA, 95688 Phone and Fax (707) 455-1748

glcousin@jps.net

August 27 - 29 - *Narrow Gage* - Durango & Silverton Narrow Gauge Railroad. Narrow Gauge Fall Meet Friday; All motorcar owners must display their cars in the D&SNGRR Museum and attend their rules orientation in the PM in order to participate Saturday and Sunday. Run the D&SNGRR Durango to Silverton, a 90 mile round trip each day. The D&SNGRR will be holding a Railfest in Durango the 27th through the 30th and will be running their four steam engines, Dan Markoff's #4 Eureka 4-4-0 American and Rio Grande Southern RGS Goose #5 from Dolores, Co, our MOW group of motorcars and other events. Monday is a travel day to Chama NM. Price is \$230. (Note: Please do not call the railroad - They do NOT have any motorcars for sale) For more information call: Patrick (Smitty) Smith, 45 Talia Ct., Sedona AZ 86336 (520) 204-2337 smitty@kachina.net

August 31 - September 1 - *Narrow Gage* - Cumbres and Toltec Scenic Railway, from Chama NM to Antonito CO. 128 miles, round trip. Experienced operators and cars only, due to extreme grades. Must be at least 18 years old. 10 car limit - price \$280 For more information call: Patrick (Smitty) Smith, 45 Talia Ct., Sedona AZ 86336 (520) 204-2337 smitty@kachina.net

September 4 - 5 (with a possible night run on September 3). The Nevada Northern. This 129 mile ride each way is a favorite of many of our members as it cruises its way up the desert scenery of the Steptoe Valley in Nevada. The first day ends at our campsite in Shafter, NV which is the junction at the westbound main of the Union Pacific which is the former W.P. line. You'll get to see plenty of railside action on this busy line. An option, for those who do not want to camp, is to rent a cabin at the station stop of Currie but you must make your own reservations. A vehicle will be provided for the transportation of extra gear to Shafter. An optional \$15 will include a BBQ dinner at Shafter and a continental breakfast in the morning. Include LSASE, MOW #, NARCOA insurance and rulebook certification #'s. All cars welcome. To see more info on the Nevada Northern and its environs check out this unofficial website at

<http://pages.prodigy.com/NevadaNorthern/index.htm>.

Deadline for signup is August 29. Fee \$45 which includes membership in the Nevada Northern Museum. Doug

The Track Inspector Sez:

**Why are the best motorcar meets
always held on my wife Birthday?**

Jensen, 12463 Valley View Rd., Nevada City, CA 95959 (530) 274-9244 home or (530) 272-6470 work.

bdouglas@jps.net

September 11 - 12 California Prune Festival. MOW and Operation Lifesaver display. Free. For more information: MOW, 8672 Fairmont Way, Fair Oaks CA 95628 (916) 965-3949 gilnjanet@foothill.net

November 13 - 14 Internation Railfair. MOW and Operation Lifesaver display. Free for presenters. For more information: MOW, 8672 Fairmont Way, Fair Oaks CA 95628 (916) 965-3949 gilnjanet@foothill.net

PACIFIC RAILCAR OPERATORS (PRO)

August 28 - 29 - Montana Rail Link, two Branch Lines. Saturday we will set on just south of Missoula and operate over the Bitterroot Branch to Darby, the first portion of which was constructed in 1888 by the Northern Pacific Railroad (approximately 130 miles round trip). Saturday evening MRL has offered to let us tour the computerized dispatching center at the corporate headquarters in Missoula which controls both MRL and I&MRL. Sunday we will set on at Dixon (30 miles NW of Missoula) and tour the Flathead Valley Branch to Polson and Flathead Lake constructed by the NPR in 1918 (approximately 67 miles round trip). This will result in a run of almost 200 miles for the weekend over historic rails and through some of the most spectacular scenery in western Montana. PRO membership, NARCOA insurance, NARCOA operator's numbers, proven experience as an operator, spark arrestors, standard motor cars, signed releases and a willingness to enjoy one of the season's greatest motor car rides are required. The fee is \$150 for the weekend which includes the two days of operations, the tour of MRL dispatching center and a Friday night barbecue. The run is limited to 20 cars. For more information and reservations contact Meet Coordinator: Bill Taylor, 917 Park View Way, Missoula, MT 59803 (406) 721-2351 btaylor@montana.com Make checks payable to Pacific Railcar Operators but send them to the address above. No reservation is confirmed without payment. Information packets will be sent upon completion of your reservation. See you in August!

September 4 - 6 (Labor Day weekend) TO THE GREAT OCEAN, the Lewis & Clark Trail. Portland & Western Railroad (United, and Astoria Districts) Banks-Astoria-Banks, Oregon 215 miles. This long-blocked line on the Columbia River south bank is now cleared, and the first train in years has now arrived in Astoria! Cornelius Pass; the largest wood trestle in Oregon; three historic drawbridges. Gorgeous views from the banks of the Columbia River. We have received special permission to access Astoria's city-owned trackage to just behind our waterfront motel. Full rest day for sightseeing in historic and attractive Astoria, with plans for optional group

transportation to Columbia mouth jetty, Lewis & Clark's Fort Clatsop, spectacular Astoria Maritime Museum, and other points of high interest. Cost \$180 per car. 30 car maximum. PRO membership, NARCOA Operating Certificate, and NARCOA insurance required. Cancellation Policy after 1 August. Two LSASE's (\$0.55 postage) to PRO Portland & Western, 11508 Green Road, Wilton, CA 95693. E-mail: gorail@aol.com.

September 8 - 10 - THE RAILROAD ON STILTS: The fabled Camas Prairie Railroad of Idaho, 340 miles. A true privilege. Some of the highest trestles in the New World, magnificent gorgeous scenery along the trail of Lewis & Clark, and the tribal lands of the Nez Perce. Overnights in Grangeville and Orefino. \$285 per car. PRO membership, NARCOA and PRO rules, NARCOA Insurance, and Operator's Certificate. Cancellation policy after 8 August. Send checks made out to Pacific Railcar Operators, to PRO-Camas Prairie, 1548 Fuchsia Dr., San Jose, CA 95125-4833. E-mail: doug@stivers-bros.com.

September 25 - 26 - HIGH DESERT ADVENTURE. Historic NEVADA NORTHERN RAILROAD (BHP Nevada Railway) Ely-Shafter-Ely 247 miles. Unexpectedly, we have been cordially invited once again to operate this historic and hugely popular motorcar excursion. This largely untouched 1906 railroad runs through some of the grandest and most remote scenery in the United States. Primitive camping only at the end of line at Shafter at jct. with UP mainline between Silver Zone and the Pequops. Very limited accommodations (five rustic cabins), improved camping, and meals at Currie. \$65/car to include membership in White Pine Historical Railroad Society (Nevada Northern Museum). Visit great historic railroad facilities and equipment in Ely. 25 car maximum. PRO membership, NARCOA Operating Certificate, and Insurance. LSASE (\$0.55 postage) to PRO Nevada Northern, 920 29th Street, Sacramento, CA 95816. danspach@macnexus.org

CENTRAL PENNSYLVANIA WEEKEND

July 17 and 18 Saturday - Ride the 86 miles of the North Shore Railroad, including the former lines of the Reading and Erie Lackawanna Railroads, from Northumberland to Borwick and return.

Sunday - Ride the 50 miles of the Shamokin Valley Railroad, former Reading and Pennsylvania Railroads, from Sunbury to Shamokin and return.

Saturday night bonus - The Central PA Chapter NRHS will be your host at their station in White Door. They will be serving a meal and show slides of local railroads. They will provide caboose rides. \$10.00 of the registration fee will be donated to the Chapter for ongoing station upkeep. Registration \$60.00 for the weekend. NARCOA Insurance Required. NARCOA Operating and Safety Rules apply. Larry Maynard RR1 Box 351, New Columbia, PA 17856 Questions call (570) 538-9050 before 10:00 p.m.

North American Railcar Operators Association

(NARCOA)

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Vice President – Mike Paul
Secretary – Joel Williams
Treasurer – Tom Norman

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Altoona, IA 50009

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Box 82
Greendell, NJ 07839

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954 Kirkland Place
Kamloops, BC V2B 3Y6

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9333 West State Road, 46
Columbus, IN 47201

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8672 Fairmont Way
Fair Oaks, CA 95628

Area 6

(MN, WI, IL)
Mike Paul
1780 Maricopa Dr.
Oshkosh, WI 54904

Recording Secretary

Director at Large (non-voting)
Ron Zammit
469 Campana
Arroyo Grande, CA 93420

Director at Large (non-voting)
Dave Verzi
10059 Aldridge Dr.
Columbia Station, OH 44028

Committee Chairs:

Insurance: Tom Norman

Judiciary: Jack Whitt

Safety and Rules: Mike Mitzel

FRA and Railroad Liaison: Ron Zammit

THE SETOFF

Ernie Jeschke
4106 N. Adrain Hwy.
Adrian, MI 49221

NOMINATIONS (ELECTIONS)

Carl Anderson
1330 Rosedale Ln.
Hoffman Estates, IL 60195

OPERATIONS

Hank Brown
622 Oak St.
Cottage Grove, WI 53527

LEGAL FORMS

Mark Springer
143 N. Arcadia
Wichita, KS 67212

OPERATOR CERTIFICATION TEST

Mike Mitzel
P.O. Box 79
Waterman, IL 60556