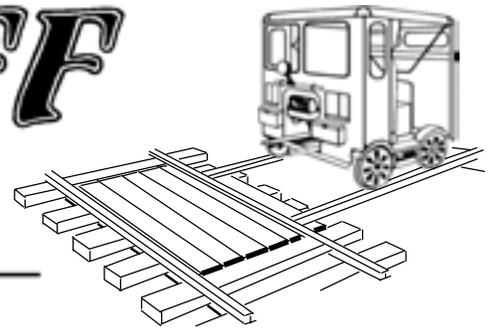


# THE SETOFF

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

*July/August 2002 Volume 16 - No. 3*



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## Please submit materials

for the July/August issue of  
**THE SETOFF**  
by August 28  
as follows:

### Classified Ads

### Excursion Announcements

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### All other Materials

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## Cover Photo

*Jim Lindholm's MT19  
and Jeremy Wink-  
worth's M19 at the  
engine facility on the  
Coopersville & Marne  
Railroad, November  
2001.*

## From the Observation car

Ron Zammit

As you know, this is to be my final column, although I do wish to explore some thoughts on safety in the next issue—I still do not have that article written yet. The Fall meeting is in late October (25th, 26th, and 27th), so there will be one more issue of **THE SETOFF** where I'll submit it.

This is a simple “thank you” piece. First I'd like to thank all members who helped in the last decade. Many, many folks helped make NARCOA and the hobby into an established part of the railroad scene, and I personally appreciate all the thanks I've gotten over the years for my work. There are, however, folks who may not have gotten their share of thanks, and I'd like to attempt that now. I hope you will join me by introducing yourself and saying a few words next time you see one of these guys on the rails.

There are some people who were (and still are in some cases) essential to NARCOA. Without any one or more of this group of five, we would not have come nearly as far. They had the vision and the dedication to carry NARCOA forward. They are:

Joel Williams. In my head, he's Mr. NARCOA. He alone, for years, carried all the duties for the group, except editor. When I came on board, he was pretty much doing everything, and he's been part of NARCOA since the beginning of the corporation. He's still doing a lot of work for us as Secretary.

Tom Norman. I think you all know what an incredible job Tom does. Years ago, the insurance situation was a mess, and it will always be a tough issue, but Tom has been there for us. His skills have pulled us out of some horrible spots.

Hank Brown. He's “the man” when it comes to setting up a run. Just like no one will ride as much track as Frimbo, I don't think anyone will top Hank's record on new runs and new rail. Additionally—and this is so important—Hank is totally open with his contacts, giving NARCOA affiliates a huge base of “open” track.

Jack Whitt. I can think of no one who could make the first attempts at judiciary policy work. Jack did it, mainly because his integrity is unquestioned. It has been a gratifying thing to see his early work continue to make our Judiciary Committee function. I feel it has been extremely important to “self police” and do it well, or we will be “policed” by outsiders. Jack got this operational.

Mike Paul. His contributions and attention to detail regarding our bylaws have been fundamental in making NARCOA work.

Next there are some folks who have allowed me to consult with them over the years to help me keep my focus on what to do. I'm sure they did not always understand what I was doing, but they were straight with advice and helped in various rough spots over the years. These folks are Denny Anspach, Dave Verzi, Doug and Rich Stivers, Dana Fuller, and John Smith. I thank all of you.

Finally, I'd like to thank all the wives, or significant others of those who worked so hard in the beginning. I'd especially like to thank my wife Kay whose patience and understanding with all those long distance calls and bills supported me regardless of how crazy it all seemed.

Thanks to you all.

Ron

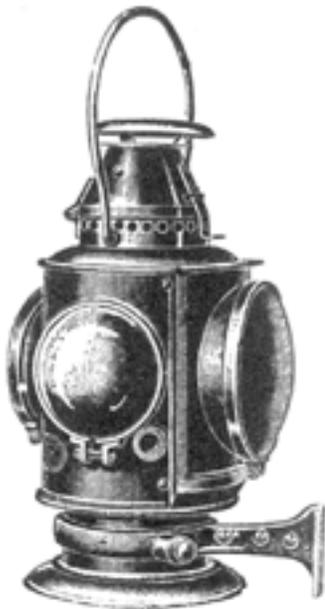


FIG. B 977.

*From Crerar, Adams & Co. catlog, 1903*

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**Board of Directors Election**

Results of the election for Area Representatives were not available at press time.

**Last Minute Announcement**

**Kankakee, Beaverville & Southern Railroad  
Sunday September 8, 2002**

Join us for a motor car excursion over the lines of the KB&S Railroad. We will make a 90-mile circle tour of the railroad. Setting on at 7:00 A.M. in Donavan, Illinois and departing at 8:15 A.M. We will head southeast via the ex-New York Central line to Templeton, Indiana. At Templeton we will head west on the ex-Nickle Plate line to the junction of the ex-Milwaukee Road line at Cheneyville, Illinois. Turning north at Cheneyville we will follow the ex-Milwaukee tracks to the KB&S engine house where we will retrace our route back to the set on point. All NARCOA rules and insurance requirements will apply. Cost will be \$75 per car with a limit of 35 cars. Send your Great Lakes Railcar registration form with payment to Fred Lonnes, PO Box 92 Western Springs, Illinois 60558-0092 or email at [lonnesfd@flash.net](mailto:lonnesfd@flash.net).

**Submitting Materials  
for Publication**

1 Our editorial policy is to 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 Letters to the Editor of the **THE SETOFF** will not be published unless they are signed, and a phone number is indicated. This permits **THE SETOFF** Editor to authenticate that a letter is written by the person signing. The letter writer can, however, request that his/her name not appear in **THE SETOFF**; "Name withheld upon request" would appear in such instances.

4 Submit either black and white or sharp, color prints for publication. Please label the back of the picture as to its subject matter and photographer. Do not send slides.

5 We cannot publish copyrighted materials such as photos, posters, cartoons or articles without written permission from the author or publisher. Sender must provide written permission at the time of submission.

6 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--**even with E-mail**--in case we need to clarify something we don't understand.

7 Send materials to **THE SETOFF** editor by the 28th of February, April, June, August, October or December for publication the following two-month edition.

**THE SETOFF**

Volume 16 Number 3

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

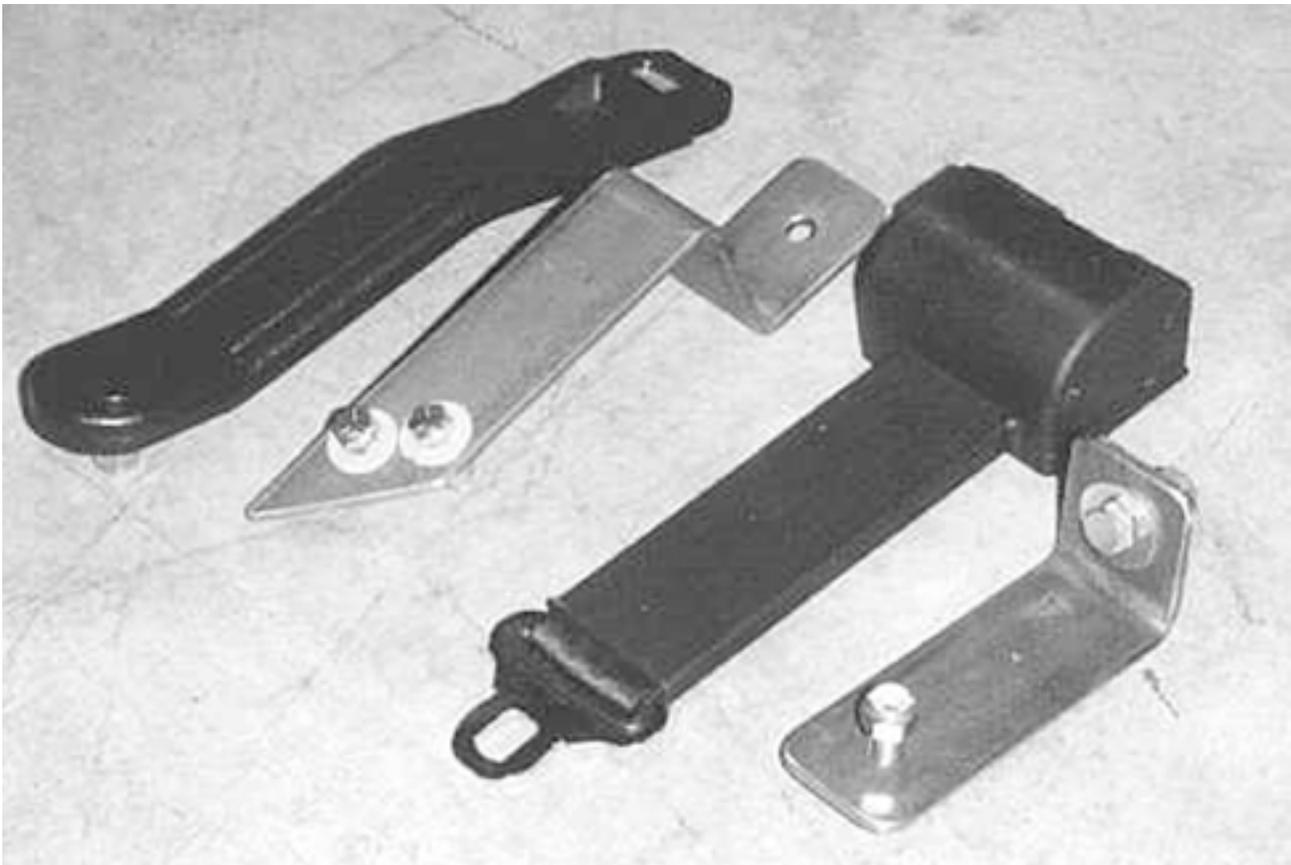
Visit NARCOA's Website at:  
<http://www.NARCOA.org>

## **Adding Seat Belts to an Open M19**

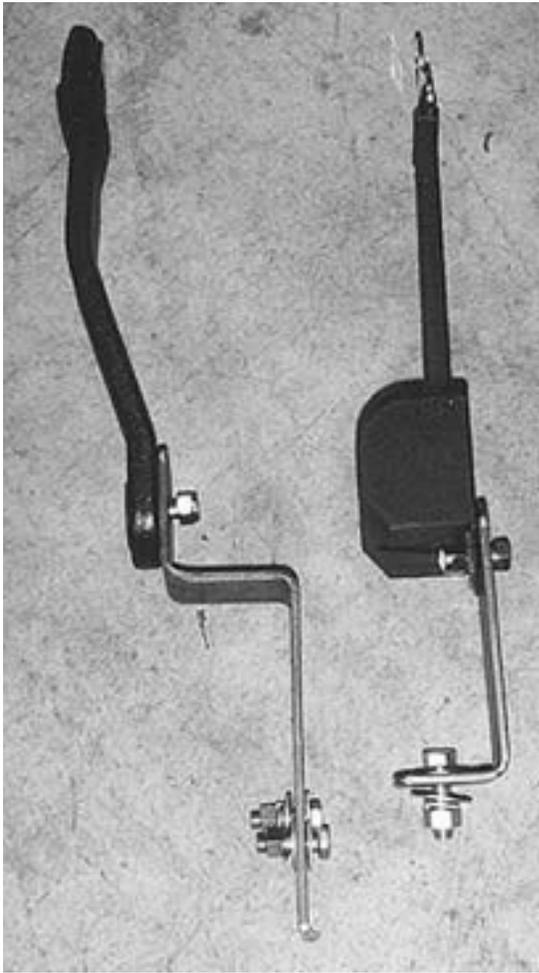
by Jeremy Winkworth

As the person who summarizes incident reports for publication in **THE SETOFF**, I have read about enough accidents where seat belts saved the occupants of a motor car from flying out and meeting the ballast, or worse. I was thus interested in adding seat belts to my open M19 but didn't want them to look like the proverbial "dogs dinner." How then to add function seat belts that don't flop around?

Greg Latz tipped me off that JC Whitney sells a good retractable lap belt, made in Elkhart, Indiana that might do the job. It's catalog number 81ZX4778R, currently \$24.99 per belt plus shipping. I invested in a couple of these belts and then started figuring out how best to mount them. You want them attached to the frame for maximum safety.



*I found a way to make some appropriate brackets to attach the belts to the frame by bending some 3/16" x 2" steel stock. You can see the belts and the brackets below. On the left is the belt and bracket for the outside of the seat, the right for the inside. The belt on the right has the retractor in it.*



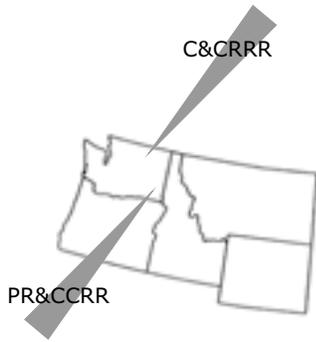
*Here's a shot of how the belts attached to those brackets. The two 3/8" bolts at bottom left go through the outside frame member below the seat. The 7/16" bolt at bottom right goes through the floor pan and the rear frame member under the floor. If you don't quite hit the rear frame member, reinforce the floor at that location and use as large a fender washer as you can find. I painted the brackets black before final assembly.*

*And finally, here's how they look when attached to the car. I tested them out on the rails in May 2002. They seem to work well and be positioned just right. Looks like I'll be a little safer this season!*



## PRO SPRING TRIPS

by Roger W. Sackett with photos by BJ King



Pacific Railcar Operators (PRO) in the Pacific Northwest started the 2002 season with two outstanding meets on railroads not previously traveled by this group. On April 13 and 14 it was the Palouse River & Coulee City Railroad, under the leadership of Trip Coordinator Terry Wade. Set-on was at Rosalia, Washington, a town with no motels, so some operators were forced to stay as far away as Spokane. Others camped at the set-on to keep an eye on the railcars.

Twenty-three speeders (from Washington, Oregon, Idaho, and Montana) were on the track Saturday morning ready to head south. Since many of the participants had PRO Inspection decals expiring in April 2002, inspection of all the cars took place before the safety meeting and departure. Our destination for the day was Pullman, the home of Washington State University and 50 miles away. It had rained Friday night, but we remained dry for the entire trip. Just south of Rosalia we made our first photo stop at the large, concrete arch viaduct previously owned by the Milwaukee Road. It no longer has rails in place and is now on the cross-state hike/bike/horse trail. Almost immediately after this stop the group became acutely aware of the strong winds that blow in eastern Washington and of the many 1% - 2% grades on the line. The combination was too much for the 2-cycle cars, and some were pushed upgrade by the more powerful, Onan-powered speeders. The head wind plus the higher grades caused even the Onans to shift to LOW on some of the ascents.



*Just outside Rosalia, Washington, April 13, 2002.*

*Pausing under the former Milwaukee viaduct.*



BJ KING PHOTOS

Arrival was around noon, and unlike many railcar trip destinations, there were many fast food restaurants to choose from. It was Mother's Weekend at the University, so there was heavy traffic at most grade crossings. We proceeded through town to the University heating plant where cars were turned in preparation for the northward journey. After an additional stop near the main drag, the group headed for Rosalia only to find that wind had changed direction and was again blowing in our face,

and that every hill we had labored up in the morning had an ascending grade in this direction as well. Upon reaching Rosalia the cars were left on the rails and closed up for the night.

Sunday morning it was cold, windy, and clear as the contingent headed north toward Marshall. An intermediate stop in Spangle, Washington punctuated the 25-mile trip. At MP1 where the cars were turned, rail traffic on the distant BNSF mainline could be observed. A bright sun made the southbound 25 miles even more enjoyable and overcame the cold that had been associated with the ever-present wind.

On May 4 and 5, B.J. King was Coordinator for a meet on the Cascade & Columbia River Railroad from Wenatchee (nominally) to Omak, Washington, a distance of 90 miles. The actual set-on was at Rocky Reach Dam (MP 6) to avoid the many grade crossings of Wenatchee and because of the plentiful and secure parking at the dam. The former BN (GN) track follows the Columbia River up river (north) on a gentle ascending grade most of the way. Contrary to earlier weather reports it did not rain, and we experienced sunshine both days.

Twenty-five railcars were on the track ready to go, but two cars experienced immediate problems and were set off. Interestingly, one recovered soon enough to join the main group, and the other was trailered to the lunch stop where it was set on after being fixed en route. A rest stop was made at Chelan Falls where good use was made of the Porta Potty being towed in the consist on a T-9 trailer flat car (there are no trees, very small bushes, and the highway in sight much of the time on this railroad). It was pulled by John Black's A-6 using an extra long tow bar. Following that stop we passed the Wells Dam. The building of this dam and the Rocky Reach Dam required relocating the original Great

Northern track, and vestiges of the old route could be seen in the now higher water from time to time. The lunch stop was at Pateros, Washington where the Methow River joins the Columbia. Several restaurants are located there, and even the local hardware store was serving hot dogs as a part of the Customer Appreciation celebration going on. North of Brewster, the tracks diverged from the Columbia River, and we followed the Okanagon River for the rest of



*Along the Columbia River, May 4, 2002 on the Cascade & Columbia River Railroad. B.J.'s 200 car.*





*John Black's A-6 and ever popular potty trailer.*

the trip, passing through the town of Okanagon and on to our destination city of Omak.

At Omak, the C&CR left four "Geeps" out for the night, and we moved all 25 speeders into their 2-track engine house along with another locomotive that was temporarily inoperable. It was a good feeling knowing our cars were secure in the locked building (the Toilet-on-T-9 remained outside). B.J. had arranged with the local bus company to provide transportation, and they immediately began ferrying trip participants to their motels. Also arranged by B.J. was a spaghetti feed at the local Elks Club, and while many people walked the bus was again available to transport those staying at the more distant motels.

Sunday morning dawned bright and clear, and before the safety meeting everybody climbed on or alongside a parked GP-9 for a group photograph. On the southbound trip the river valley acted like a giant wind tunnel, and we experienced resisting forces probably higher than were present on the Palouse River & Coulee City Railroad. The difference being that we were on a gentle down grade all the way. Pateros became the lunch stop on Sunday, and after that we quickly returned to Rocky Reach after hearing reports that it was snowing on Stevens Pass and Snoqualmie Pass, the routes home for many of the people in the party. Those attending from Oregon and Idaho did not have such a threat.

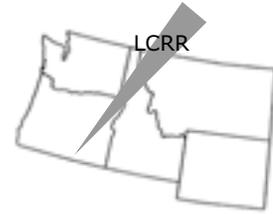
As attested by the use at the engine house in Omak, the Cascade & Columbia River was an outstanding host for our two-day meet. Not only did they have hy-rail trucks at the front and rear of the procession, a third employee drove along in a pickup, leapfrogging the speeders, to flag crossings for us. At major highway crossings the railcars were bunched, the tracks were shunted to activate the signals, and all 25 cars crossed the highway together.



*The gang's all here! Group participants pose before a Cascade & Columbia River GP-9, May 5, 2002 before their return to the set on at Rocky Reach Dam.*

**MEMORIAL DAY WEEK END  
MAY25-26,2002**

by Jon Jordan



Having just bought my 1985 Canadian National, Fairmont MT 19B1 in August 2001 from Bill Andrews, (I met Bill when he joined our street rod club—Jefferson State Street Rods) this Lakeview, Oregon run was Calleen’s and my first trip with a rail car group. I had worked feverishly over the winter restoring the “Orange Beast.” I have scrapped, rubbed, ground, sanded and wire-brushed all the exterior paint I could see. I will never look at orange in the same way again.

As I was on the NARCOA website one day, I noticed Rod Whitney’s “Police” speeder. Now, I have been a Paramedic for 24 years, and my wife has been a surgical nurse at the hospital for about the same length of time. What better way to travel the rails but on an “ambulance” type speeder? We could carry some medical supplies; since at times we are out in rural settings, emergency help may be distantly away. Now all we need is a Fire Department rig. Anyone out there?



I started with a slightly off-white body, added blue wheels, blue trim, a red light bar, some “Star of Life” and 911 decals, along with a light grey interior; I had my paint scheme. Fortunately the mechanics were in pretty good shape. The wheels were fine, and the bearings good. I bought a new double roller chain, repaired the carburetor, changed the oils, did wiring, removed obsolete bars and equipment, did the body work, and I was ready to go, although I figure I have put in about 400 hours. I also built the car’s own tilt-bed trailer.



So, here we are May 25th, driving 200 miles to Alturas, California for a 50-mile night run on the Lake County Railroad to Lakeview, Oregon along with other first time speeders Otto and Diana Miller, Earl Failla and Bruce Hertel (from Grants Pass). The night run was put on by fellow street-rodder and speeder friends Bill and Nancy Andrews. I have to give credit to my lovely wife; I dragged her out 200 miles into Eastern Oregon to go 50 miles into the black abyss of night in a weird looking little car called a “speeder” that only goes 20 m.p.h. She’s pretty daring!

We had a great time with nine other cars and traveled to Lakeview, getting in at 12:30 that Saturday night. We walked two blocks to our International 8 Motel and slept well—believe me, very well!

We woke up to a “LIONS” breakfast put on by the local group, and found that we were joined by 13 other cars waiting for us in Lakeview. For the return trip there were 23 of us heading back to Alturas where we would set off and the other group would return to Lakeview. The weather was great, about 65-70 degrees, overcast, no rain, mild breeze. This time of the year the grass is green, and the flowers are blooming. We followed “Goose Lake” for about 10 miles and had a catered lunch at noon. Joe and Cathy Porhammer from Glendale, Oregon were the coordinators for the return trip and did a bang up job!

Pat and Kathy Coleman, along with many others made for a pleasant and fun first run!

## A Different Approach to Organizing Motor Car Trips

*Or How to Put the "Meet" in Meet Coordinator*

by Tom Slivka

CW and NWP



In railroad terms, a meet occurs when one or more trains takes a siding to allow the passing of a train in an opposing direction. Those of you fortunate enough to have ever been on a Canadian motor car run are all too familiar with this scenario. The concept was tried last August with motor cars. Pacific Railcar Operators (PRO) put together a motor car run on the Northwestern Pacific Railroad in which the 24-car group was split into two groups of 12. We departed Willits and Cloverdale respectively (55 miles apart) and met halfway in Ukiah in the morning. Each group ran round trip with a second afternoon meet.

On April 20<sup>th</sup> of this year this concept was expanded to include two different motor car clubs, two railroads and three meet coordinators. In February of this year, I received tentative permission to host another meet-type motor car run. About the same time, Steve Paluso, a seasoned meet coordinator with PRO, received permission to host a motor car run on the California Western (Skunk Line). I tallied with Steve, and we agreed we would consolidate the NWP and Skunk line runs into one grand, two-day adventure. Doug Jensen of Motorcar Operators West (MOW) was contacted—he had put together two fantastic motor car runs on the NWP last year. I asked him if his group would like to participate in a one-day motor car run in which they would meet PRO. He was keen to the idea, and after haggling over a busy schedule, a date was set.

Saturday April 20<sup>th</sup> our group set on and was ready to depart at 9AM from Cloverdale, California (about a two hour-drive north of San Francisco). After introductions and a safety meeting we headed northward. Eighty-five miles north at Willits Doug Jensen had finished his safety meeting, and MOW was heading southward for a planned 11AM meet at the halfway point of Ukiah. Doug's departure time was about half an hour before ours. This gave them ample time to get over the 15 miles of two- and three-percent grade between Willits and Redwood Valley. PRO arrived at Ukiah about 10 minutes before Doug's southbound group. As we were lined into the siding the chatter on the radio became clearer and more distinct. In the distance one could hear horns blaring at crossings. Far down tangent track the first faint headlights appeared. They proudly rolled in and parked parallel us on the mainline. We exchanged greetings, took a group photo and had a chance to chat with each other. We could feel the pride and camaraderie in our hobby.

After last calls for the porta-potty, we continued over the mountains, eyed the cars at Willits and interchanged with the California Western. Steve Paluso took the reins and after a brief safety meeting ably led us to Fort Bragg and back the next morning.

The trip went flawlessly. We were blessed with two postcard perfect days weather-wise. The scenery was unmatched. Wildflowers—purple lupine and golden poppies—were in full bloom, creating a colorful carpet between the rails. The tracks snake along the banks of the Russian and Noyo rivers, past towering redwood trees, through tunnels and over steep mountain grades, ending up along the Mendocino coast.



This meet-type run has advantages worthy of promoting:

- First and foremost it's fun! Elements of dispatching, scheduling and timing come into play.
- A large run (ours had over 50 cars) becomes very hard to manage, even when split into sections. Breakdowns, flagged crossings, and the tendency to stretch out create problems. A meet-type run doubles the capacity of the railroad and allows for a more manageable group.
- There could be financial advantages as well. Depending on how the price is negotiated, the cost can be nearly cut in half. In our case we were able to offer the railroad more money. Keep in mind the added expense of an additional escort.
- The meet itself fosters friendships and camaraderie that transcend any philosophical differences between the groups.

This extraordinary run was accomplished by teamwork. One person contacted each railroad. A fair price was agreed upon. Other than the money owed the railroad and the agreed upon date and time of meet, all other aspects of the run were left up to the individual motor car groups. This included set on site, specific rules and restrictions, price charged per car, how and when to advertise the run etc. The expenses, certificates of insurance, porta-potties and railroad fees were divided equally. The "team" that made it happen included Steve and Barbara Paluso, Doug Jensen, Chris Baldo, John Schubert, Paula Stamp, Sarah Brooks and the safe and conscientious members of MOW and PRO.

Special thanks go to the men of the railroad, Doug Christie of the North Coast Railroad Authority for his unwavering support and John Darling of the Northwestern Pacific Railway whose cooperation and responsiveness allowed us to explore and enjoy a different approach to organizing motor car trips.

*Right, stopping at the summit "Ridge," PRO heads south. Below, PRO and MOW group photo at Ukiah "meet."*



PAULA STAMP PHOTO

*Meet coordinators (left to right) Tom Slivka, Doug Jensen, and Steve Paluso shake hands at Ukiah.*

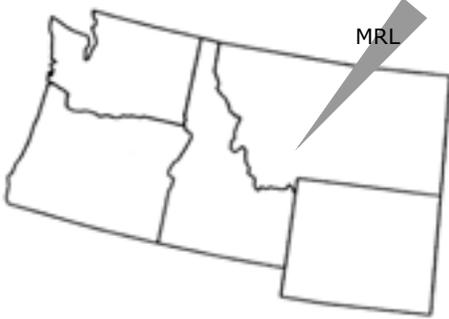


CHRIS SEPPLE PHOTO



DOUG JENSEN PHOTO

## PRO Runs Montana Rail Link



MILT CLARK PHOTO

*Above, motor cars near Logan, Montana on the former Northern Pacific line over Homestake Pass to Butte.*

*Top left, meet coordinator Bill Taylor and wife pose before leaving Logan to return to Whitehall. Weather's great!*

*Bottom left, MRL's 7th Subdivision from Whitehall to Twin Bridges is Block Register territory which simply means any train or hy-rail vehicle occupying the track must sign a block register. Any other train or party using on track equipment must check the register before entering the track and if there are other parties on the track, contact them before making any move. Pictured here, assistant roadmaster Chris Seymour signs the register for the motor car group.*

*Below Rick Leach performs car inspections before departure from Whitehall. Wheel profiles were given special attention.*



DON PERCY PHOTO



MILT CLARK PHOTO



MILT CLARK PHOTO

**June 1-2, 2002**

MILT CLARK PHOTOS



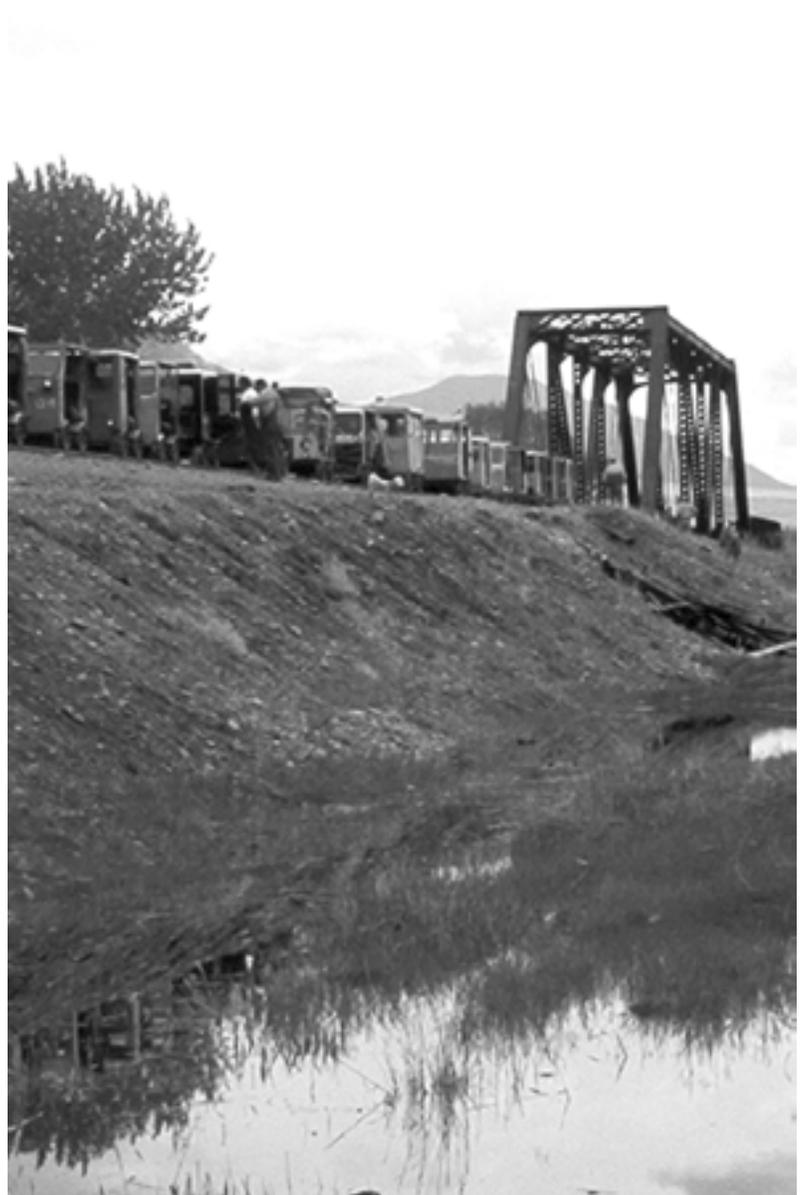
MILT CLARK PHOTO



*Top, everyone sits for a group photo on a not-so-sunny morning as evidenced by Whitehall guest Al Peterson sheltering MRL's Milt Clark while Milt takes the picture.*

*Above, Chris Seymour, Steve Healy and Bill Taylor work to clear the crossing at MRL's ballast pit above Pipestone Siding on the Homestake Pass line. The cars were able to continue on to MP48.5 near Spire Rock.*

*Right, all's well that ends well. Sunday's rain gives way in the afternoon, allowing participants to enjoy a stop at the 1890s bridge over the Jefferson River south of Whitehall.*



BILL TAYLOR PHOTO

6-6-02

## Letters to the Editor

“Jambo” (“Hello” in Swahili) from Nairobi, Kenya, Africa. A recent rip to Africa for a safari expedition provided a surprise opportunity to see some interesting railway equipment. It just so happened that our base of operation for a portion of our trip was Nairobi, Kenya. Nairobi grew from a tiny, rural community to a major city of over two million people as the direct result of the construction of the Uganda Railroad, today known as the Kenya National Railway.

At the beginning of the last century, British interest funded and built the railway from the east coast of Africa, through Kenya and into the heart of the continent. If you have seen the file “Our of Africa,” you viewed some of the historic railway equipment of the Kenya Railway.

Today the Kenya Railway maintains an interesting museum in Nairobi. A large building houses many artifacts of the railway, and outside of the museum is a collection of railway equipment. Livingston Ondara, a member of the museum staff, gave us a wonderful tour around the museum and related several fascinating stories about the railway and the equipment on display. It’s not every day you can tour a passenger car in which the construction superintendent was attacked IN the car by a lion, then pulled out through the window and devoured!

I photographed several pieces of equipment for “show and tell” with my railroad buddies back in the USA and have sent along those which might be of interest to NARCOA folks.

My experiences in Africa were wonderful. We are already talking about a return visit with, perhaps, a chance to discover some other unique railway equipment.

Kwahri ya kuonana—Good bye until we meet again!

To: Jan Taylor  
From: Steve, Bittinger

Hi Jan,

*Just got home and opened my May–June issue of the **SETOFF**. What a surprise to see the photos from Kenya. I just completed a trip in Africa and was in Nairobi, did a visit to the Railway Museum, and prepared some photos and a short story.*

*My materials are inclusive of the two items pictured plus several other items....*

Thanks  
Steve Bittinger

(cont. on the following page)



*Above is an interesting hand car. The outside frame has been modified with wire–enclosed racks to store tools, and the top of the tool boxes provide seats for workers.*

*At the right, Steve and Livingston are seated on a very early style narrow gauge inspection car, in use around 1900. Extending from behind the seat are two handles which were used by two–four men to propel the car. When the railway construction was begun, a narrow gauge track was built which was later widened to current standards.*





*At left is a motorized unit of European manufacture; the interior is furnished with chair style seating. Front and rear of the car are nearly identical, and a rack covers a large portion of the roof. As the photo shows, this unit apparently led a long, hard life. Livingston was kind enough to photograph me riding the running boards.*

*At right, the bicycle trolley unit on display inside the museum is unique. Being both motorized and pedal-powered, this style of equipment was at one time a common sight on the railway.*



*Ruth Jones in front of the bright red equipment at Rutherglen, Near Springhurst.*



*Dear Jan,*

*I was in Australia in January and got together with Mark Swaby of Melbourne and his M19 for a ride on the 15-mile Springhurst-Waygunyah branch in Victoria. The line has been disconnected from the Melbourne-Sydney mainline and leased to a small tourist operation using a Honda-powered track car pulling a homemade trailer. Note the picture of it in front of the Rutherglen station. Note also the 5'3" gauge—one of three that Mark has to deal with, but with his collection numbering somewhere around 30 he isn't short of transport. Alas, the number of lines that can be legally operated on like this one is very limited due to the state ownership of virtually all trackage, and many of the old branches have been pulled up as well. This particular day in January was very hot and dry, as you can imagine, and we startled one kangaroo resting near the tracks....*

*The woman in the Rutherglen picture is my friend Ruth Jones from Bristol, England. I am Sam Powers from Harpswell, Maine. (Mailing address: 33 Atlantic Street, Portland, ME 04101 or email [idealpowers@yahoo.com](mailto:idealpowers@yahoo.com).)*

*All the best, Sam*

## Want Ads

**THE SETOFF** is happy to print all ads received from NARCOA members as they related to the railroad motorcar hobby. There is no charge for placing an ad. 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! Send ads directly to **Bill Coulson, 2101 Westview Court, Modesto CA 95358-1091** or e-mail [wculson@softcom.net](mailto:wculson@softcom.net)

*Editor's Note:  
Ads will run for three  
consecutive issues.  
If you want to  
continue advertising,  
please resubmit.*

*Please note revised  
language in the  
header on this page.*

### For Sale

**Restored MT19-A Cab Body** - Professionally restored Canadian Pacific fiberglass cab body. Repainted yellow using acrylic urethane paint. New door hinges and lockable door handles have also been installed. Includes most glass and gaskets. Selling price is \$1,000. Also available is a tilt-bed flat wood deck trailer for \$700. Take both as package for only \$1,500. Donn Sanford, 210 Swarthmore Court, Woodstock IL 60098-7879. Tel: (815) 337-2323 or email [donn@mc.net](mailto:donn@mc.net). NO02

**Hy-Rail for three quarter-ton truck** Mitchell model 1010 HD Hydraulic with five 19.5-inch wheels \$3,500. Raftna hydraulics with five 19.5-inch wheels \$3,000. Fairmont 0307, manual \$800. Model 40 Burro Crane parts. Geismar Thermite weld shear \$1,000. Racine Rail drill \$300. All prices in US funds. Tony Andrusevich, RR #1 Hamilton Ontario, Canada L0R 1P0 or evenings Tel: (905) 692-5949. NO02

**Trailer**, frame type to haul your speeder to meets. This trailer is all steel, 6ft.x 6ft. plus the tongue, small enough to easily pull behind your car, yet big enough for an MT-14. It has a 2000-lb. axle, 2-inch ball hitch, 4-wire flat connector for all DOT lights, hand winch for easy loading, brand new this spring 13-inch radial tires and wheels, a mounted spare tire, and it is titled. Color is dark blue. Asking \$850, located in Colorado Springs CO. For more info Tel: (719) 598-9528 or email me for pictures at [jabsteam@hotmail.com](mailto:jabsteam@hotmail.com). NO02

**License plate frame** "My other car is a Fairmont Speeder" Black plastic frame with orange vinyl lettering. You will want one for your automobile and trailer. Post-paid, \$15 for one, \$29 for two and \$43 for three. Don Pomplum 521 Van Buren Place, San Ramon CA 94583 JA02

**MT-19 and trailer** - retired Canadian National (133-33) Fairmont motorcar. Car is in excellent running condition. Equipped with tow bar, brake light, fire extinguisher and lots of new parts, such as wiper motors, glass, plexiglas, fuel pump, gas tank and

shield. Two new rear wheels and brakes. Trailer is 1 year old. Meets all specifications for NARCOA motorcar excursions, current valid inspection sticker. Eastern Kentucky. Price is \$3500 OBO. Contact David Webb 2707 Northview Road Ashland, Kentucky 41101, telephone (606) 324-8005 or email [m.d.webb@qte.net](mailto:m.d.webb@qte.net). NO02

**Fairbanks-Morse 40-B Railroad Motor car**, two-cylinder air-cooled engine, friction drive. This car in running order and in original form as when retired from the Winston-Salem Southbound Railway. Also an original turntable goes with car. Price is \$2,150 for both items. Contact Ray Hinkle PO Box 1127, Welcome NC 27374 Tel: (336) 731-4231 or email [Hinklehere@aol.com](mailto:Hinklehere@aol.com) JA02

**Custom Decals and Graphics** for your railcar, truck, t-shirts, hats etc. Call Steve Kepner at Blacklight Custom Graphics Tel: (570) 584-4117 or email [blacklightsound@suscom.net](mailto:blacklightsound@suscom.net). SO02

**Fairmont Railway Motor car** - Master M2 and a predecessor to the S2 style car. Belt driven, with 20" wheels, metal front with two windows, metal running boards, 8 HP, Type HP QBA, Group E, Special 1, Mak HP 13, Engine #82573. Car is in running order and in original form as when retired from the High Point, Thomasville & Denton Railroad Co. Also an original turntable goes with car. One piece of turntable is missing. Price is \$2,150 for both items. Contact Ray Hinkle PO Box 1127, Welcome NC 27374 Tel: (336) 731-4231 or email [Hinklehere@aol.com](mailto:Hinklehere@aol.com) JA02

**SCL Railroad push car** - Small wheels, wood bed. Height is the same as base of a Fairbanks-Morse motor car. \$400. Contact Ray Hinkle PO Box 1127, Welcome NC 27374 Tel: (336) 731-4231 or email [Hinklehere@aol.com](mailto:Hinklehere@aol.com) JA02

**Headlight mounting brackets** - New sets for headlight mounting, part numbers 41000 & 41001. Price is \$20 each plus S/H. Contact Carey Boney 1605 Powers Road Wallace, NC 28466 Tel: (910) 285-7489. JA02

**Fairmont & Wooding motorcars** - I have the following eight motorcars for



sale: two Fairmont MT-14s with Canadian National-style fiberglass cabs, one at \$1,100 and the other at \$1,200. Two Woodings, model RCC cars with Canadian National-style fiberglass cabs; this is a rare cab style for a Woodings motorcar, \$1,200 each. One Woodings, model RCC car with Canadian National style fiberglass cab; this is a nice clean unit, \$1,400. One Woodings, model CBL car with the traditional Woodings cab, a 1988 unit, needs transmission, excellent cab, \$800. One Woodings model CBL car with the traditional Woodings cab; needs door and motor, excellent cab \$600. One Woodings model RCC with Canadian National style fiberglass cab; needs front glass and motor; a good parts car, \$500. All the above cars are retired Canadian Pacific Railway and are located in southern British Columbia, 3.5 hours north of Spokane, Washington. All cars sold "as is, where is." All sales are in US funds. Pictures are available upon request. Contact Terry Baumann, Nelson BC, Canada. Tel: (250) 229-4474 or email [greenacre@telus.net](mailto:greenacre@telus.net). SO02

**Fairbanks-Morse "Sheffield" 40-B** - steel cab currently off car, two-cylinder air-cooled engine, friction drive, price \$2,250. This Lehigh & New England Railroad car dates back to 1932 and has remained the same as when it came off the railroad in 1961. For personality, you can't beat the 40-B, and it runs great. Fairbanks-Morse 40-B style engine; except for the block, flywheel and possibly the crankshaft, all other parts are interchangeable such as the pistons, rods, cylinder walls, carburetor, magneto, etc., with the above 40-B engine, price \$500. **Motorcar trailer** - Tandem axle with 12" wheels, toolbox, hand winch, spare tire, 2" hitch, \$450. All can be seen in southeast Minnesota. Contact Terry Meiley, 13356 490th Street Pine Island MN Tel: (507) 824-222, or email [tcmeiley@lakes.com](mailto:tcmeiley@lakes.com). SO02

**Fairmont MT-19 with tilt trailer** - This car has been carefully restored to railroad specifications. Original Onan CCKB overhauled in 1998, new carburetor, new bearings at all corners, good wheels and brakes. Car has a unique original Canadian National fiberglass cab, first aid box and decals. NARCOA safety equipment added includes a fire extinguisher, horns, seat belts, tow bar, and brake light. Car was operated around Wisconsin area and on the LS&I trips with no problems. A very reliable car that is ready for the summer of 2002. Also included is a Falcon heavy-duty tilt-bed trailer with 14" wheels, mechanical winch on the front for easy loading of speeder. \$4,000 will get you a nice ride with trailer for transport-ing. Contact Mark Preussler Tel: (920) 565-2183 or email [markshelly@char-ter.net](mailto:markshelly@char-ter.net). JA02

**Used Hy-Rail gear** - Models 0307, 0307A, 0305, HR1000. Ride the rails in real comfort. Now you can convert your full size Chevy or Ford pickup, Bronco, Suburban, and others with Fairmont's 0307 Hy-rail equipment, simply add proper wheels and mounts available from Fairmont. For an easy Dodge Dakota, Durango, or Ford Explorer conversion use HR1000 and OEM wheels with proper mounts from Fairmont. Chevy S10 uses 0305. Most sets come with bumpers, derail skids, and rail wipers. Call for details and prices. Stan Conyer Tel:(812) 342-0565 or email [stanconyer@hotmail.com](mailto:stanconyer@hotmail.com). JA02

**New M- 9 Axle Pulleys** - Just two left. Part No. M21581K. All professionally cast, machined. Ready to bolt on, \$245 plus postage. Jim Dobbins, RR2, Box 105, Goff KS 66428. Tel: (785) 868-2388 or email [motorcar@juno.com](mailto:motorcar@juno.com). JA02

**Fairmont seats** and component, brand new OEM seats and components. Walnut vinyl, black hinged tubular frame. Back support \$49.95, seat cushion \$49.95, frame \$39.95, complete seat \$134.95 plus shipping. Contact Clinton Andrews 892 Beaconsfield, Grosse Pointe Park MI 48230 Tel: (313) 822-2000. JA02

**Fairmont clutch parts** are now available after a 6-month special order. Brand new from Rockford Powertrain, these are original not replacement Fairmont clutch friction plates (driven member). Not available elsewhere. \$69.95. Also pressure plates, springs, levers, brackets and bearings. Call for pricing and availability. Contact Clinton Andrews, 892 Beaconsfield Grosse Pointe Park MI 48230 Tel: (313) 822-2000. JA02

**Fairmont M-19** - I am posting this ad for a friend who is leaving the hobby. He has an ex-NP M19 with extra parts and a trailer. Asking \$2,000. This is a good looking, good running car. It has been on the Algoma Central Runs, etc. This car is in Muskegon MI. Dave Stroebe. Call Tom Snider and talk directly to him Tel: (231) 759-1267 JA02

**United We Stand** - I have designed & printed a "United We Stand Run" T-shirt. This neat shirt commemorates our September 16, 2001 run on the Illinois Railnet. The printed logo is designed around our "NARCOA/Great Lakes Railcars United We Stand Run September 16, 2001", theme which is written above the photo of a M19 and "Illinois Railnet" written below the emblem—the same photo that appears on the NARCOA front web page. T-shirt is white with black lettering. \$15 (XL) per shirt this price includes the shirt, printing and shipping. Please remit endorsed checks to Dave Stroebe, 1694 Broadmoor Street, Muskegon MI 49442-5302. If I can get enough orders, I might be able to get a better-run price, in which case any profits will go to the American Red Cross. JA02

**C5 & C8 Carburetor Seats** - one piece all aluminum, nothing to leak or separate. Install them and forget them. Tried and proven. Will not mark or groove poppet valves. I have sold dozens of these seats with no problem. Order FW1353C5 for C5 carbs. FW1353C8 for C8 carbs and FW 1353RK for RKA/RKB twins. Cost \$5 per seat plus a flat rate of \$2 S&H. Send remittance to West Michigan Railcar; endorse checks to Dave Stroebe, 1694 Broadmoor Street, Muskegon MI 49442-5302 Tel: (231) 773-7980. email [strobox@aol.com](mailto:strobox@aol.com). JA02

**MT14** - ex-SOO #7700-33. Railroad paint, open car, alum. front and top. Good runner. \$4,400. **MT-19A** - ex-ATSF #292. Open car, alum. front and top. New rear axle, 2 high back seats with arm rests and seat belts. Good runner. \$3,700. Located in Washington state. Clyde Andrews Tel: (509) 488-2538 or email [candrews@qosi.net](mailto:candrews@qosi.net). JA02 **Sheffield Velocipedes** - Parting-out two Sheffield velocipedes, clean hardware, reasonable prices. Please send a large SASE to receive a part list. Fred Lienhard, 895 Daniel Drive, Reno NV 89509. Tel: (775) 323-0928. JA02

**"Fairmont" Decals** - Dress up that Fairmont with these high quality black vinyl "Fairmont" decals. Logo lettering is computer-generated for easy press  
(cont. on page 28)

# Les King Motor Cars

For a complete listing and photos of all our motorcar parts, see our web site at  
[http://www.helliflight.com/les\\_king.htm](http://www.helliflight.com/les_king.htm)

Please, no e-mail orders.

Les King, PO Box 164, N. Lawrence, OH 44666 Phone: (330) 833-2868; Hrs: 7 AM - 9 PM EST; Fax: (330) 830-5213

## Meets

Members who have organized meets are encouraged to advertise those events here. We will publish all notices received. Include details of the trip such as time schedule, total mileage, costs, restrictions and conditions for attending. State whether or not NARCOA rules will be in effect and whether insurance is required. Send meet notices to: **Bill Coulson, 2101 Westview Court, Modesto CA 95358-1091** or e-mail [wcoulson@softcom.net](mailto:wcoulson@softcom.net).

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

### NARCOA EXCURSIONS

#### Atlantic Rail Cars LLC

**St. Lawrence & Atlantic Railroad**  
**Sunday August 11-17, 2002**

**Coaticook to Windsor Roundtrip.** Our set on will be at Coaticook and proceed to Windsor. Approximate mileage 74 RT miles. This will continue the trek of NERCA for Portland, Maine to the Island Pond, Vermont. Hotel in Sherbrooke. **Monday Quebec Central Railroad,** Valle Junction to Sherbrooke. Overnight trip. After our rest in Sherbrooke, we will trailer our motor cars to Valle Junction for the set on with the Quebec Central Railroad. This trip will travel through Quebec asbestos mining region with much open traveling around lakes and open field areas and many small French Canadian villages. One-way 100 miles. We will travel by bus to our hotel in Sherbrooke. **Tuesday Quebec Central Railroad, Sherbrooke to Valle Junction.** We will do the reverse trip of Monday and make a stop at the giant Black Lake asbestos open pit mine. Overnight accommodations will be in Thetford Mines. One-way 100 miles. **Wednesday** a day off. Visit the always beautiful and enchanting Quebec City or stay back and work on your motor car. Overnight accommodations at Thetford Mines. **Thursday Valle Sub MP100 to MP130 and Anseime Branch (12 miles).** This day we will travel towards the St. Lawrence River and the industrial sections near across the river from Quebec City. Two branches totaling 84 RT miles. Overnight accommodations at Thetford Mines. **Friday-Saturday Valle Jct. to Lac Frontiere.** Overnight trip. Now we head south and east through the heavily forested area abutting the US border. At the end of the line we are at a point where all the road and rails end. Our overnight stay will also include the evening dinner and a breakfast buffet. 78 miles each way. This portion of the trip is governed by the number of available hotel rooms. Motel lodging is included for evening before all excursions. All tips and gratuities are included. \$750 or \$150 per day. All NARCOA rules will be adhered to. Atlantic Rail Cars, LLC, 39 Jacksonia Drive, North Providence RI 02911 Tel: (401) 232-0992 days, (401) 231-5640 evenings or email [warren.riccitelli@verizon.net](mailto:warren.riccitelli@verizon.net).

#### Atlanta Railcar Transportation LLC

**Meridian Southern Railway**  
**Saturday and Sunday September 21-22, 2002**

Quitman MS to Meridian MS and Quitman to Waynesboro. Enjoy a ride with us on the first railroad in Mississippi. Travel from rolling hills to the farm country of the southern Mississippi Delta. There are lots of wooden and steel bridges and alligators lurking in the delta. See and learn about Mississippi catfish farming, Mississippi's cash crop. A catfish supper is planned for Friday night. This will be a 110-mile round trip run each day with a \$75 a day car fee. You must be a member of NARCOA and have NARCOA insurance. All NARCOA rules will apply. All cars will be inspected. Insulated wheels only. Hy-rail vehicles must be approved prior to the trip. No refunds after Wednesday August 21, 2002. Make checks payable to Atlanta Railcar Transportation LLC. Contact Bobby Moreman, 3520 Cold Spring Lane Chamblee GA 30341. Tel: between 0800 & 1200 hours (770) 457-6212 or email [Moreman@mindspring.com](mailto:Moreman@mindspring.com).

### Excursion Calendar NARCOA

**Arcade and Attica RR (OVR)**  
July 5, 2002

**Buffalo Southern RR (OVR)**  
July 6, 2002

**New York & Lake Erie RR (OVR)**  
July 7, 2002

**Canadian National (SWRC)**  
July 9-18, 2002

**Deleware & Ulster RR (NERCA)**  
July 13-14, 2002

**Atlanta Railcar Transportation LLC cont.**

**Georgia Northeastern Railroad  
Friday-Sunday October 18-20, 2002**

**Friday** (night), October 18, 2002 – Whitestone to Ballground. **Saturday**, October 19, 2002 – Whitestone to Nelson to Blue Ridge. **Sunday**, October 20, 2002 – Mineral Bluff to Blue Ridge to McCayesville. Ride this beautiful railroad situated in the North Georgia Mountains. This is marble mining country and we will see several mines. There are lots of bridges, lakes, streams and an abundant of wildlife. Enjoy motorcar riding at its best on Friday night, after dark. We will visit two local town celebrations on Saturday and follow the turbulent Toccoa River on Sunday morning. What is a "weir?" It's estimated to be over 2,000 years old and you will see it! This run is approximately 175 miles round trip. Cost is \$145 per motorcar with a 35-car limit. You must be a member of NARCOA and have NARCOA insurance. All NARCOA rules will apply. All cars will be inspected. Insulated wheels only. Hy-rail vehicles will be accepted on an individual basis not less than 30 days prior to the trip. No refunds after Wednesday September 18, 2002. Make checks payable to Atlanta Railcar Transportation LLC. Contact Bobby Moreman, 3520 Cold Spring Lane, Chamblee GA 30341. Tel: between 0800 & 1200 hours (770) 457-6212 or email [Moreman@mindspring.com](mailto:Moreman@mindspring.com).

**Central Pennsylvania Excursions**

**Wellsboro & Corning Railroad  
Saturday-Sunday October 12-13, 2002**

Central Pennsylvania weekend 10th Anniversary – Come ride the Wellsboro & Corning Railroad from Wellsboro, Pennsylvania to Gang Mills, New York. This trip will be approximately 70 miles round trip. This former New York Central line has some welded rail. Hats and dash Plaques for operators. The Central PA Chapter of the NRHS will again be our hosts for Saturday night diner. Caboose rides and videos/slides will be offered for viewing. NARCOA rules and insurance requirements will be in effect. \$50 per car. Set on time for both days will be at 7:00 AM with a departure time of 8:30 AM. Set on Saturday will be at the railroad offices on Priestly Avenue in Northumberland and set on Sunday will be at Celletti Trucking on Awl Street in Sunbury. For itinerary, registration, lodging and trip information contact Larry Maynard P.O. Box 145 White Deer PA 17887 Tel: (570) 538-9050 before 9:00 PM or email [Imayn@jbweb.com](mailto:Imayn@jbweb.com).

**First Iowa Division**

**Iowa Northern Railroad  
Sunday July 28, 2002**

Come ride with us on the north end of the railroad from Manly to Cedar Falls, Iowa We will begin our ride at Greene by the new and very beautiful offices of the Iowa Northern. The new office building is designed like a depot and is a nice addition to the city of Greene. We will ride from Greene to Manly and return for lunch. We'll then ride to just north of Cedar Falls and return to Greene. The mileage for this ride is about 100 miles round trip. Cost of this ride is \$50 per car. Set on time will be 6:30AM with an 8:AM departure. There are no motels in Greene, but there are several in Mason City and Charles City. This is a NARCOA-insured activity. For more information contact Carl Schneider, 1302 6th AVE. S.E., Altoona IA 50009 Tel: (515) 967-5181 or email [motorcarl@raccoon.com](mailto:motorcarl@raccoon.com) or visit the First Iowa Division's web site at [www.firstiowadivision.com](http://www.firstiowadivision.com).

**Chillicothe Brunswick Railway Authority  
Saturday August 10, 2002**

Ride this ex-Wabash line from Chillicothe to Brunswick, Missouri going through two game preserves and under the BNSF mainline Chicago to Kansas City. We should see some trains as we pass under this busy rail corridor. We will set on at the depot in the southern part of Chillicothe beginning at 6:30AM and depart at 8AM. We will stop in Sumner for lunch at the park. There is a nice sandwich shop within walking distance of the tracks. Mileage for this ride is 70 miles round trip. Cost is \$35 per car. There are several motels in Chillicothe including a Super 8 Motel Tel: (800) 800-8000. This is a NARCOA-insured activity. For more information contact Carl Schneider, 1302 6th AVE. S.E., Altoona IA 50009 Tel: (515) 967-5181 or email [motorcarl@raccoon.com](mailto:motorcarl@raccoon.com) or visit the First Iowa Division's web site at [www.firstiowadivision.com](http://www.firstiowadivision.com).

**Excursion Calendar  
NARCOA cont.**

**Northwestern Pacific (PRO)**  
July 27-28, 2002

**Iowa Northern RR (FID)**  
July 28, 2002

**Alaska Rr (WT)**  
August 9-12, 2002

**Chillicothe Brunswick Rwy (FID)**  
August 10, 2002

**South Branch Valley RR (OVR)**  
August 10, 2002

**Excursion Calendar  
NARCOA cont.**

**St. Lawrence & Atlantic RR (ARC)  
Quebec Central RR**  
August 11-17, 2002

**Great Smoky Mountains RR (TF)**  
August 18, 2002

**Cumbres & Toltec RR (MOW)**  
August 18-20, 2002

**Durango & Silverton RR (MOW)**  
August 21-25, 2002

**CN/BC Rail Loop (SWRC)**  
August 20-30, 2002

**First Iowa Division cont.**

**Elliot Elevator Company**  
**Saturday August 24, 2002**

This is a great ride to kick back and enjoy the scenery along the Nishnabotna River from Elliot to near Red Oak, Iowa. The line is only 18 miles round trip, but we ride it several times during the day. The town celebration is also going on, so there will be food available in the park. Cost of this ride is \$15 per car. There are motels in Atlantic and Red Oak. This is a NARCOA-insured activity. For more information contact Carl Schneider, 1302 6th AVE. S.E., Altoona IA 50009 Tel: (515) 967-5181 or email [motorcarl@raccoon.com](mailto:motorcarl@raccoon.com) or visit the First Iowa Division's web site at [www.firstiowadivision.com](http://www.firstiowadivision.com).

**Sisseton & Milbank Railroad**  
**Saturday August 31, 2002**

Come ride with us on this 68-mile round trip railroad from Milbank to Sisseton, South Dakota. We have been given the okay to have a night run on Friday night at 6:00PM. Our Saturday ride will have a set on time of 6:30AM and a 7:30AM departure time. Cost of this ride is \$30 per car. There is a Super 8 Motel Tel: (800) 800-8000, in Milbank. After the run we will drive to Rosholt, South Dakota for a ride on the Sunflower Railroad. This is a NARCOA-insured activity. For more information contact Carl Schneider, 1302 6th AVE. S.E., Altoona IA 50009 Tel: (515) 967-5181 or email [motorcarl@raccoon.com](mailto:motorcarl@raccoon.com) or visit the First Iowa Division's web site at [www.firstiowadivision.com](http://www.firstiowadivision.com).

**Sunflower Railroad**  
**Saturday August 31, 2002**

We rode this line for the first time last year, and it was a unique experience because of all the water. It runs 20+ miles from Rosholt to Veblin, South Dakota. Cost of this ride is \$25 per car. After the ride, we will be driving to LaMoure, North Dakota for the Red River Valley ride. This is a NARCOA-insured activity. For more information contact Carl Schneider, 1302 6th AVE. S.E., Altoona IA 50009 Tel: (515) 967-5181 or email [motorcarl@raccoon.com](mailto:motorcarl@raccoon.com) or visit the First Iowa Division's web site at [www.firstiowadivision.com](http://www.firstiowadivision.com).

**Red River Valley & Western Railroad**  
**Sunday September 1, 2002**

This will be our fourth ride on this beautifully maintained railroad in North Dakota. We will be riding from LaMoure to an as of yet determined destination. Lunch has been planned in Irvington, but the remainder of the trip is still unknown. Set on time will be 6:30AM at the LaMoure Depot with a scheduled departure time of 8:00AM. The cost of this ride is \$35 per car. The Omega Motel Tel: (701) 883-5373, is in LaMoure. We will drive to Linton for the DMV&W ride after returning to LaMoure. This is a NARCOA-insured activity. For more information contact Carl Schneider, 1302 6th AVE. S.E., Altoona IA 50009 Tel: (515) 967-5181 or email [motorcarl@raccoon.com](mailto:motorcarl@raccoon.com) or visit the First Iowa Division's web site at [www.firstiowadivision.com](http://www.firstiowadivision.com).

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**Dakota, Missouri Valley & Western Railroad**  
**Monday September 2, 2002**

We will be riding from Linton to Mackenzie, North Dakota. The round trip mileage for this ride is 90 miles. Set on time is 6:30AM with an 8:00AM departure time. Cost of this ride is \$35 per car. Available motels in Linton are Don's Motel Tel: (701)

**First Iowa Division cont.**

254-5457 and the Willows Motel Tel: (701) 254-4555. Make your motel reservations early because there will be lots of other folks in Linton that weekend. This is a NARCOA-insured activity. For more information contact Carl Schneider, 1302 6th AVE. S.E., Altoona IA 50009 Tel: (515) 967-5181 or email [motorcarl@raccoon.com](mailto:motorcarl@raccoon.com) or visit the First Iowa Division's web site at [www.firstiowadivision.com](http://www.firstiowadivision.com).

**Appanoose County Railroad  
Sunday September 15, 2002**

This ride is one of our most popular rides from Centerville to Albia, Iowa. Mileage for this ride is 70 miles round trip. We will be having a barbeque at the Moravia Depot with the First Iowa Division paying \$3.00 towards the cost of the meal for up to four people per car. The cost of the barbeque is \$5.00 for anyone else. Our set on point is near the water tower in the southeastern part of Centerville beginning at 6:30AM. Our departure is scheduled for 8:30AM. Cost of this ride is \$40.00 per car. There is a Super 8 Motel, 800-800-8000 and Motel 60, 800-437-7271 in Centerville. For more information contact Carl Schneider, 1302 6th AVE. S.E., Altoona IA 50009 Tel: (515) 967-5181 or email [motorcarl@raccoon.com](mailto:motorcarl@raccoon.com) or visit the First Iowa Division's web site at [www.firstiowadivision.com](http://www.firstiowadivision.com).

**Ft. Leonard Wood Railroad  
Saturday October 19, 2002**

We are trying this ride again this year after having to cancel it last year due to the terrorist attacks. Security will be much tighter, and we will no longer have the freedom we have enjoyed in past years to drive onto the base without stopping at a checkpoint or having our vehicles searched. As soon as we get the final security details, we'll post them on our web page. The line is a 20-mile round trip, and we hope to ride it twice for an 80 mile total. The fall colors should be beautiful through the Missouri countryside. Cost of this trip is \$30 per car. There is a Super 8 Motel Tel: (800) 800-8000 near Ft. Leonard Wood at the Waynesville exit on I-44. This is a NARCOA-insured activity. For more information contact Carl Schneider, 1302 6th AVE. S.E., Altoona IA 50009 Tel: (515) 967-5181 or email [motorcarl@raccoon.com](mailto:motorcarl@raccoon.com) or visit the First Iowa Division's web site at [www.firstiowadivision.com](http://www.firstiowadivision.com).

**Boone & Scenic Valley Railroad  
Saturday November 2, 2002**

Our motorcar season ends, with a ride on the scenic 11-mile tourist line at Boone, Iowa. Set on time is 7:30AM with a 9:30AM departure time for the first ride. Our plans are to make two runs before lunch, one in the afternoon, and a night run after dark. We will have a potluck meal in the engine house after the second run. Please bring a side dish or dessert. First Iowa Division will supply soup, chili, your table service, and drinks. Cost of this ride is \$15 per car plus \$25 for membership in the Iowa Railroad Historical Society. There is a Super 8 Motel Tel: (800) 800-8000 and AmeriHost Motel Tel: (515) 432-8168 in Boone for over night stays. This is a NARCOA-insured activity. For more information contact Carl Schneider, 1302 6th AVE. S.E., Altoona IA 50009 Tel: (515) 967-5181 or email [motorcarl@raccoon.com](mailto:motorcarl@raccoon.com) or visit the First Iowa Division's web site at [www.firstiowadivision.com](http://www.firstiowadivision.com).

**Great Lakes Railcars**

**Coopersville & Marne/Grand Rapids & Eastern  
Saturday, August 10, 2002**

Annual "Del Shannon Festival" run, ride two railroads in one day! Coopersville & Marne from Coopersville to Marne, Michigan and Grand Rapids & Eastern from Marne to Grand Rapids Michigan. Twenty-four miles round trip. Three runs are planned for a total of 72-miles. Also you will be able to check out over 500 custom cars & Street Rods at Michigan's 2nd largest car show and visit the Del Shannon Museum and Farming Museum. You're on your own for food, there will be plenty of food vendors and restaurants in town. Lodging is available in Coopersville at the AmeriHost Motel Tel: (616) 837-8100. Mention the railroad/car show and get some kind of discount. Pre-registration is required. Dead line for registration and re-funds is Saturday, July 27, 2002. Cost is \$20 per car. Set on time is 8:30 AM at the Amstore parking lot in Coopersville MI. Make checks payable to Great Lakes Rail cars. NARCOA rulebook certification, rules and insurance are mandatory. We must

**Excursion Calendar  
NARCOA cont.**

**Elliot Elevator Co. (FID)**  
August 24, 2002

**Decatur Junction RR (GLR)**  
August 24, 2002

**LNS RR (GLR)**  
August 25, 2002

**Sisseton & Milbank RR (FID)**  
August 31, 2002

**Sunflower RR (FID)**  
August 31, 2002

**Excursion Calendar  
NARCOA cont.**

**Red River Valley & Western RR (FID)**  
September 1, 2002

**Dakota, Missouri Valley  
& Western RR (FID)**  
September 2, 2002

**New Hampshire Tour (NERCA)**  
September 6-10, 2002

**Pend Oreille Valley Railroad (PRO)**  
September 7-8, 2002

**Finger Lakes RR (NERCA)**  
September 14-15, 2002

**Great Lakes Railcars cont.**

have nine cars or this meet is off. For a registration packet contact Dave Stroebe, 1694, Broadmoor Street, Muskegon MI 49442-5302. Tel: (231) 773-7980 or email [Strobx@aol.com](mailto:Strobx@aol.com).

**Decatur Junction Railroad  
Saturday August 24, 2002**

Set on at 9:00 A.M. Motorcar run from Decatur to Cisco, Illinois. Set on just south of I -72 & RT 48 junction off exit I -44 at Decatur. Will make 24-mile round trip. Reload cars and eat lunch. Go south of Decatur and set on at Illinois Shippers Railroad just south of Elwin off route 51. We will travel 34 miles round trip to Assumption. NARCOA rules apply. \$45 per car. Exit I-44 motels at I-72 and RT 48, Sleep Inn Tel: (217) 872-7700, exit 141 motels at I-72 and RT 51 Contact Richard Hinds for map and to sign up Tel:(217) 487-7750.

**LNS Railroad  
Sunday August 25, 2002**

Come ride the LNS Rail in Canton, Illinois. The set on is southwest of Peoria, Illinois at the junction of highway 78 & 9. Set on at 7 a.m. just west of highway 78 & 9 junctions. We will travel west to Bushnell and return. This will be a 70-mile round trip. NARCOA rules apply. \$60 per car. Motel in Canton, Illinois is Heritage Ground Inn Tel: (309) 647-9675. Contact Richard Hinds Tel: (217) 487-7750.

**Coopersville & Marne/Grand Rapids & Eastern  
Saturday October 26, 2002**

Don't put away your car yet! This is the annual Pumpkin Run. Twenty-four miles round trip. Three runs planned - 72 total miles. Bring your warm clothes. Set on time is 8:30 AM on Eastmanville Street in downtown Coopersville. Cost is \$20 per car. Make checks payable to Great Lakes Railcars. NARCOA rulebook certification, rules and insurance are mandatory. We must have nine cars or this meet is off. Dead line for registration & refunds Saturday, October 11th 2002. The Amerihost Motel in Coopersville MI is available Tel: (616) 837-8100. Tell them you're with the railroad for a discount. For a registration packet contact Dave Stroebe, 1694 Broadmoor Street, Muskegon MI 49442-5302. Tel: (231) 773-7980 or email [Strobx@aol.com](mailto:Strobx@aol.com).

**Motorcar Operators West**

**Cumbres & Toltec Scenic Narrow Gauge Railroad  
Sunday through Tuesday August 18-20, 2002**

Please join Motorcars Operators West on a narrow gauge motorcar excursion on the C&TS. **Sunday**, August 18, 2002 - Set-on and motorcar safety inspections. **Monday**, August 19, 2002 - Safety meeting, early departure and operate to Chama, New Mexico to Antonito, Colorado. We will spend the night in Antonito, Colorado. **Tuesday**, August 20, 2002 - We will return to Chama, New Mexico and load motorcars. This is a 128 mile round-trip. The trip cost is \$290 per motorcar. There is a 20-motorcar limit. See additional trip requirements and information below.

**Durango & Silverton Narrow Gauge Railroad and "Railfest 2002"  
Wednesday through Sunday August 21-25, 2002**

**Wednesday**, August 21, 2002 - Drive from Chama, NM to Silverton, Colorado. Set-on at Silverton, motorcar inspections, D&S Safety & Rules orientation, all participants must attend. **Thursday**, August 22, 2002 thru Sunday, August 25, 2002 - Operate motorcars between Silverton and Hermosa, Colorado, everyday. On Friday evening we are invited to a reception at the D&S Durango Museum. Sunday evening, load motorcars. Cost: \$350 per car. 20-motorcar limit.

Both excursions will require: MOW membership, license, rules, specifications, etc., including (but not limited to) spark arrestor, fire extinguisher, lever actuated brake lights, headlights, etc., NARCOA membership, certification and insurance, etc. SMOKING is not permitted in motorcars or on railroad property. No one under 18 years of age permitted and work type footwear (No Nikes) is required, also when loading & unloading and on railroad property. NO PETS allowed. Experienced operators and motorcars please. The 5-minute rule will not be in effect, be prepared to tow or be towed. If you have a railroad radio please bring it.

### **Motorcar Operators West cont.**

It is also requested that the motorcars be of the nostalgic traditional type that are appropriate for what the narrow gauge railroads are trying to achieve by having our group as guests on their properties. This means NO steam cars, rail rods, track scoots, skateboards, or something home-made that wouldn't have been used in actual service.

Registration begins May 1, 2002. No Registrations accepted postmarked before May 1, 2002. Cut off date is July 10, 2002. No refunds after this date. Please send a SASE with postage. Include your "MOW" License number, NARCOA Certification number, Insurance number and type of motorcar you will be bringing along with your check made out to "MOW" to reserve your spot. Please include your e-mail address for last minute up dates. All information is subject to change.

For more information contact Patrick "Smitty" Smith 20799 Sumpter Stage Hwy. Baker City OR 97814-7753. Tel: (541) 524-9428 or email [smitty@oregontrail.net](mailto:smitty@oregontrail.net).

### **North East Railcar Association**

#### **Deleware & Ulster Railroad Saturday-Sunday July 13-14, 2002**

Arkville, New York. Enjoy the scenic beauty of the Catskills with our fifth annual July excursion at the famous Deleware & Ulster. And enjoy our chicken barbeque Saturday night. Always a great trip with something to do. All NARCOA rrules will be adhered to. \$30 per car, \$8 per person barbeque. NERCA, 39 Jacksonia Drive, North Providence RI 02911.

#### **New Hapshire Tour September 6-10, 2002**

We are still working on the final arrangements for "maybe five days." A notice will go out when everything is finalized.

#### **Finger Lakes Railroad Saturday-Sunday September 14-15, 2002**

A first ever run on the Finger Lakers Railroad. **Saturday** we will travel from Solvay to Geneva, 96 RT miles. **Sunday** we will run from Penn Yan to Watkins Glen, 52 RT miles. The highlight of this trip will be Bruce Tracy's commentary of the entire railroad and lines. Sunday the trip will travel through New York's famous Wine County and cross the high trestle at Glenora. All NARCOA rrules will be adhered to. \$135 per car. NERCA, 39 Jacksonia Drive, North Providence RI 02911.

#### **New Jersey Adventure Friday-Sunday October 4-6, 2002**

**Friday** NERCA will have its first run on the Wilmington & Western Railroad in Delaware. **Saturday** we will participate in the grand opening of the Southern New Jersey Light Rail Transit on the New Camden to Trenton Line. Be part of the festivities. Sunday's ride is still being worked on. We will advise. All NARCOA rrules will be adhered to. NERCA, 39 Jacksonia Drive, North Providence RI 02911.

#### **Tioga Scenic Railroad Sunday October 13, 2002**

Again a NERCA favorite, we will run the Tioga Scenic Railroad in western New York in conjunction with Larry Maynard's Wellsboro & Corning excursion on October 12. Don't miss either event. All NARCOA rrules will be adhered to. NERCA, 39 Jacksonia Drive, North Providence RI 02911.

#### **Southern New Jersey Weekend Saturday-Sunday November 9-10, 2002**

Saturday's event is still being worked on, but hold this weekend open. On Sunday we will again visit the Southern Railroad of New Jersey for some great fresh air and fellowdhip. Last year's run was a great rip on a beautiful day.

### **Excursion Calendar NARCOA cont.**

**Appanoose County RR (FID)**  
September 15, 2002

**New York, Susquehanna  
& Western Rwy (VRA)**  
September 21-22, 2002

**Meridian Southern Rwy (ART)**  
September 21-22, 2002

**Golden Gate RR Museum (PRO)**  
September 28, 2002

**Southwest Pennsylvania RR (OVR)**  
September 28-29, 2002

**Excursion Calendar  
NARCOA cont.**

**New Jersey Adventure (NERCA)**  
October 4-6, 2002

**McCloud River Rwy (SWRC)**  
October 5-6, 2002

**Wellsboro & Corning RR (CPE)**  
October 12-13, 2002

**Tioga Scenic RR (NERCA)**  
October 13, 2002

**Georgia Northeastern RR (ART)**  
October 18-20, 2002

**Ohio Valley Railcar Excursions**

**Arcade and Attica Railroad  
Friday July 5, 2002**

Arcade NY - Enjoy this 121-year-old short line railroad that is very scenic and historical. Slow moving trip with operating passenger train. Set on begins at 10:30 AM. 30 mile round trip. NARCOA and OVR rules will apply. No further details were available at press time. Contact John Gonder, RR2 Box 426 Ruffsedale PA 15679. Tel: (724) 696-4544 between 7:00 & 9:00 PM or email [UP3706@aol.com](mailto:UP3706@aol.com).

**Buffalo Southern Railroad  
Saturday July 6, 2002**

Gowanda NY - We'll operate north out of Gowanda toward Buffalo on the former Erie railroad. 52+ miles round trip. The possibility of additional mileage will not be known until the day of the excursion. Set on begins 7:30 AM. Lots of railfan-oriented interest on this railroad, especially with their vintage Alco locomotives. Motorcars can stay on track overnight; security is planned. NARCOA and OVR rules and insurance will apply. No further details were available at press time. Contact John Gonder, RR2 Box 426 Ruffsedale PA 15679. Tel: (724) 696-4544 between 7:00 & 9:00 PM or email [UP3706@aol.com](mailto:UP3706@aol.com).

**New York & Lake Erie Railroad  
Sunday July 7, 2002**

Gowanda NY - Operating south out of Gowanda toward Cherry Creek. There is a possibility of operating on the Cattaraugus branch. Time stood still on this line, vintage towns, depots and antique signal equipment with a possibility of touring an antique engine show. Forty-eight-plus miles. 35-car limit all trips. Cost A&A \$30, NYLE \$50, BSOR \$50, all three days is \$125. NARCOA and OVR rules and insurance will apply Contact Dave Verzi, 10059 Aldridge Dr. Columbia Station OH 44028. Tel: (440) 236-3374 between 6:00 & 9:00 PM or email [WM340@aol.com](mailto:WM340@aol.com).

**South Branch Valley Railroad  
Saturday August 10, 2002**

Traveling from Petersburg West Virginal to Greensprings and return. Travel through the famous "trough" which is noted for its bald eagles. Cost is \$48 with a 40-car limit. Large cars must be able to easily turn at unpaved crossings. NARCOA and OVR rules and insurance will apply Registration deadline is Saturday July 20th. Contact John Gonder, RR2 Box 426 Ruffsedale PA 15679. Tel: (724) 696-4544 between 7:00 & 9:00 PM or email [UP3706@aol.com](mailto:UP3706@aol.com).

**Southwest Pennsylvania Railroad  
Saturday and Sunday September 28-29, 2002**

**Saturday** set on at New Stanton PA. Lunch at the Youngwood Railroad museum. **Sunday** set on at Mt Braddock PA. Travel to Wheeler Bottom, PA. Approx 90 total miles. No cars larger than an A3 due to set on and turning limitations. Over the ankle boots and long pants required. NARCOA an OVR rules and insurance will apply. Contact John Gonder, RR2 Box 426 Ruffsedale, PA 15679. Tel: (724) 696-4544 between 7:00 & 9:00 PM or email [UP3706@aol.com](mailto:UP3706@aol.com).

**Pacific Railcar Operators**

**Northwestern Pacific  
Saturday-Sunday July 27-28, 2002**

Camping on the Northwestern Pacific. PRO is happy to announce an overnight camping trip on the NWP. Join us Saturday/Sunday July 27-28, 2002. We will leave Healdsburg and head north to Willits for a late lunch and then proceed north of Willits and camp the night near Longvale, returning south to Healdsburg Sunday. For those who prefer not to camp, you have the option of staying in a motel in Willits and joining us at a leisurely hour in the morning. \$220 includes dinner and camping at Longvale. This will be basic camping with no amenities—not for everyone! Approximate round trip mileage: 180m. Final details are in process. Please make check payable to PRO and mail to Tom Slivka, 1210 East Napa Street Sonoma CA 95476. Include NARCOA license and insurance numbers, home telephone number and LSASE. No refunds after July 13. Questions, call (707) 996-6238.

## **Pacific Railcar Operators**

### **Pend Oreille Valley Railroad Saturday-Sunday, September 7-8, 2002**

PRO is pleased to announce an end of summer special! Come ride with us on this historic & scenic former Milwaukee Railroad branch line from Newport to Metaline Falls, WA. This is a two-day event with an overnight in Metaline Falls. Total mileage is approximately 160 miles. (We are also going to the BNSF junction at Dover). Approximate cost is \$120 per car. As usual hotel accommodations are limited and will be a factor, so reserve early. There will be a 30-car limit. All the applicable NARCOA, Pro and Railroad rules and insurance requirements are in place and will be required. Details and schedule will be posted on the PRO web site as they become finalized. This will be another Full Monty production brought to you by PRO, BJ King and Terry Wade, coordinators. Any questions please contact BJ at Tel: (253) 638-7298 or email [zooocars@yahoo.com](mailto:zooocars@yahoo.com) or Terry Wade Tel: (360) 893-2290 or [railstails@yahoo.com](mailto:railstails@yahoo.com).

## **Southwest Rail Car**

### **Canadian National Tuesday July 9 - Thursday July 18, 2002**

Prince George to Prince Rupert and return. Set on at Prince George, July 8. Layover in Prince Rupert on Saturday, July 13. Terrace to Kitimat and return on Monday, July 14. Return to Prince George, July 18. Limited to 25 cars. Applications accepted after January 1, 2002. Run fee of \$1,995 (US) includes hotels, ground transportation, motorcar fuel, and some meals. Price is based upon two people per motorcar. Cancellations will be given full refund until June 1, 2002. Checks must be made payable to Tom Phair. This is a NARCOA insured activity. All NARCOA insured and rulebook certified operators are welcome. Contact meet coordinator Tom Phair, PO Box 664, Alamo CA 94507.

### **Canadian National & BC Rail Loop August 20-30, 2002**

Sold Out Wait List only. Please consider Prince George to Prince Rupert in July 2002.

### **McCloud River Railway Saturday and Sunday October 5-6, 2002**

Set on at McCloud, CA. Coordinator, Tom Phair, PO Box 664, Alamo, CA 94507 or e-mail [tphair@silcon.com](mailto:tphair@silcon.com). Run Fee - \$185. Check made payable to SWRC. Spark arrestor is required. This is a NARCOA insured activity. All NARCOA insured and rulebook certified operators are welcome.

### **California Western Saturday November 30, 2002**

Saturday set on at Willits CA. Coordinator Pat Coleman, 1989 Robin Ridge Ct., Walnut Creek, CA 94596. Tel: (925) 979-1040 or email [pat.coleman@mindspring.com](mailto:pat.coleman@mindspring.com). Run fee and trip details to be announced. This is a NARCOA insured activity. All NARCOA insured and rulebook certified operators are welcome.

## **Tom Falicon, Individual**

### **Great Smoky Mountains Railroad Sunday August 18, 2002**

Bryson City, North Carolina to Andrews. We will eat lunch in Andrews while our motorcars are on display for the townspeople. Upon our return to Bryson there is the possibility of a trip to Whittier and back. You are all invited to a GOOD BBQ at the Rail Dawg Shop on the afternoon and early evening of the 17th. Tour our new engine house, see the start of our track work for this year and talk to some employees of the GSMRR. All NARCOA rules apply, insurance card, certificate card & rulebook all must be shown. All belt driven cars will be towed over Red Marble Gap grade. There is a limit of two Hy-rails per event. We are taking a smaller number of cars this year so get your check in soon! Cost is \$60. Make check payable to Tom Falicon. Mail to 1227 Sawmill Creek Rd., Bryson City NC 28713 Tel: (828) 488-8063 eves or email [raildawg@gte.net](mailto:raildawg@gte.net).

## **Excursion Calendar NARCOA cont.**

### **Ft. Leonard Wood RR October 19, 2002**

### **Coopersville & Marne Grand Rapids & Eastern (GLR) October 26, 2002**

### **Boone & Scenic Valley RR (FID) November 2, 2002**

### **Great Smoky Mountain RR (TF) November 17, 2002**

### **Southern New Jersey Weekend (NERCA) November 9-10, 2002**

**Tom Falican, Individual cont.**

**Great Smoky Mountain Railroad  
November 17, 2002**

Bryson City, North Carolina to Andrews, we will eat lunch in Andrews while our motorcars are on display for the townspeople to see, then upon our return to Bryson there is the possibility of a trip to Whittier and back. On the afternoon and early evening of the 16th you are all invited to Rail Dawg's birthday party to be held at the Rail Dawg Shop. We will be having some of that famous spaghetti sauce at the party! All NARCOA rules apply, insurance card, certificate card and rulebook all must be shown. All belt driven cars will be towed over the Red Marble Gap grade. There is a limit of two Hy-rails per event. We are taking a smaller number of cars this year, so get your check in soon! Cost is \$60. Make check payable to Tom Falican and mail to 1227 Sawmill Creek Rd., Bryson City NC 28713 Tel: (828) 488-8063 eves, or email [raildawg@gte.net](mailto:raildawg@gte.net).

**Great Smoky Mountains Railroad  
December 31, 2002 & January 1st 2003**

Bryson City, NC - After a complimentary meal served at the Bryson City Station from 3 to 5pm, we will ride into the New Year's Eve Night to Wesser and back. For New Year's Day we have been given permission to ride the entire line! We will run from Bryson to Dillsboro then back through Bryson and on to Andrews and back. We will stop for a tasty lunch somewhere along the way, at a location that is yet to be determined. All NARCOA rules will apply, insurance card, certificate card and rulebook must all be shown. All belt driven cars will be towed over the Red Marble Gap grade. There is a limit of two Hy-rails per event. We will not be splitting into two groups this year since we are taking a smaller number of cars this year. Get your check in early; the event will be sold out quickly! Cost is \$60 for one day or \$85 for both days make check payable to Tom Falican and mail to 1227 Sawmill Creek Rd., Bryson City NC 28713 Tel: (828) 488-8063 eves or email [raildawg@gte.net](mailto:raildawg@gte.net).

**Excursion Calendar  
NARCOA cont.**

**California Western (SWRC)**  
November 30, 2002

**Great Smoky Mountains RR (TF)**  
December 31-January 1st 2003

**Volunteer Railroaders Association**

**South Branch Valley Railroad  
Saturday July 27, 2002**

Almost heaven on a motorcar. Ride this entire spectacular South Branch Valley Railroad located in beautifully rugged Northeastern West Virginia. This is 105 miles (round trip) of former Baltimore & Ohio trackage. Thrill to the sensation of cruising along an uncluttered route paralleling the Potomac River through the Trough (an untouched, natural river sanctuary that is home to several bald eagles as well as views of picturesque farm and valley scenery. If you have not run on this trip before, now is the time to experience one of the finest trips in the east! We will start in Petersburg West Virginia at 7:00 am, run to Greensprings and return. Unmodified NARCOA rules will be in effect. Insurance is required. All NARCOA members and their NARCOA compliant motorcars are welcome. Membership in the VRA is not required. Cost is \$55 per car. Send name, address, remittance and a SASE to: Volunteer Railroaders Association, 397 Spring Valley Road, Paramus NJ 07652. For more information Tel: (201) 262-3455, and leave message.

**New York Susquehanna & Western Railway  
September 21-22, 2002**

Again this year the Volunteer Railroaders Association will host a two-day, 160-mile trip over the New York Susquehanna & Western Railway in northern New Jersey. The dates are Saturday September 21st and Sunday September 22nd. Set on will take place on both days in Butler, New Jersey starting at 7:30AM with a scheduled departure time of 9AM. The first day we will run west and will feature 94 miles of mainline running over some of the most scenic railroad in Northern New Jersey, including operating over the highest rail point in the state. A barbeque lunch is planned as well as a number of photo stops. The second day, we will head east for over 56 miles of mainline running to the NYS&W's little ferry yard where a deli lunch will be served alongside the busy CSXT River line. After lunch we will take a spin on one of the only remaining turntables in the area and then head back to Butler. Both days the VRA will have their flagmen out ahead of the convoy to make the day go as smooth as possible. Overnight parking on the rails will be available. Special rates have been arranged at a local hotel for Friday and Saturday nights. Plus on Saturday night we are planning an optional dinner with entertainment. The cost for one-day participation is \$95. The cost for both days is \$110. The optional lunch will be \$7.50 per day. NARCOA insurance and rules

**Volunteer Railroaders Association cont.**

apply. For more information or to sign up for this great two-day event mail your request to the Volunteer Railroaders Association, 397 Spring Valley Road Paramus, New Jersey 07652, and we will send you a registration package including lodging information. Tel: (201) 262-3455 or email the VRA at [volunteerra@yahoo.com](mailto:volunteerra@yahoo.com).

**Wilderness Tours LLC cont.**

**Hudson Bay Tour  
July 2-3, 2003**

Churchill and Lynn Lake. Postponed until July 2 through 13, 2003.

**The Alaska Rail Road  
August 9-12, 2002**

Anchorage to Seward to Whittier. NARCOA rules will apply. There will be a 25-car limit. For more information on these tours please contact Hank Brown's Wilderness Tours Tel: (608) 839-4939 Fax (608) 839-5595 or email at [wilderness@inxpress.net](mailto:wilderness@inxpress.net).

**NON-NARCOA EXCURSIONS**

Note: NARCOA insured excursions must: 1) be insured by an insurance policy acceptable to NARCOA (includes the Certificate of Permission from railroad and Operators Agreement), 2) use the current NARCOA rulebook as a baseline set of rules, 3) use the NARCOA Operations Manual as the baseline guide in running an excursion (includes releases), and 4) the group or individual hosting a NARCOA insured excursion must be an affiliate of NARCOA. The following are NOT NARCOA insured excursions, because one or more of the above conditions are absent.

These are listed as a service to the membership and such listing implies no judgement from NARCOA as to safety, insurance, and/or legal issues.

**Toppenish, Simcoe & Western  
Saturday August 17, 2002**

In return for a static display in Toppenish, Washington on the 17th of August from 9AM to 3 PM, TSWR will allow us to ride their line with set-on in Harrah. Due to the relatively short mileage (18.9 miles) there should be at least two round trips Saturday and probably two trips on Sunday. Exact times of set on will be determined at the static display on Saturday. Cost will be \$10, 12-car maximum. Register by July 26. with Steve Healy, Coordinator Tel: (253) 630 9817 before 8PM PDT.

**Indiana & Northeastern Railroad  
Saturday and Sunday August 17-18, 2002**

This is the second annual run on this railroad. Ride three railroads, in three states, in two days! We will cover approximately 220 round trip miles on the ex-Wabash, New York Central and Lake Shore & Michigan Southern. We will also run some new trackage up to Lichfield, Michigan. Cost is \$125 per car, with a 40-car limit. Make checks to Great Lakes Motorcars. Sign up soon as this trip sold out last year! Contact Bruce Carpenter, 10241 County Road 25A Wapakoneta OH 45895. Tel: (419) 738-5384 or email [bnsf89@bright.net](mailto:bnsf89@bright.net).

**Hill City Rail Trail Rendezvous  
Saturday and Sunday September 21-22, 2002**

Come ride and celebrate the annual Hill City, South Dakota "Rail Trail Rendezvous" on the Ex-Milwaukee Road, Rapid City Main Line, Ex-Burlington Route, and the Black Hills' Central Railroad. For those arriving in Kadoka on **Friday** afternoon, September 20, there will be a bonus late afternoon run. Seton begins at 2:00 PM with a safety meeting at 3:45 PM with a departure time of 4:00 PM from the ex-Milwaukee Road Depot (now a museum) in Kadoka South Dakota. On **Saturday** set-on will again be at the Kadoka Depot beginning at 6:30 AM and a safety meeting at 7:45 AM, departure time will be 8:00 AM. We will return to the Kadoka Depot by 2:00 PM. You will be allowed to set your motorcar on the siding near the Black Hills' Central Engine House until 6:00 PM Saturday. On **Sunday** morning you'll be able to enjoy the activities of the Hill City, "Rail and Trail Rendezvous" including celebration activities and handcar races. There will be a safety meeting at the Black Hills' Central Engine House at 10:30 AM. We will depart Hill City promptly at 10:45 PM. Once we arrive in Keystone

**Excursion Calendar  
NON-NARCOA**

**Toppenish, Simcoe & Western (PRO)**  
August 17, 2002

**Indiana & Northeastern RR (GLR)**  
August 17-18, 2002

**Dakota Southern Rwy**  
September 21-22, 2002

**Golden Gate Railroad Museum (PRO)**  
September 28, 2002



FIG. B 414.

**BELL RINGERS.**

Bartow's.

Simple, durable, efficient and positive in action.

Easily attached and controlled, and can be used with either steam or compressed air.

Price..... \$2 00

**NON-NARCOA EXCURSIONS**

we will have lunch in one of the many eating establishments. A prompt departure will be mandated, as we will have a meet with the 1:15 PM east bound train. This will require us to take the siding at Oblivion until the train clears. We will then continue west into Hill City and wait for the train to return at which time we plan to have a late afternoon ride. In Kadoka, special rates have been arranged at the H&H Best Western Motel \$38 single, \$44 queen and \$48 for two beds, Tel:(800) 837-8011. Tell them you are with the motorcar group. In Hill City we have arranged a special \$50 rate at the Golden Spike Best Western Tel: (605) 574-2577 to get this rate. Make sure you tell them you're with the motorcar group. The cost for the Kadoka ride is \$60 per car, payable to the Dakota Southern Railway. The cost of the Black Hills Central ride is \$20 per car, payable to the Black Hills Central. Everyone will be required to sign a railroad liability release prior to set-on. Both of these run activities are non-NARCOA events, but the NARCOA rulebook version 5 will be in effect. There is no limit on the number of motorcars. Hy-rail vehicles are prohibited on the Dakota Southern run. For additional information contact Paul Brewer, 14928 E. CR 600N, Charleston IL 61920 Tel: (217) 348-7784 or email [pkbrewer@worthlink.net](mailto:pkbrewer@worthlink.net). Also check the Black Hills Central event web sites at [www.blackhillsvisor.com](http://www.blackhillsvisor.com), [www.1880train.com](http://www.1880train.com) and [www.hillcitysd.com](http://www.hillcitysd.com) or the Related Events section of the NARCOA web site.

**Golden Gate Railroad Museum Saturday September 28, 2002**

Hunters Point Shipyard, San Francisco. "Fun Day" at the GGRM. Set on at 10 am. Bring your belt or hand pump cars, or whatever cars. Short track but lots to do. Docent tour of museum including walk through steam engine, plus three hours private Running time on the GP9 road diesel. Brown bag lunch. Mail check payable to PRO for \$42 with a stamped self addressed envelope to coordinators Ed Morse / Diane Thomas, 241 A Gibson Dr., Hollister CA 95023 Tel: (831) 636-3500 (no calls after 8pm please) or email: [railroadhouse@hotmail.com](mailto:railroadhouse@hotmail.com).

(cont. from page 17)

**For Sale, cont.**

and peel application. Two sizes available, small 9.5"x1.75" for \$ 8 each or two for \$15. Large 13"x2.5" are \$10 each or two for \$18. Full application instructions and shipping & handling included at this price. Terry Yust, 10625 Viola Road NE, Viola MN 55934 Tel: (507) 876-2208 or email: [tyust@rconnect.com](mailto:tyust@rconnect.com). SO02

**Custom-built Box Trailer** - Trailer has front, side, and rear doors with solar electric battery charger. Trailer price \$2,600 (Delivery is negotiable) Gus vonHolten, 314 Salt Creek Drive, North Port FL 34287. Tel: (941) 429-8481 or email: [vonholtenp@netzero.net](mailto:vonholtenp@netzero.net). JA02

**Railroad Radio Antenna** - Icebreaker style. Complete with connecting wire and end cap. Great for low clearances on your speeder. Good condition, used but not abused. Removed from retired locomotive. Only one left, price reduced to \$25 plus S/H. Contact Walt Matuch, PO Box 222, Bloomsbury NJ 08804. Tel: (908) 479-0002 JA02

**Wanted**

The City of Armstrong, British Columbia is searching for a "Strong Arm" turntable. They require this equipment

to press into service rolling stock, steam locomotive and MOW equipment. If you have ideas where this type of turn table could be located, please help by contacting Mary Jong Tel: (250) 546-8155 or email, [armstrong.chamber@telus.net](mailto:armstrong.chamber@telus.net) or Margaret Hope Tel: (604) 320-7613 or email [mhope@lions.gate.ca](mailto:mhope@lions.gate.ca). NO02

**Person to overhaul or repair a Fairmont ROC engine** with low compression. Must live in the Midwest region. Please call for further details if interested. Stan Rankin, 1212 Foothill Drive Champaign IL 61821-5618 Tel: (217) 352-2705. NO02

**MCCA's SPEEDER** - Volumes 1 -7 and volumes 11 and 12. Also looking for NARCOA's THE SETOFF 1988 - summer issue. Please, if you have any or all of these issues I will pay for copying and postage or I will buy your original issues and pay your postage. Larry Hileman, PO Box 63 Terra Alta WV 26764 or Tel: (304) 789-6942 or Email [wvnr1@gcnetmail.net](mailto:wvnr1@gcnetmail.net). NO02

Need **hand crank** for Fairmont 2-cycle M-19AA-type motor. Also looking for a "gong" type bell. Contact Bruce Ferguson 1257 Dunlap Drive Freeland, WA 98249 Tel: (360) 331-1012 or email [a1hobo@whidbey.com](mailto:a1hobo@whidbey.com). SO02

**THE SETOFF** I am looking for any or all back issues of **THE SETOFF** prior to Volume 13, Number 2 either original or facsimile. If necessary I will reimburse your costs, or will trade for facsimiles of **SPEEDER** I have a full set. Contact Nic Doncaster Box 609 North Adelaide, South Australia 5006 or e-mail [nldoncas@cobweb.com.au](mailto:nldoncas@cobweb.com.au). SO02

Looking for a **small Wooding or Fairmont standard gauge motor car**. Car should be mechanically good, and restorable. \$750 or less. Prefer Texas or adjoining states. Please enclose a picture, model description and your price. Loren Little Route 1 Box 693 Pointblank, TX 77364 (Houston Area). Tel: (936) 377-5214 or e-mail [little@samlink.com](mailto:little@samlink.com). JA02



It is clean, has no dripping of condensed water, and uses a very small quantity of steam.

On air-brake engines, air is used instead of steam, supply pipe being connected with the air pipe leading to air gauge.

Price, complete, including \*  
Throttle Valve and Oil Cup.....\$2 00

*Below, the Hull-Oakes Lumber Company's steam-powered sawmill on the Baily branch of the Willamette & Pacific, Dawson, Oregon May 25, 2002, PRO tour.*



JIM SPICER PHOTO



JIM SPICER PHOTO

*Above, covered bridge beside the W&P's Toledo branch, May 26, 2002, PRO tour. The two A-4-D-2s belong to Jim & Pat Spicer (a former Longview, Portland & Northern car named "Duke") and Paul Skirvin (a former Camas Prairie car, as yet nameless)*

*Right, John Todd of Texas sends along this photo of a velocipede located at the train station at Eureka Springs, Arkansas.*



JOHN TODD PHOTO



*Ralph Shaffer sends along these images from the Creston Historical Society publication Creston Past, Almost Forgotten. Above Jess Bodell, Foreman, Amiel Eberwine, Sylvester Fath, John Carbaugh, Peter Weir and Solomon Johnson of the Wheeling section pose in 1910. Below Charles McEwen, Foreman, poses with his B&O crew at Creston, Ohio. SR#3 looking north. The back cover photo comes from this group as well.*



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**SWITCH LAMPS.**

“Bassomer” Sheet Steel  
“Watt’s” Upper Draught System  
of Ventilation.



FIG. B 973.  
Showing manner of placing  
Lenses.

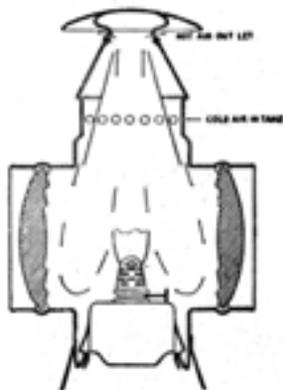


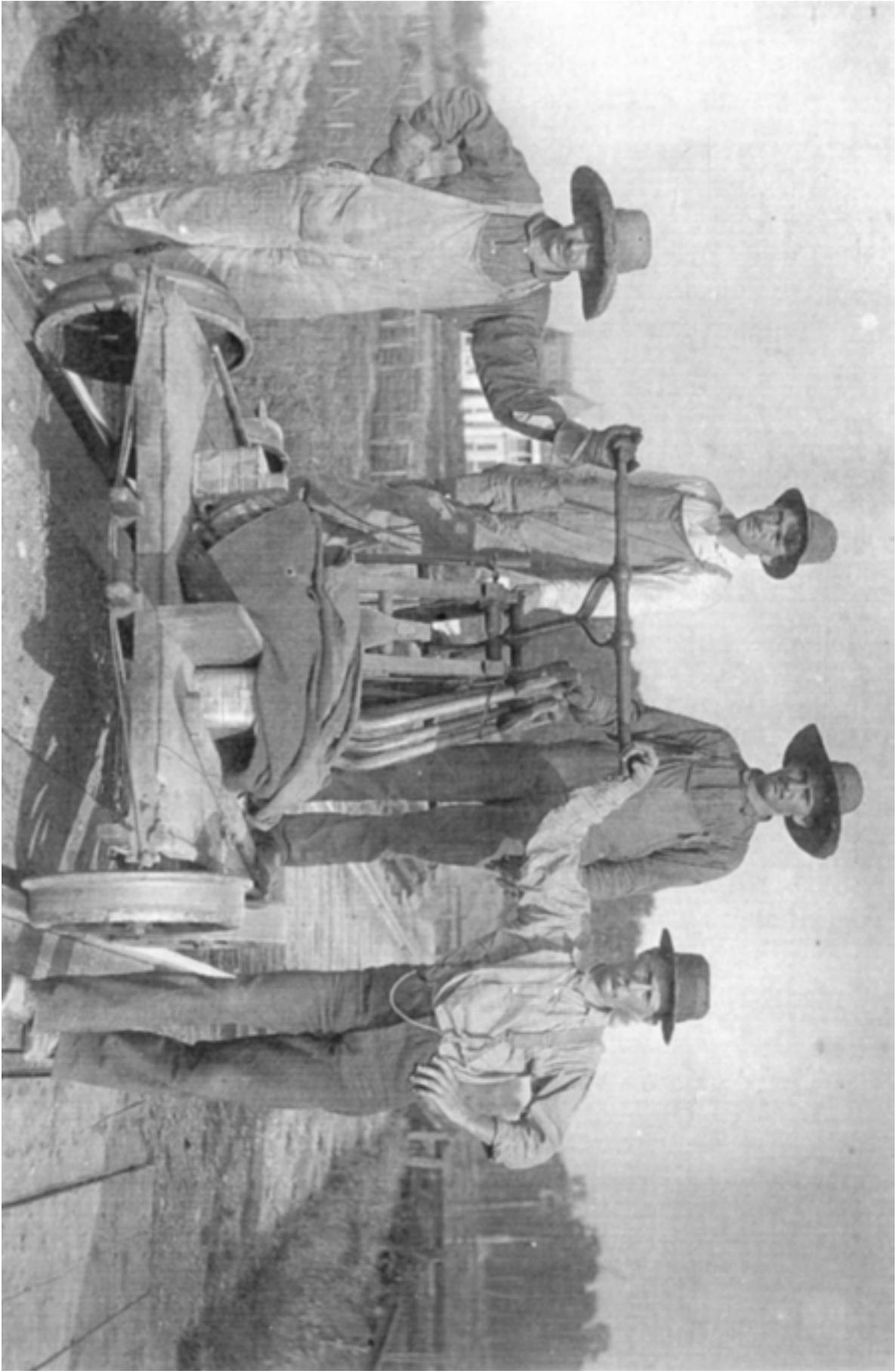
FIG. B 973A.  
Showing arrangement of Upper  
Draught.

Price..... each, \$7 00

*From Crerar, Adams & Co.  
catalog, 1903*

JACK HOOVER COLLECTION

**NARCOA Licensed Radio Call Sign  
WPHT745 – 151.625 mHz**



*George Grundy, boss, Roy Nichols, Hiram Coffman, Amiel Eberwine, Wheeling & Lake Erie section hands. Reprinted with permission from Creston Past, Almost Forgotten, compiled by the Creston Historical Society.*