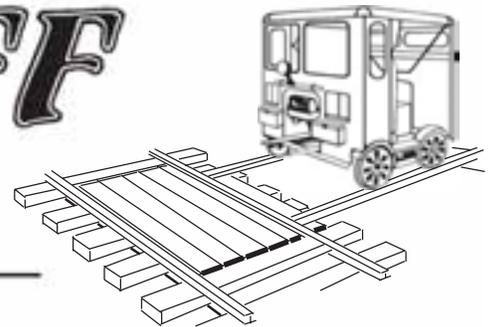


THE SETOFF

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

May/June 2003 Volume 17 - No. 2



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Please submit materials

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

Classified Ads

Excursion Announcements

964 Williams Lake Road
Colville WA 99114

wcoulson@surfbest.net

Letters to the Editor

All other Materials

Photos

Jan Taylor
917 Park View Way
Missoula MT 59803
jtaylor@montana.com

Cover Photo

*Nic Doncaster's M19
with a rail puller.
The tentacles of
Harsco reach
outback Australia.
Photo taken at
Beltana.*

IS THIS THING ON???

Now I know how a stand-up comedian feels when he tells a story and it appears that the audience is not listening or has no reaction. He taps the microphone and asks the crowd, "Is this thing on?" I asked the same question myself this March..... While performing the duty of excursion coordinator, I held a pre-run safety meeting. The main point of my entire meeting was that ALL motorcars were to stop at ALL grade crossings, no matter how small the crossing. Well, to make a long story even longer, my instructions to stop at each crossing were not heeded, and a motorcar proceeded to slow, but not stop at a blind driveway crossing. An automobile was approaching the crossing and proceeded to bump the motorcar off the rails. Luckily the auto just received a skid mark on the center of it's flexible front bumper, and the motorcar operator received a skid mark on his pants from being thrown out of the car and onto the ground. A seat belt would have held him in the car just fine, but that's a whole other story. Even though there were no major injuries in this incident, our credibility with the railroad was jeopardized, we opened ourselves up to the possibility of an insurance claim on our "hard to get" NARCOA insurance policy and last, but not least, some one could have REALLY been seriously hurt or even killed! All because an excursion attendee didn't take my warning seriously. When Excursion Coordinators, their assistants or railroad representatives talk at safety meetings, they are not doing it because it makes them feel important or because they like to hear themselves talk. They are talking to you because they are aware of a safety threat that could hurt you or others. Soooooooooooooo, let's all pay attention, all the time and not ever make an Excursion Coordinator have to ask the question, "Is this thing on?"

It is now time to cast your votes for the even-numbered Area Reps that you have nominated. These guys are the men who work for you and transfer your thoughts and ideas to the other Board members at the meetings. Even if the rep in your area is running unopposed, please show your support for him by sending your vote in for him. By showing your support to even an unopposed candidate, you are sending the message to your Rep that you are behind him and you like how he is working for you. Our Director of Nominations and Elections, Carl Anderson, has said of the odd-numbered Area Directors' election last year that "the number of votes cast last year was low" and he reminded the members that "their votes count and they are encouraged to play a more active role in the voting process."

Tom Peterson of the Wendover Airfield Museum would like to thank all of you who replied and helped him with information about the unique motorcar pictured our last issue's rear cover. He says that "the museum is still on the trail to find a car to purchase."

Hank Brown has sent out a letter to all active Excursion Coordinators. This letter contains many thoughts that we feel are very important to all ECs and their assistants. We ask that you please take the time to read it thoroughly and pass it on to every person who is involved with helping you run your excursions. Another EC subject: We are asking all ECs to please send the excursion announcements that they would like to have printed in the *SETOFF* to Bill Coulson at: wcoulson@surfbest.net. Do not send them to Jan or her husband.... only run notices that are sent to Bill Coulson will be printed in the

SETOFF ! For excursion announcements that you would like posted on our new and improved NARCOA Website's Excursion Announcements Section please send them to our Webmaster, Bill Stringfellow at: excursions@narcoa.org. The previous two email addresses are the ONLY two official NARCOA places that will accept and run your announcements. Each address works independently of each other so if you want postings in both places send them to both addresses. Thanks!

Our insurance policy this year was one of the hardest ever for Tom Norman to purchase and put into effect. We all owe him a show of thanks. I think the best way we can make that show of thanks is by all of us working hard to prevent any insurance claims this year!

Keep 'em on the track, Tom Falcon

Changes in NARCOA Insurance Coverage

by Tom Norman, NARCOA Insurance Administrator

It's finally in place! It took through March 31st to complete all the details with the NARCOA Insurance Program for 2003. Last year's insurance policy expired on January 31, 2003. The previous carrier (USF&G) elected to drop railroad liability coverage. United Shortline Insurance Services (USI) prepared a renewal quotation with insurance provided by Lloyd's, London. I accepted the proposal and on January 21, 2003 I formally asked to bind coverage based on that quotation. I also prepared insurance applications, Description of Insurance Coverage forms, NARCOA Agreement forms, and had them inserted in the Jan/Feb issue of the SETOFF, so members could apply for insurance.

I thought everything was fine until the binders were faxed to me on January 30, 2003. The insurance coverage was for \$5,000,000—not \$10,000,000 as quoted, and the self-insured retention on the association policy increased to \$1,500 from \$1,000, and on the member's policy it increased to \$1,000 from \$500. These changes were not expected, and are different than on our Description of Insurance Coverage form that each NARCOA member received. NARCOA has had the \$10,000,000 limit since 1996, and it was a requirement of several railroads. After much scrambling, and with the help of Lou Schillinger at United Shortline, who made a special trip to London, we finally got the additional \$5,000,000 in coverage as of March 31, 2003. For excursions that occurred from 2/1/03 through 3/31/03, NARCOA operated under the \$5,000,000 limit. From 3/31/03 on, all excursions are under the \$10,000,000 limit as in the past.

I was also able to obtain a premium reduction as the higher liability limit is for ten months. The reduction will be kept by NARCOA to offset the increase in the self-insured retention. We will keep those funds available for payment of either the association's or member's self-insured retention applied to claims. The self-insured retention is basically a deductible.

Rather than send out new Description of Insurance forms, I'm asking all members to change their existing form to show the association self-insured retention as \$1,500, and the member's personal self-insured retention as \$1,000. I have updated the Description of Insurance form on the NARCOA website to reflect the changes.

Submitting Materials for Publication

Our editorial policy is to publish in *THE SETOFF* all materials received, although they may be subject to editing for space considerations.

Photos and materials submitted for publication in *THE SETOFF* cannot be returned, because they are archived.

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.

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.

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.

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.

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 17 Number 2

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|--------------------------------|--|
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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 \$24 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>

Area News

by Fred Lonnes, Bobby Moreman, Carl Schneider and Tom Norman

Area 3 News



The end of March marked the kick off of the excursion year for **Area 3** Affiliates. The Indiana-based Great Lakes Rail Cars held our first set of trips for the season on the Mississippi & Tennessee Railnet. The M&T operates on 87 miles of former Gulf, Mobile & Ohio rail between Middleton, Tennessee and Houston, Mississippi. The line is one of the earliest components that made up the GM&O and was originally built as a three-foot narrow gauge to connect the area with the Southern at Middleton. The railroad has three locomotives and handles a variety of commodities. Two of the main products handled are kitty litter and oil dry, made using local clay as the main ingredient. The trips covered the entire railroad over a two-day period. Starting each day for the railroad's headquarters at New Albany, where M&T interchanges with the BNSF (ex-Frisco), we first headed south to Houston. The next day we traversed north to Middleton where the railroad meets the Norfolk Southern (ex-Southern). We had 17 cars and hi-rails each day. The group included participants from Florida, Georgia, Kentucky, Tennessee, Michigan, Ohio, Illinois, Wisconsin and, of course, Indiana. With the weather mild and the trees blossoming we enjoyed this first time visit to this interesting rail line. The Area 3 Affiliates have on tap several additional rides throughout the Mid-West. Check out the NARCOA web site to see what is planned. I look forward to seeing you on the rails soon. Fred Lonnes, Area 3 Member

Area 4 News



Helloooooooooooooo **Area 4** members! What a great time to live in Area 4! Everything's turning green, the spray paint seems to flow a little better, the air smells sweet from all the blossoms and I can finally work inside the shop without wearing a heavy jacket.

Mugz and I just got back from a fun day at the North Carolina Rail Museum in Spencer. Robert Rhew asked some men from our area to bring their motorcars for an interesting NARCOA display. Robert was kind enough to take us on a behind the scenes tour of the museum's complete machine shop. In one of their roundhouse service bays, we found the shay engine that was being serviced in preparation for its flat car ride over to our local GSMRR for our September Rail Fest. The rainy skies of Friday night turned into a beautiful Saturday—and a good time was had by all! We thank Robert for his hospitality.

I have just finished building a narrow gauge "A" car for the Durango & Silverton Railroad, and lately the Great Smoky Mountains Railroad has been keeping me busy making parts for their steam locomotive. It ran into a few more wheel/axle problems than planned, so all its wheels and axles had to be shipped back up north to get another problem rectified before they could be installed. I'm also looking forward to riding the trains and doing some brakeman work on many of their trains throughout the summer.

I was not notified in time that I needed to write a letter for the Area 4 voting ballot that is enclosed with this issue of *THE SETOFF*, so the letter printed on the ballot is years old. Since my letter is outdated, I would like to make the following statement here: First of all, I love doing this job and love being able to do things to help you guys

April 9th, 2003.

Letter to the Editor

The SETOFF Editor Jan Taylor
917 Park View Way
Missoula, MT 59803

Editor: please find enclosed photos for consideration for the SETOFF newsletter.

A little more detail on the photos as follows:

A few of us "professional" railroaders also enjoy getting out on speeders. Photo # 1 is of good friend Chuck Reidmiller-Executive Vice President of Genesee Valley Transportation (GVT Rail) standing beside his ex-CN MT 19 car on a private run on the Adirondack Scenic in June 2002. GVT's Mohawk, Adirondack & Northern Railroad (MA&N) interchanges with the Adirondack Scenic near Utica, NY.

Photo #2 is of Friend Clyde Smith Jr. and myself in Williamsport, PA on the Lycoming Valley Railroad. I am director of Marketing for the North Shore Railroads, which operates the LVRR. Clyde Smith Jr. is sitting in Robert Bentley's MT19. Bob Bentley is from Barre MA and has held senior positions with the Mass Central Railroad, Maine Coast Railroad, New York Cross Harbor Railroad, and the North Shore Railroad. On this NARCOA run by Larry Maynard's Central Pennsylvania Excursions, I was the pilot for the trip.

I always enjoy the setoff!

Regards,

Todd Hunter
Director of Marketing
North Shore Railroads and NARCOA member.



NARCOA News

by Tom Falicon

Our secretary Joel Williams suffered a house fire a few months ago at the house he was temporarily living in. He was just six weeks away from moving out of that house and into the new one that he has been working so hard on building, when fire broke out in the house adjoining his. His computer and all the NARCOA records were saved, but some paperwork was mixed up due to papers being removed and cleaned by an outside company. A few weeks ago, Joel moved into the newly built house and his burnt house is being rebuilt. I'm sure you are all happy to hear that things are coming together nicely for Joel, so please bear with him while he gets our NARCOA records and paperwork back on track.

The Minutes from the Board of Directors 2002 meeting have been corrected and approved by the Board and are now available for purchase from our recording secretary Lee Wilhite. If you would like a copy of the minutes and all attached committee reports, please send a check made out to: Lee Wilhite for the amount of \$8. This eight dollar fee covers the cost of postage, paper, envelope and the copying of all the documents. Address your requests to:

Lee Wilhite
8505 E. County Road 300 South
Plainfield IN 46168-9605

Under "Policy Revisions," the following paragraph should have read as follows:

Any business conducted throughout the year outside the annual Board of Directors meeting requiring a vote by mail or electronic means shall be recorded by the secretary and read at the next Board of Directors meeting.

[Note: This voting data will then be posted in all future meeting minutes for viewing by any member that wishes to purchase a copy]

Tom Falicon has appointed a new webmaster to our official NARCOA Website. Our new webmaster is Bill Stringfellow from Woodstock, Georgia. Bill will be assisted by an equally talented Keith Mackey of Florida. Bill can be reached by email at webmaster@narcoa.org or by phone at (770) 751-1257. Improvements are being made to the website almost daily. Our next big website project will be a newly revised and easily updated excursion announcement section.

Tom Falicon has appointed Don Pomplun to be our new manager of the NARCOA Roster. Don will be taking some of the extensive NARCOA work load off of Joel Williams. This will free up more time for Joel to attend to other NARCOA business. I'm sure we can all agree that Joel did an amazing job throughout the years to keep our Roster published, and we all owe him our thanks for his efforts! You will see a Roster application form elsewhere in this publication (**page 9**). We ask that you please fill out a copy of this form and mail it or email it to Don. Even if you are already listed in the old Roster or if you have recently sent a form to Joel in Pennsylvania, please send this new one to Don. The next Roster will contain a place for your email address if you like, and it will also contain an alphabetical members reference list that will show the state that each member resides in. Please help Don make the next Roster as accurate as possible by filling out the form and returning it to him as soon as possible.

**A correction to
Jan/Feb 2003
NARCOA News**

New Webmaster

NARCOA Roster

Storage Batteries

by Dick Ray WM M9 #67

A number of somewhat confusing statements—along with the useful ones—have been made in the internet discussion lists about batteries. I would like to add my comments about batteries, based on prior experiences.

The November/December 1995 *SETOFF* contained Part VIII of the “Why Won’t It Run” series, so it will not be repeated here in its entirety. Everything there is still true, however. The most recent discussions seem to address cars with electric starters, so I will focus on those.

As Keith Van Atta said, the alternator runs the load, not the battery. The battery provides current only for starting and to make up for a lack of charging capability under heavy load at idle. At a slow idle the alternator may not provide enough current in some situations and the battery provides part of the load. This gets into the capacity issue. I submit that getting your car started in below-zero conditions is not a high priority, and that since the Onan starter is not a heavy load on the battery, nearly any size battery will work. A good garden tractor battery has a capacity of about 30 amp hours, meaning you can get 1 1/2 amps out of it for 20 hours. You cannot get 30 amps for one hour. Estimating that the starter draws at most 125 amps and that you might crank five times for five seconds each time, you have consumed about one amp hour, or a small portion of the capacity. If it has not started in that time you have probably flooded it badly or forgot to turn on the fuel.

In short there is no need for “Deep Cycle” batteries, truck batteries, or other special batteries, regardless of the electrical load of your motorcar.

One question was, “What kind of battery do you use?” Garden tractor batteries have been mentioned, as have car batteries and truck batteries. It would seem that you have a choice, but not really. The garden tractor batteries have different terminals, requiring adapters or do-it-yourself auto store terminations. In my experience those adapters, regardless of the type of battery, are more likely to fail than the battery. Adapters add one more connection interface that can fail. So the advice here is to use whatever type of battery that agrees with your present connectors

There are two types of construction of lead acid batteries in use. One is the familiar “wet” type with lids you can pry off to add water. The “maintenance free” batteries differ only in a slight adjustment of the chemistry, so that the need for adding water coincided with the end of the warranty. Some variants were called ‘Gel Cells,’ but that term is no longer in use. It was simply a gelling agent added to a regular battery electrolyte. The advantages were minimal, as evidenced by the disappearance of the technique.

The newest technology, still twenty-some years old, is the Sealed Lead Acid Battery, or SLAB in the telcom industry. Lately they have been called AGM or Absorbed Glass Mat type which describes the ideal internal construction. They are sealed except for a high-pressure vent, and there is no way to add water. There is no liquid water anyway, because the electrolyte is a paste suspended in a fiberglass matting and sandwiched in between the lead plates. As a result the battery can be mounted in any position with nothing leaking out. Practically speaking though, it is best to mount one of these with the terminals

Battery Construction

Battery Care

up simply because there is space in the bottom of the case for flaked off lead to collect without shorting out a pair of plates. The original construction, pioneered by Gates Rubber Co. was to wrap up a sandwich of lead plates and electrolyte into a cylindrical assembly. These are still around in a variety of names, including Cyclon. Your older DustBuster or rechargeable flashlight had one or two of these cells inside. Newer models use nickel-cadmium cells.

The most common example of the SLAB technology is the Optima battery for automotive applications. They are significantly more expensive though. The kids' electric riding vehicles, mostly made by Powerwheels, use this technology as well. Their small 6- and 12-volt batteries are ideal for the two-cycle cars because they can fit into the ignition box and you do not need high capacity for starting.

A lead acid battery is most happy when it is not being used. The worst thing you can do is let one sit discharged. Sometimes they appear to recover with a long recharge, but the high current discharge capability is lost because their internal resistance has gone up so much. Once charged fully, the battery is happy in cool storage for at least several months at a time, and there is no need to keep a trickle charger on it continuously.

Vibration and shock are quick killers of batteries. They can cause the internal connections to fail and cause the lead to flake off the plates sooner than it would otherwise. The Fairmont battery mounting system using springs should be retained, or you should at least devise an equivalent system. It is more of a concern for the unsprung cars than the smaller ones with springs. The battery needs to be mounted only tightly enough so that it does not move around in the mounting and cause a horizontal vibration situation.

Excessive heat is a known method of shortening the life of a battery, and it applies to all methods of construction. Fortunately motorcars do not create the temperatures found under hood in automobiles and is the least of our concerns. In addition we do not actually use the battery very much. If you do ten days at 12 hours a day every year for five years, that is only 600 hours, whereas high quality batteries used in UPS or computer service are expected to last three-five years of continuous charging.

Overcharging usually shows up in the need for frequent additions of water. Allowing the water level to fall below the top of the plates will cause the lead allow to dry out and possibly become useless. It shows up as a loss of capacity. It might also show up as frequent light bulb failures if it is really bad due to the regulator being set too high. In round numbers you should see about 14 volts on a 70-degree day, but a reading above 15 volts is a problem.

Connections

The connections to the battery are usually reliable if they are the OEM variety using molded connections to the wire. The homemade variety using battery post connectors clamped to the wires are a very frequent source of bad connections. If your connectors are shabby, you might as well get complete new cables. When you replace the ground cable make sure that it is connected to the engine or transmission. Any ground connection to the aluminum chassis is going to fail due to corrosion.

Corrosion on the battery top is often quoted as the source of battery problems, and cleaning is usually quoted as the cure. Actually the white stuff is the result of acid leakage around the posts. After cleaning it will reappear. The white stuff is not the culprit. It is only the visible indication of leakage that will get worse and worse. If you buy a "cheapo" replacement battery and find the white corrosion on the posts six months later do not be surprised. The lead-to-lead con-

nection to the battery posts is reliable as long as there is current flowing, but if it sits for a long period then corrosion can form.

The solution is to clean the posts and cables and reassemble. Removing one cable in storage is a mistake, IMHO, because all the contact surfaces corrode. But if you must do it, then remove the ground cable, not the hot one.

If you have an historic car without an original electrical system, you can use an automobile battery in a "total loss" mode. A 40-watt headlight along with the required tail light draw only about four amps. I have ignored the stop light since it is only an occasional load. A garden tractor battery would last for seven hours at that rate. A decent automobile battery would last twice as long. In general, and without additional information, base your estimate of capacity on the weight. More lead equals more capacity. If the battery store salesperson says that their compact Wahoo battery is the equal of a larger one do not believe it.

I believe that the demands placed on your storage battery are not great and that even the smaller garden tractor size batteries are suitable. In fact a battery that fits your OEM sprung mounting is the best of all. Store it fully charged, recharge it after several months, and you will be good to go in the spring. No other special measures are needed.

AMP Hour Capacity

Summary

Attention all NARCOA Members.....

It is time for us to completely update and revamp the entire NARCOA Roster! Even if you are already listed in the Roster or if you have just sent a Roster correction or addition form in to our Secretary, Joel Williams, could you please take the time to fill out this form and email it or postal mail it to our new Roster Manager, Don Pomplun. We want to be sure that this next Roster is as up to date and correct as possible, so we appreciate your cooperation. If you do not feel comfortable filling out the entire form, just fill in whatever information you would like published. Hand car and velocipede owners, please send in your updated information too. Now and in the future, all Roster business will be conducted by our new Roster Manager: Don Pomplun.

Remember, you will not be listed in the 2003/4 Roster unless this form is completed and sent to Don.

Name _____

Address _____

City _____ State _____

Zip _____ Phone number (_____) _____

Cell phone number (_____) _____

Email Address _____

Equipment Description (limit ten vehicles):

Make _____ Model _____

Name or Number _____ Engine _____

Please mail or email a copy of this form to: Don Pomplun, 521 Van Buren Place, San Ramon, CA 94583

Phone: 925-829-7469

Email: blueflash@attbi.com



Hoosier Southern Excursion

by Lee Wilhite

Overcast skies, a 41-degree temperature and the constantly looming threat of rain didn't deter 13 people, one hy-rail, six motorcars, a Labrador retriever and myself from riding the Hoosier Southern Railroad last November 3. The Hoosier Southern (a short line, regional railroad and two-time "Jake Jacobson" award recipient) operates 22 miles of track through the scenic and rolling southern Indiana countryside between Lincoln City and Cannelton. Given the time of year, the foliage was already well into turning from its normal green to bright red and orange hues, and everyone including myself hoped the sun would eventually break through the overcast to reveal the colors along the line at their finest.

Our starting point was the tiny, tranquil community of Lincoln City, where Hoosier Southern's line intersects with Norfolk-Southern. Because of the relatively short distance between the NS line and our set-on point, the first order of safety business delivered to us by our host Mike Chandler was a stern reminder to keep ourselves and our vehicles safely clear of the line and its Mitchell Street grade crossing. In his capacity as Operations Manager for Hoosier Southern, Mike's well aware of the traffic schedules on the line and advised us that a hot NS freight bearing a load of steel was scheduled to come through the crossing very shortly. We certainly weren't disappointed, as the freight came rolling past minutes later pulled by three "Jeeps." By 8:00 AM all those who were going on the run had arrived. Present were excursion coordinator Stan Conyer and his newest Dodge Dakota hy-rail, Phil and Rose Hines and their M-9, Robert and Chris Fromme and their MT-14, and John Fetter, Richard Hinds, Chuck White and I, all with our MT-19s. Mike subsequently granted us permission to begin setting our cars onto the track in front of an idle GP-7 (one of three operated by Hoosier Southern). The process went smoothly and under the watchful eye of three wild turkeys that had unexpectedly wandered out of Lincoln State Park next door. Apparently, they wanted to see what was disturbing the peace or else sensed a free snack might be in the offing.

After a brief warm-up period, engines were silenced for the pre-run safety briefing. Together Stan and Mike gave us a rundown on the prevailing track conditions and potential hazards along the route, particularly at the grade crossings. Mike elaborated on the subject a bit further, relating to us that only recently a dump truck had gone through the community of Lamar's main grade crossing with the truck's 10-foot bed elevated for some unknown reason and had completely wiped out the overhead warning lights and support structure in the process. It was essential, therefore, that we maintain a high level of awareness and caution approaching all of the grade crossings. By 9:30 AM or so, we were underway enroute to our destination of Tell City. We found the rails and rail bed had been improved considerably since our last visit, but we still maintained a very leisurely pace. A good interval between cars was kept, and we only stopped to regroup where the crossing of a busy highway was necessary. In addition to the flagging of those crossings, flares were lit to increase our visibility in the overcast to oncoming highway traffic. As we ap-

proached Evanston, the group passed a couple of youngsters on a three-wheeled ATV parked next to the roadbed. Being in the rear car and the last to pass them, I took a glance into my rearview mirror a few moments later only to find them following a short distance behind me. They had driven right onto the roadbed and between the rails, but as we neared the grade crossing at CR 1150 East, they suddenly veered off and vanished into the abutting woods.

The last community we passed through before reaching Tell City was the small community of Troy (population 392). Troy's always been a favorite stopping point on this excursion; not only does it offer the best and most spectacular view of the Ohio River along the route, but it has a few historic sites along its waterfront that are open to the public and certainly worthy of visiting. In the past, an especially popular attraction had been lunch at a trackside restaurant that served excellent barbeque and homemade cobbler. Regrettably, on our previous year's run on the Hoosier Southern we were disappointed to find the restaurant had gone out of business, so we were quite pleased to learn before the ride began that it had since reopened under new ownership. This year's bad news was that upon stopping, we found it was closed on Sundays. We decided to wait until our final destination for a lunch break.

By rail, entry into Tell City is marked by passage through a large flood door in a protective, dirt levee extending along the northeast part of town. Once through this passage, we followed the line south

"Our motorcars were parked just inside the massive concrete flood wall that protects the lower part of Tell City from the Ohio River...."



Jake Awards

North Central Railcars, Ltd. held its annual meeting in Middleton, WI on Saturday, April 12, 2003. By unanimous affirmation, the NCR members present approved a 2003 contribution in the amount of \$250 to the Jake Award. We continue to believe strongly in supporting, promoting, and rewarding safe working practices.

Thanks,

North Central Railcars,
Michael P. Ford, President

down the middle of 6th Street through a residential/industrial area. The street was fairly deserted (no doubt because of the day and the weather), but we nonetheless proceeded very slowly and cautiously. Our final destination and turnaround point was to be the Port of Tell City, but when we arrived we found the gate to the Port locked. We backed our cars up a few blocks, turned, and shut down for lunch. While everyone else left for the Tell City Diner a few blocks away, I stayed behind and kept vigil on the unattended cars. It was more out of necessity than choice, as an unexpected electrical glitch had drained my battery of power, and I would need to let the engine run for a while to recharge it. Our motorcars were parked just inside the massive concrete flood wall that protects the lower part of Tell City from the Ohio River (see photo), but ironically, the vast expanse of buildings and warehouses to which the wall afforded the greatest protection—all once belonging to the expansive Tell City Chair Company—were vacant. In some respects, I felt I was standing in the middle of a large ghost town. Once the lunch break came to and end, we began our trek back to Lincoln City.

The return trip was uneventful, and the weather remained unchanged throughout duration of the trip. Once we arrived and the setoff process got underway, it pretty much signaled an end to the day. I and a few others were to receive one last treat we didn't expect, however. Since my car was on the trailing end of the lineup, naturally it was the last to be removed from the tracks. So while passing the time, my attention turned to a particular home located just across the street from our seton/setoff point. This home was one of the eight or so along Spaulding Street that directly faced the intersecting tracks, and I'd long admired it for its beauty and picturesque setting. When the owner coincidentally drove up and pulled into the driveway, I took the liberty of sharing my sentiments with him. In appreciation of the gesture, he disappeared into the house and then emerged a few moments later bearing two most interesting and fascinating photographs to show me. One was of the Lincoln City Railroad depot that once stood at the track intersection. The other was of a water tower that once stood along the NS side of the intersection just opposite the depot. Both photos had been taken in the late 1920s just prior to the Depression. The photos had remained in his family's possession since then, and were remarkably well preserved. Concluding the presentation, he wistfully mentioned the depot and tower had been abandoned in the mid-1950s, and deteriorating from continued neglect, were finally torn down in 1964. We thanked him for his courtesy and graciousness and departed, but I'm sure others will agree that being shown this interesting piece of history was a most fitting way to end the day.

While the temperature and light rain diminished the appearance of the scenery on the run, it certainly didn't dampen anyone's enthusiasm. The weather notwithstanding, everyone, including myself, had a very enjoyable time. A high level of safety had been observed, there were no breakdowns or complaints, and even Hershel, (the aforementioned Labrador retriever belonging to Richard Hinds), seemed to enjoy himself. Of course, a special note of thanks goes to Mike Chandler, Dick Neumann and the Hoosier Southern Railroad for allowing us use of their line and for the courtesy and hospitality they extended. We hope if they allow us to run on the line again next year, the weather will be much more favorable, and who knows, maybe even the barbeque place in Troy will be open for business for a change!

First NARCOA trip on the Ogeechee Railway

By Kenneth Huffines

Under threatening skies, 27 motorcars, three hy-rails, and 90 people gathered in Dover, Georgia on March 1st, 2003 for the first-ever NARCOA run on the Ogeechee Railway. The trip was sponsored by the Southeastern Railcar Operators (SERO), the Ogeechee Railway, and Savannah Roundhouse Railroad Museum.

Dover's claim to fame is a connection of the Ogeechee Railway and Norfolk Southern's Savannah-Macon main line. There's not much else there—a few houses, a tiny pallet factory, and the Ogeechee Railway headquarters.

Set-on began on Friday and the early arrivals were treated to a

Under foggy skies, cars are made ready for departure.



LARRY CROWE PHOTOS

NS train setting out cars for the Ogeechee. Those staying overnight in their RVs talked about the freights roaring through all night—not sure if they were complaining or bragging. Friday was also the day the president of the railway David Boddiford got a lesson in running Charlie Pultz's MT-19, which he'd be following us in.

Jim Garner, NARCOA coordinator for the trip, the railway, and the museum people did an excellent job involving the community. Riding with us were State Representatives Debbie Buckner and Doug Stoner, Mike Anderson of the Economic Development Board of Bulloch County, and reporters from TV stations WTOG and WSAV (Savannah). Both the Metter (Georgia) *Advertiser* and the Statesboro newspaper gave pre-trip publicity.

By 8:30 we were underway, heading south for Statesboro, running on mostly welded rail. Just past Dover we crossed the Ogeechee River, well out of its banks from the recent rain. It would not recede today as the rain clouds arrived and Noah's flood continued. At least it had held off

until we were moving. Randy and Clara Carter and the Savannah Roundhouse RR Museum volunteers did not appreciate the rain as they were flagging many of the crossings.

Crossing the Ogeechee River in the fog.



KENNETH HUFFINES PHOTO

A break in the rain.



As we approached Statesboro we picked up a hy-rail escort from the railway. They would lead us through town and interface with the police at the many crossings. There is one crossing in town that amazed everybody. Imagine the main road, a four-lane, forking into another four-lane. Joining this junction are a couple of side streets—and right in the middle are two sets of tracks crossing on a diamond—a nightmare for sure, but made easy by the great help from the railway, Statesboro police, and volunteer flaggers.

South of Statesboro the tracks turn west and run to Metter. Here we ran into our only problem. The rain had washed mud over the tracks at a junkyard crossing. Jim Garner made short work of it, perhaps motivated by visions of junkyard dogs.

At our rest stop the rain proved too much for Scott Mitchum and his passenger, and they gave up their open top M-19. Jamie Hagin of the Ogeechee Railway gave them a ride back to their automobile. They retrieved their motorcar and headed home.

Arriving in Metter we ran the cars around a wye and backed into downtown to the end of the tracks. (Prior to 1938 the rails continued to Brewton and connected to another Savannah–Macon line.) Only a block from the end of the track is the newly restored depot where lunch was waiting. “Everything is better in Metter” is the local slogan, and the BBQ lunch certainly was. The food was delicious and served on china with silverware. You know you’re in Georgia

when sweet tea (ice cold, in sweating glasses) is set out at every plate as the default beverage. The lunch was also a fund-raiser for the Depot restoration. Bill Trapnell, who headed up the restoration, presided and entertained us with tales of days gone by at the depot and railroad. The hospitality by the museum and BBQ crew was excellent. Both have a first-class operation.

Lunch at the historic Depot in Metter.

One of Ogeechee's locomotives



LARRY CROWE PHOTO

LARRY CROWE PHOTO

After lunch we waddled in the rain to our cars and headed back to Dover. Jonathan Blair, in the middle of the pack, nearly had a deer run into him. Two of them just had to get to the other side of the tracks. Usually it's car-hits-deer but this time it was almost deer-hits-car.

The rain was letting up and by the time we got to our rest stop it had pretty much quit.

In Statesboro we picked up our hy-rail escort again as well as several police cruisers who got us through town in a hurry. The flagging crew had a trick at crossings with signals. When the first car approached they hooked jumper cables between the rails, activating the lights and dropping the gates. After the last car crossed they unhooked the jumpers and released the gates. Sweet!



After one last shower the rain gave up completely, just before we arrived at Dover for set-off. The trip covered 58 miles.

Jim Garner said that all participants were to be commended for a great safe day, even in the rain. Thanks are due to David Boddiford, John Clark, Tom Clark, and Jamie Hagin of the Ogeechee Railway, the Savannah Roundhouse Railroad Museum crew, and Bill Trapnell and the Depot Museum Group.

Editor's Note:

You can view all of the photos—in color—on line at <http://khuffines.home.mindspring.com/ogrr/og1.html>.

Rail Motorcar Library

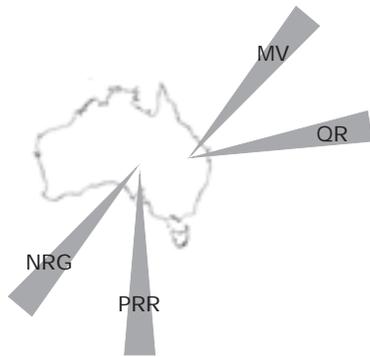
To whom it may concern:

If I may, I would like to take a moment to thank NARCOA and its members for the continued publicity of, use of, and contributions to the Rail Motorcar Library. I have been accumulating these files for over 13 years, and it is my pleasure to make them available to speeder operators nationwide.

Lots of the information I have found on my own, however it is only the extreme generosity of folks like Dick Ray (and through him Kevin Page) as well as many many more that have allowed the library to grow to over 260 motorcar and related files. Although I no longer own or operate cars, I intend to keep the library running for as long as it is needed. Once again, my appreciation goes out to all those who have helped make the diverse selection of information what it is. Remember, the listings are available through my home page at:

<http://www.pagehost.com/rrstuff>

Regards,
Doug Cummins
Independence, Mo.
Rail Motorcar Library



Speeding Down Under

by Nic Doncaster

It seems a little hard to comprehend, as I sit here on my computer, just what's been happening down under over the last four months.

In the last edition of *SETOFF*, Jan published a copy of a press release that spoke of our run on the narrow gauge railway on Eyre Peninsula, between Kevin and Penong. Yes, it was a long drive from Adelaide, some five hundred miles, but as Norm noted in his article in our magazine, it was well worth it. The track over there is short, a grand total of about seven miles, but because ASSCO "owned" the line, we were free to do as we wished. Sadly, this bit of line is deteriorating rapidly, such that if there is a reasonable amount of rain over winter, it will be in a condition that is likely to see it as unfit for service, even for our light speeders.

There was a lull in activities, until we hit March. Then the gloves were off, and it was on for young and old.

Our first run was on the heavy haul coal line between Stirling North and Leigh Creek in South Australia's Mid North, over the weekend of March 15 and 16. Four cars and 12 people travelled from as far as Sydney in New South Wales (about the same as travelling from New York to

Chicago), and from Washington State, to enjoy this wonderfully unique railway. The track, managed by an NRG subsidiary, NRG Flinders Operating Services, is the longest section of line that ASSCO has access to, and is generally run over two or three days.

This event we decided to limit the run to two days, to fit in with an ordinary weekend. In part, we bought the weekend forward to avoid issues with insurance, as this was due just before Easter, but also

because John and Jeanne Black had indicated they would be in Australia, and would like to come. It also seems that the flies were keen to come on this run, and took a liking to our International Guests! NRG were most flexible in allowing the change, as was our Host safeworker from the railway, Dion Charlesworth.

Sadly, we did not see any trains, as they were running at night to avoid derailment on heat buckles. January through to early March is the hottest period in South Australia. Indeed managing the heat was a major issue in our safety management plan, and another reason why it was decided to run for two days, and not the entire railway.

On the Saturday we headed north to Leigh Creek, about 60 miles, and on the Sunday we went south to a siding at Neuroodla (around 50 miles), where we turned around. The trip was planned to head south on the Saturday and north on the Sunday, but train control dictated otherwise—we really didn't mind, as the track was clear for us anyway.

Our base camp was at the Prairie Hotel at Parachilna, which meant food, beer, and to many's pleasure, a bus load of pretty women (and for the girls, handsome men) with whom to converse!

For the group's second outing, only a week later, I had to fly up to Brisbane and be driven out to Imbil in the states hinterland. Brisbane

Section cars at Saltia



STEVE HOOPER PHOTO

is about the same distance from Adelaide as Memphis is from New York. Our Queensland crew had finalised access on the heritage railway between Gympie and Imbil, and I was up to assist, as we agreed with the State Regulator when we looked at operations in Queensland. Jerry Jirasek, our Queensland operations manager, and I met with the industry regulator, Greg Ford and Bruce Couch, on the Friday, to finalise our accreditation, and to collect our certificate of accreditation—ASSCO now being one of a handful of heritage railway operators holding multi-state accreditation!

Anyway, Mary Valley, as the owner is known, had agreed to allow us to run two lots of four cars over their line between Imbil and Gildora, a distance of roughly (please don't quote me) 20 miles. This line is 42", laid with 42-lb. and some 60-lb. plant, on dirt ballast. It has curves down to 5-chain radius! This makes it a dramatically pretty line, as the track curves around the hills in the Valley. At times one could see cars on the opposite side of a hill, as the line curved around.

Over the day, a total of seven cars ran, one doing the trip twice. Three models of car ran; two ST2-Z42s, four M15-Bs and an MT14. We used this trip to complete competency assessments, to network and socialise—of course the local pub did a roaring trade at the end of the day.

A week later we were onto the Pichi Richi Railway, one of Australia's leading tourist railways, for a run up their line between Stirling North and Quorn. Our members had put a lot of work into finalising an access agreement with Pichi Richi Railway, so this weekend was the culmination of two years work.

This line is similar to Mary Valley, although is located in the driest part of the driest state of the driest continent on the planet, so it was not quite as green and lush as the trip in tropical Queensland. It is a very pretty line, in a rugged way. It, like Mary Valley, follows a creek and so is twisting and winding, with the line perched on the side of the valley, and swinging out onto deep bridges.

This event attracted one of our members from Brisbane, one from Western Australia, and many from Adelaide. There were six cars, one M15-Z42, an ST2-Z42 (thanks Dan for sending me the bearing), three MT14s, including one that had been fastidiously restored, and an M19-Z42. With some careful management, we squeezed in three and a half trips along the line. The final trip being a photo stop on the Lattice Bridge. It was also great to have some more female company, as in addition to my wife, Lynda; we welcomed Heather Harris along. Heather is Ian's wife. Ian being one of our committee members.

This was also the first time my Dad had been on an ASSCO run, and on a Fairmont—I think he has lost some of the stiffness in his joints. His last run was on an A5 on a railway line that has since been removed. It was also the first time my ST2 had been out—they numb your bum but are such fun to run!



Lynda Doncaster, Ian Harris & Steve Overmeyer, Brachina Cr. bridge on the Mary Valley line.



The team at PRR—Ken McHugh, Robert Sherwood, Tim Sherwood, Ian Harris, John Bowey, Norm George, Ivan Wood, Michael Bennet, Frank Belcher, Nic Doncaster, Dennis Naughton, Ted Doncaster



One of the trips on the Mary Valley line, near the Melawondi Tunnel.

STEVE HOOPER PHOTO

KEN MCHUGH PHOTO

Links of interest

ASSCO Website Pictures will be uploaded soon at www.railpage.org.au/assco

Owner of the Leigh Creek Line at www.nrgflinders.com.au

Queensland Railways Website at www.qr.com.au

Pichi Richi Railway Website at www.prr.org.au

The Prairie Pub at Parachilna —Worth the trip—at www.prairiehotel.com.au



Section cars at Saltia on the Pichi Richi Railway.

So that's it, I hear you say—no not quite. There was a two-week break to our next excursion, when I returned to Queensland to run the railway line between Dickabran and Kingaroy. This line is owned by Queensland Railways (QR), the Government owned railway company, and is a lightly laid branch line that is around 100 miles long. Like the Mary Valley line, it is laid in 42", with a range of plant from fencing wire (42-lb.) to something a little more substantial (60- and 80-lb.). In places it is also tight and twisty, with deep cuttings and long bridges—just magic.

It nearly didn't happen, as we were still finalising the access agreement and variation of our accreditation with Queensland Railways and Queensland Transport up to 4 PM the day before we were to run. ASSCO is one of a few operators other than QR on their network.

For this event, the track was split, running east from Goomeri, our base, to Dickabran, a few miles from where the branch joins the main line, and west from Goomeri to Kingaroy, an area famed for its politicians and peanuts! It meant that the first day was very scenic, through the valleys and cuttings, whilst the second day was through more open lands, with some wonderful panoramas. The greater part of the Queensland membership attended, with seven cars running. This included two ST-2s, three M15s, an MT14 and an ST-2 that had been re-motored with a Briggs & Stratton. Unfortunately, the expected TMC2 did not run, nor did another M15.

As with Mary Valley, the line passes through numerous small towns, so shops were aplenty, as were interested people. On the first day, we had lunch at a station known as Kilkivan, and were greeted by a very friendly lady. Some of us commented that we thought scones and tea might be on offer on the way home. As we passed the station, no one was there, but we did get a wave from our lady. The following Monday I received a call from her – yes, there were scones – she gave up waiting. Lesson: run on time!

The next day our insurance policy expired, and so far we have not renewed. The group has a policy that may be OK, but until we get the blessing from higher authority, then we are currently not operational.

The joy of working with such a great bunch of guys is that ideas do come up. We have been working on a range of strategies to overcome the insurance issue. This is affecting not just ASSCO, but many of the heritage operators, and indeed a few commercial ones, in Australia.

Thanks to all of our members stateside, and to the NARCOA team, for your support and input.

The cars and their owners at Neuroodla

Nic Doncaster
M19, 140

Ian Harris

Steve Overmeyer
IC34 (NSWGR)

Gary Davey
SIC

Ivan Wood
A5



Want Ads

THE SETOFF is happy to print all ads received from members. 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, 964 Williams Lake Road Colville, Washington 99114-9617** or email wcoulson@surfbst.net.

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

Motorola Spectra Radios – These are 50-watt, 128-channel “state of the art” two-way radios. They are in use today with most of the nations police and fire departments. These radios are ready to install in your speeder and are pre-programmed with the NARCOA channel, the 97 AAR frequencies, and the Alaska railroad frequencies including five weather channels. They also have user programmable channels scan. Now you can scan all the railroad channels as you travel. These radios can be used in your speeder as well as your automobile with an additional installation kit (Optional). New these radios would cost over \$2,500 but priced for the speeder hobbyist at \$400 each. Contact Thomas B. Phair PO Box 628 Orinda CA 94563. Tel: (530) 713- 9582 or email tphair@silcon.com SO03

Glimpses of Passing Trains – New softbound, 72-page book detailing personal recollections from the 1940's thru 90's of fallen flags in Ohio, Indiana, Pennsylvania and West Virginia with looks at steam, trolleys, doodle bugs and Lionel action with an insert of a recent experience restoring a 1944 Fairmont S2E motorcar, made for the B&O Railroad. Softbound, 95 illustrations including original photos, old postcards and period timetable covers. \$12 postage paid, check/M.O. to Harry Noble, 1124 Old Springfield Pk, Xenia OH 45385. Tel: (937) 372-3908. SO03

Fairmont M-19 – This wonderful car has a rebuilt ROC engine, new belt, new glass and new paint. Car comes with a 12-volt electrical system and good wheels. Boat seats are currently installed. NARCOA ride ready. \$2000, Contact Roy McDowell 2409 South Osage, Wichita KS 67217. Tel: (316) 267-8879. SO03

Fairmont MT-19A inspection car – Retired CN Rail #144-62. This car will meet all current NARCOA mechanical and equipment standards. Car is complete with an F.G. Cab, Onan CCKB engine, chain oilier and comfortable seats with seat belts. Also a copy of the Fairmont service instruction and parts list manual, issued 3-81. I have regularly serviced and maintained this car since 1997 and I have experienced no problems on runs. Asking \$3,700 or B.O. Contact Clyde Wrightsman 228 Montego Key, Novato CA 94949. Tel: (415) 883-7366. SO03

Fairmont MT-14 - This car comes with the original turntable and original heater. Also I have the original manuals. This great car is very clean and ready for use! \$12,500. Contact Roger or Jane Begin, 667 South Richmond Road #A, Ridgecrest CA 93555. Tel: (760) 375-7727 or (760) 375-6117 or (760) 382-6120. SO03

Swivel snap shackles - Precision cast 316 stainless steel swivel snap shackle, 4-3/4" in length. Use includes attaching winch cables to motorcars. Fast—just pull the pin to release. No pins to remove, no pins or clips to lose. \$20 includes shipping. Contact John Reynolds 45 Northview Drive, Hanover PA 17331. or email jreyn1944@hotmail.com. SO03

Fairmont A5 motorcar – 1955 ex-SAL open car with rebuilt Waukesha four-cycle engine. Transmission and clutch have been reworked and the car's body was repaired and painted four years ago. This car is in excellent condition throughout. Asking \$3,500 firm. Delivery is possible within a 300-mile radius of Washington DC. Contact Gene Tucker 1004 North Kentucky St., Arlington VA 22205. Tel: (703) 533 0433 or email: GRTUCKER@erols.com. SO03

Fairbanks-Morse 40-B motorcar - 2-cylinder air-cooled engine with friction

drive. This car is in running order all in original form as when retired from the Winston-Salem Southbound Rwy. Also an original turntable goes with car. Price is \$2150. Ray Hinkle, P.O. Box 1127, Welcome NC 27374. Tel: (336) 731-4231 or email HINKLEHERE@AOL.COM SO03

Fairmont Railway Motorcar Master M2 a predecessor to the S2 style car. Belt–

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(cont. p 33)

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, 964 Williams Lake Road, Colville WA 99114** or e-mail wcoulson@surfbest.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

Central Pennsylvania Excursions

Towanda-Monroeton Shippers Lifeline Railroad Sunday, June 1, 2003

CPE is pleased to sponsor a 1-day run over the TMSL June 1, 2003. Participants will travel approximately 12 round-trip miles between Monroeton PA and Towanda PA. This is the first ride on this line. There will be multiple runs. The fee is \$25. This is a NARCOA-insured event and all NARCOA rules apply. Send check, self-addressed stamped business size envelope and insurance number to: Central PA Excursions, PO Box 145, White Deer PA 17887. For trip details contact: Larry Maynard at the above address. Tel: (570) 538-9050 or email: lmayn@jdweb.com.

Central PA Weekend Saturday, July 26 - 27, 2003

CPE is pleased to sponsor a 2-day run over the North Shore RR July 26th and the Shamokin Valley RR, Sunday, July 27, 2003. Participants will travel approximately 85 round-trip miles between Northumberland PA and Berwick PA and 50 round-trip miles between Sunbury PA and Shamokin PA. The fee is \$65. This is a NARCOA-insured event and all NARCOA rules apply. Weekend includes an evening meal and caboose rides at the NRHS White Deer train station. Send check, self-addressed stamped business size envelope and insurance number to: Central PA Excursions, PO Box 145, White Deer PA 17887. For trip details contact: Larry Maynard at the above address. Tel: (570) 538-9050 or email: lmayn@jdweb.com.

Wellsboro & Corning Railroad Saturday, October 11, 2003

CPE is pleased to sponsor a 1-day run over the WCOR October 11, 2003. Participants will travel approximately 70 round-trip miles between Wellsboro PA and Gang Mills NY. The fee is \$50. This is a NARCOA-insured event and all NARCOA rules apply. Send check, self-addressed stamped business size envelope and insurance number to: Central PA Excursions, PO Box 145, White Deer PA 17887. For trip details contact: Larry Maynard at the above address. Tel: (570) 538-9050 or email: lmayn@jdweb.com.

First Iowa Division

Minnesota Southern Railroad Saturday, June 14, 2003

FID is pleased to announce a ride on the MS June 14, 2003 in Luverne MN. Participants will travel approximately 90 round-trip miles. Cost is \$40. This is a NARCOA insured event, and all NARCOA rules will apply. For further details contact Carl Schneider 1302 6th Ave SE, Altoona IA 50009. Tel: (515) 967-5181 or e-mail motorcarl@raccoon.com.

Excursion Calendar NARCOA

**Towanda-Monroeton
Shippers Lifeline (CPE)**
June 1, 2003

Cumbres & Toltec (MOW)
June 2, 2003

Durango & Silverton (MOW)
June 4-5, 2003

Minnesota Southern (FID)
June 14, 2003

Whitewater Valley (OVR)
June 14-15, 2003

First Iowa Division cont.**Iowa Northwestern Railroad
Sunday, June 15, 2003**

FID is pleased to announce a ride on the IAN June 15, 2003 in Ocheyedan IA. This run is 60 round-trip miles. Cost will be \$40. This is a NARCOA insured event, and all NARCOA rules will apply. For further details contact Carl Schneider 1302 6th Ave SE, Altoona IA 50009. Tel: (515) 967-5181 or e-mail motorcarl@raccoon.com.

**Nebraska Northeastern Railroad
Saturday, June 28, 2003**

FID is pleased to announce a ride on the NENE June 28, 2003. Participants will travel 120 round-trip miles between Osmond and O'Neil NE. Cost of this run is \$55. This is a NARCOA insured event, and all NARCOA rules will apply. For further details contact Carl Schneider 1302 6th Ave SE, Altoona IA 50009. Tel: (515) 967-5181 or e-mail motorcarl@raccoon.com.

**Fremont & Elkhorn Valley Railroad
Sunday, June 29, 2003**

FID is pleased to announce a ride on the FEVR Sunday, June 29, 2003. Participants will travel the 22 round-trip miles line twice, between Hooper and Fremont NE. Cost of this ride is \$25. This is a NARCOA insured event, and all NARCOA rules will apply. For further details contact Carl Schneider 1302 6th Ave SE, Altoona IA 50009. Tel: (515) 967-5181 or e-mail motorcarl@raccoon.com.

**Iowa Northern Railroad
Sunday, July 20, 2003**

FID is pleased to announce a ride on the IN July 20, 2003. Participants will travel approximately 100 round-trip miles between Waterloo and Cedar Rapids IA. Cost of this ride is \$60. This is a NARCOA insured event, and all NARCOA rules will apply. For further details contact Carl Schneider 1302 6th Ave SE, Altoona IA 50009. Tel: (515) 967-5181 or e-mail motorcarl@raccoon.com.

**Chillicothe Brunswick Rail Authority
Saturday, August 2, 2003**

FID is pleased to announce a ride on the CBRA August 2, 2003. Participants will travel 70 round-trip miles between Chillicothe and Brunswick MO. Cost of this ride is \$40. This is a NARCOA insured event, and all NARCOA rules will apply. For further details contact Carl Schneider 1302 6th Ave SE, Altoona IA 50009. Tel: (515) 967-5181 or e-mail motorcarl@raccoon.com.

**Oelwein Railroad Days - Tentative
Saturday & Sunday, August 16-7, 2003**

No details at this time

**K&T Evans Railroad
Saturday, August 23, 2003**

FID is pleased to announce a ride on the K&TE August 23, 2003 in Elliot IA. Participants will travel this 18-mile round trip several times during the day. Cost of this ride is \$35. This is a NARCOA insured event, and all NARCOA rules will apply. For further details, contact Carl Schneider, 1302 6th Ave SE, Altoona IA 50009. Tel: (515) 967-5181 or e-mail motorcarl@raccoon.com.

**Sisseton & Milbank Railroad
Friday & Saturday, August 29-30, 2003**

FID is pleased to announce a Labor Day weekend ride on the S&M August 29-30, 2003, in Milbank SD. Participants will travel approximately 70 round-trip miles plus we will have a night run on Friday evening. Cost of this run is \$40. This is a NARCOA insured event, and all NARCOA rules will apply. For further details contact Carl Schneider 1302 6th Ave SE Altoona IA 50009. Tel: (515) 967-5181 or e-mail motorcarl@raccoon.com.

**Excursion Calendar
NARCOA cont.**

McCloud (PRO)
June 14-15, 2003

Iowa Northwestern (FID)
June 15, 2003

West Virginia Central (OVR)
June 21-2, 2003

Otter Tail Valley (NCR)
June 21 (or 22), 2003

Madison (GLR)
June 22, 2003

Minnesota Northern (NCR)
June 26, 2003

**Excursion Calendar
NARCOA cont.**

Nebraska Northeastern (FID)
June 28, 2003

North Shore Scenic (NCR)
June 28, 2003

Fremont & Elkhorn Valley (FID)
June 29, 2003

Hudson Bay (WT)
July 3-13, 2003

Kentucky Rwy Museum (GLR)
July 12, 2003

Big South Fork (GLR)
July 12 -13, 2003

First Iowa Division cont.

Red River Valley & Western Railroad
Sunday, August 31, 2003

FID is pleased to announce a Labor Day weekend ride on the RRV&W August 31, 2003. Participants will travel an undetermined number of miles between LaMoure and Stirum, ND. Cost of this ride is \$40. This is a NARCOA insured event, and all NARCOA rules will apply. For further details contact Carl Schneider 1302 6th Ave SE, Altoona IA 50009. Tel: (515) 967-5181 or e-mail motorcarl@raccoon.com.

Surprise event! Labor Day weekend
Monday, September 1, 2003

Details of this new ride are not available at this time.

Appanoose County Railroad
Sunday, September 14, 2003

FID is pleased to announce a ride on the APNC September 14, 2003. Participants will travel 70 round-trip miles between Centerville and Albia IA. Cost of this ride is \$40. This is a NARCOA insured event, and all NARCOA rules apply. For further details contact Carl Schneider 1302 6th Ave SE, Altoona IA 50009. Tel: (515) 967-5181 or e-mail motorcarl@raccoon.com.

Fort Leonard Wood Army Base
Saturday, October 18, 2003

FID is pleased to announce an excursion on the Fort Leonard Wood Army Base October 18, 2003. Participants will travel twice on this 40-miles round trip run between Fort Leonard Wood and Bundy Junction MO. Trip cost for this ride is \$40. This is a NARCOA insured event, and all NARCOA rules will apply. For further details contact Carl Schneider 1302 6th Ave SE, Altoona IA 50009. Tel: (515) 967-5181 or e-mail motorcarl@raccoon.com.

Boone & Scenic Valley Railroad
Saturday, November 1, 2003

FID is pleased to announce a ride on the B&SV November 1, 2003 in Boone IA. Participants will travel this 22-mile round trip run three times during the day and once in the evening. Cost of this ride is \$20 plus a current \$25 membership in the Iowa Railroad Historical Society. This is a NARCOA insured event, and all NARCOA rules will apply. For further details contact Carl Schneider 1302 6th Ave SE, Altoona IA 50009. Tel: (515) 967-5181 or e-mail motorcarl@raccoon.com.

Great Lakes Railcars

Madison Railroad
Sunday, June 22, 2003

GLR is pleased to sponsor a one-day run on the MRR June 22, 2003. Participants will travel approximately 44 miles round-trip between North Vernon and Madison IN. Set-on will be at the Hwy 50 crossing in North Vernon at 9:00AM with departure at 10:00AM. The excursion will go south to Madison then return to Dupont for lunch. Mileage may vary due to track maintenance or car storage. Trip fee is \$40 per car. There is a no car limit. This is a NARCOA insured excursion, and all NARCOA rules will apply. For trip details contact Stan Conyer 9333 W. St. Rd. 46, Columbus IN 47201. Tel: (812) 342-0565 or email: stanconyer@hotmail.com.

Kentucky Railway Museum
Saturday, July 12, 2003

GLR is pleased to sponsor a one-day run at the KRM July 12, 2003. Participants will travel approximately 20 miles round-trip between New Haven and Boston KY. Set-on will be at the New Haven engine house at 9:30AM and departure will be at 10:30AM. The group will go to Boston and return. This trip may be extended south to Gethsemani. Also those wishing to may go as a group to Sterns, KY for an evening trip on the Big South Fork Railroad. Train ticket purchase at the station will pay trip fees. There is no car limit. This is a NARCOA insured excursion, and all

Great Lakes Railcars cont.

NARCOA rules will apply. Contact Stan Conyer 9333 W. St. Rd. 46, Columbus IN 47201. Tel: (812) 342-0565 or email: stanconyer@hotmail.com.

**Big South Fork Railroad
Saturday & Sunday, July 12 -13, 2003**

GLR is pleased to sponsor a two-day run on the BSF July 12-13, 2003. Participants will travel approximately 28 round-trip miles between Stearns, KY and the Blue Heron Mine National Park. Set-on will be Saturday afternoon at the engine house in Stearns between 5:00PM and 6:00PM. The group will proceed to Blue Heron and return after dark. On Sunday morning the group will return to Blue Heron departing at 8:00AM and return about 12:30PM. Trip fee is \$40. There is a no car limit. This is a NARCOA insured excursion, and all NARCOA rules will apply. Contact Stan Conyer 9333 W. St. Rd. 46, Columbus IN 47201. Tel: (812) 342-0565 or email: stanconyer@hotmail.com.

**Coopersville & Marne Railroad
Saturday, November 1, 2003**

GLR is pleased to sponsor a one-day run in West Michigan on the Coopersville & Marne Railroad. Participants will travel three round trips between Coopersville and Marne a total of 42 miles. Trip fee is \$25. This is a NARCOA insured excursion, and all NARCOA rules will apply. For trip details contact Jeremy Winkworth 1701 West B Avenue Plainwell, MI 49080. Tel: (269) 388-5058 or email: jeremy@winkworth.us.

**Indiana Transportation Museum
Saturday, December 13, 2003**

GLR is pleased to sponsor a one-day run at the ITM December 13, 2003. Participants will travel approximately 32 round-trip miles between Noblesville and Tipton IN. Set-on will be at 9:00AM in Noblesville eight blocks south of the "square." Departure will be at 10:00AM, and we will travel to Tipton and enjoy a pizza buffet. This is the annual Christmas trip with "Santa," so decorate your car for Christmas. Trip fee is \$40 and will include two meals. There is a no car limit. This is a NARCOA insured excursion, and all NARCOA rules will apply. Contact Stan Conyer 9333 W. St. Rd. 46, Columbus IN 47201. Tel: (812) 342-0565 or email: stanconyer@hotmail.com.

Motorcar Operators West**Cumbres & Toltec Scenic Narrow Gauge RR
Monday, June 2, 2003**

MOW is pleased to sponsor a one-day excursion on the C&TSNG June 2, 2003. We will operate from Chama NM to Lava Loop and return. This tour will reflex a 105-mile round-trip. Set-on is Sunday, June 1, 2003, at Chama, NM. The railroad has requested that all motorcars be of the period and nostalgic value of the railroad. All participants must be MOW members, 18 years of age. No pets will be allowed. Meals and lodging will be on your own. All motorcars must be equipped with rail sweeps. This is a NARCOA insured excursion, and all NARCOA rules will apply. Limit of 20 motorcars. Run fee is \$175. Contact Smitty Smith 20799 Sumpter Stage Hwy., Baker City OR 97814 Tel: (541) 524-9428 before 9:00PM PT or email: smitty@oregontrail.net before 9:00 PM PT.

**Durango & Silverton Narrow Gauge Railroad
Wednesday & Thursday, June 4-5, 2003**

MOW is pleased to sponsor a two-day run on the D&SNGRR June 4-5, 2003. We will travel 55 round-trip miles both between Silverton and Rockwood. We will try and do something different each day. Set-on will be in Silverton, CO where we will attend the D&S rules orientation. The railroad has requested that all motorcars be of the period and nostalgic value of the railroad. All participants must be MOW members, 18 years of age. No pets will be allowed. Meals and lodging will be on your own. All motorcars must be equipped with rail sweeps. This is a NARCOA insured excursion, and all NARCOA rules will apply. Limit of 20 motorcars. Run fee is \$250. Contact Smitty Smith 20799 Sumpter Stage Hwy., Baker City OR 97814 Tel: (541) 524-9428 before 9:00PM PT or email: smitty@oregontrail.net Before 9:00 PM PT.

**Excursion Calendar
NARCOA cont.**

Iowa Northern RR (FID)
July 20, 2003

Canadian National (SWRC)
July 15-27, 2003

British Columbia (SWRC)
July 29-August 7, 2003

Central PA Weekend (CPE)
July 26 - 27, 2003

Canadian Pacific (NCR)
July 31, 2003

Southern Manitoba (NCR)
August 1-2, 2003

**Excursion Calendar
NARCOA cont.**

**Chillicothe Brunswick
Rail Authority (FID)**
August 2, 2003

Port of Tillamook Bay (NBRS)
August 1-3, 2003

Central Manitoba (NCR)
August 3-4, 2003

Canadian Pacific (NCR)
August 5, 2003

Indiana Northeastern (OVR)
August 6-17, 2003

Southern Rails Coop (NCR)
August 7, 2003

Motorcar Operators West cont.

**Northwestern Pacific Railroad
Saturday, August 9, 2003**

MOW is please to offer a one-day excursion on the NWP August 9, 2003. From Healdsburg we will travel north to lunch will be in Hopland, then we will continue north as far as track conditions and time permit. Set on will be at North Street in Healdsburg starting at 7:00 AM, safety meeting at 8:30 with departure there after. Run fee is \$95. At the railroad's request no minors will be allowed. This is a NARCOA insured excursion, and all NARCOA and MOW rules will apply. To register, please send a check payable to MOW and enclose your email address. If you do not have an email address enclose a LSASE with 60 cents postage to Ted Hoheisel 3700 Morse Ave # 18 Sacramento, California 95821. Tel: (916) 801-8815 or email HoHoDad@aol.com.

**Cumbres & Toltec Scenic Narrow Gauge Railroad - Tentative
Monday & Tuesday, August 18-19, 2003**

MOW is pleased to sponsor a two-day excursion on the C&TS railroad August 18-19, 2003. On Monday we will operate from Chama, NM to Antonito, CO and spend the night; on Tuesday, August 19, 2003 we will return. Set-on is Sunday, August 17, 2003, in Chama, NM. We will travel 128 miles round-trip. The railroad has requested that all motorcars be of the period and nostalgic value of the railroad. All participants must be MOW members, 18 years of age. No pets will be allowed. Meals and lodging will be on your own. All motorcars must be equipped with rail sweeps. This is a NARCOA insured excursion, and all NARCOA rules will apply. Limit of 20 motorcars. Run fee is undetermined at this time. For more details contact Smitty Smith 20799 Sumpter Stage Hwy., Baker City OR 97814 Tel: (541) 524-9428 before 9:00PM PT or email: smitty@oregontrail.net before 9:00 PM PT.

**Durango & Silverton Narrow Gauge Railroad &
"RAILFEST" 2003 - Tentative
Thursday, August 21- 24, 2003**

MOW is pleased to sponsor a four-day excursion on the D&SNGRR August 21 through 24, 2003. Set-on will be in Silverton, CO on August 20, 2003, where we will attend the D&S rules orientation. August 21-4, 2003 we will operate between Silverton and Rockwood a 55-mile round trip. We will try and do something different every day. The railroad has requested that all motorcars be of the period and nostalgic value of the railroad. All participants must be MOW members, 18 years of age. No pets will be allowed. Meals and lodging will be on your own. All motorcars must be equipped with rail sweeps. This is a NARCOA insured excursion, and all NARCOA rules will apply. Limit of 20 motorcars. Run fee is undetermined at this time. For more details contact Smitty Smith 20799 Sumpter Stage Hwy., Baker City OR 97814 Tel: (541) 524-9428 before 9:00PM PT or email: smitty@oregontrail.net before 9:00 PM PT.

Nehalem Bay Railway Speeders

**Port of Tillamook Bay Railroad
Friday-Sunday, August 1-3, 2003**

NBRS is pleased to sponsor a three-day run over the POTB August 1-3, 2003. Participants will travel approximately 160 round-trip miles between Banks OR. and Tillamook OR. Deadline for registration and payment is due July 15, 2003. Trip fee of \$150 per car includes railroad costs. There is a minimum of 20 cars and a maximum of 30 cars. This is a NARCOA-insured excursion and all NARCOA rules will apply. For trip details contact Wally Burton 43400 Carol Drive Nehalem OR. 97131-9513. Tel: (503) 368 6496 or email: wallyburton@hotmail.com.

North Central Railcars

**Oregon & Fitchburg Railroad
Saturday, June 7, and September 6, 2003**

NCR will be sponsoring three trips on the O&F from Brooklyn to just south of Madison. This run is approximately 32-miles round trip. We also have a night ride scheduled. Set-on is at 7:30 am in Brooklyn with departure at 9:00 am. This is the

North Central Railcars cont.

Ex-Chicago Northwestern Line and is also the route of the "400" for passengers traveling from Chicago to St Paul MN. Cost of this run is \$20 per car. This is a NARCOA insured excursion, and all NARCOA rules will apply. For more information, contact Gerald Lesko 930 Beau Dr. Apt #112, Des Plaines IL 60016. Tel: (847) 806-7702 or email pyf1@prodigy.net.

**Otter Tail Valley Railroad
Saturday (or Sunday) June 21 (or 22), 2003**

NCR is pleased to sponsor a 1-day run over the OTVR June 21, 2003. (Note: Due to unplanned scheduling of a shuttle train off the BN at Fargo ND, the trip may have to be moved to Sunday, June 22, 2003 with only a 2- or 3-week notice. Plan your schedule accordingly.) Participants will travel approximately 100 miles between Fergus Falls, MN and South Moorhead, MN. Information and registration materials will be sent upon receipt of the trip fee. Trip fee of \$100 includes all railroad fees and other related excursion costs. There is a 25-car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details, contact Michael P. Ford, 7712 Carpenter Court, Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net.

**Minnesota Northern Railroad Company
Thursday, June 26, 2003**

NCR is pleased to sponsor a 1-day run over the MNN June 26, 2003. Participants will travel approximately 126 miles between Thief River Falls and Roseau MN. Complete details will be sent upon receipt of the trip fee. Trip fee of \$100 includes all railroad fees and related excursion costs. There is a 25-car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details contact Michael P. Ford, 7712 Carpenter Court, Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net.

**North Shore Scenic Railroad
Saturday, June 28, 2003**

NCR is pleased to sponsor a one-day run over the NSSR June 28, 2003. Participants will make two round trips traveling approximately 100 miles between Duluth MN and Two Harbors, MN. Complete details will be sent upon receipt of the trip fee. Trip fee of \$100 (based on 2 people) includes all railroad fees, morning coffee and sweet roll break at Knife River, buffet barbeque lunch in Duluth, museum admission, shop tour, and related excursion costs. Additional lunches and or museum admission may be purchased in advance. There is a 25-car limit. This is a NARCOA-insured excursion and all NARCOA rules will apply. For trip details contact Michael P. Ford, 7712 Carpenter Court, Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net.

**Canadian Pacific Railway/LaRiviere Sub
Thursday, July 31, 2003**

NCR is pleased to sponsor a one-day run over the CPR/LaRiviere Sub on July 31, 2003. Participants will travel approximately 120 miles between Morris MB and Manitou MB. Complete details will be sent upon receipt of the trip fee. Each participant will be expected to bring and wear a hardhat, safety eyewear/glasses, high-visibility vest, and steel toed boots. This is a CPR Rule. No exceptions. Trip fee of \$100 includes all railroad and related excursion costs. There is a 25-car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details, contact Michael P. Ford, 7712 Carpenter Court, Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net.

**Southern Manitoba Railway, Inc
Friday & Saturday, August 1-2, 2003**

NCR is pleased to sponsor a two-day run over the SMNR August 1-2, 2003. Participants will travel approximately 268 miles on the former CN Miami and Hartney Subs in the Pembine Valley area between Lowe Farm MB and Elgin MB. Complete details will be sent upon receipt of the trip fee. Trip fee of \$275 includes all railroad costs, hot buffet dinner in Elgin upon arrival, air-conditioned motor coach transportation between Elgin MB and Brandon MB, overnight accommodations in Bran-

**Excursion Calendar
NARCOA cont.**

Red Coat Road & Rail (NCR)
August 8, 2003

Northwestern Pacific (MOW)
August 9, 2003

South Branch Valley Railroad
Saturday, August 9, 2003

Huckleberry Narrow Gauge (OVR)
August 9-10, 2003

Great Western (NCR)
August 9-11, 2003

Canadian National (SWRC)
August 10-16, 2003

**Excursion Calendar
NARCOA cont.**

Oelwein Railroad Days (FID)
August 16-7, 2003

**Cumbres & Toltec Scenic (PRO)
Tentative**
August 18-19, 2003

**Durango & Silverton (PRO)
Tentative**
August 21- 4, 2003

K&T Evans (FID)
August 23, 2003

Lake Superior & Ishpeming (GLR)
August 23, 2003

Sisseton & Milbank (FID)
August 29-30, 2003

North Central Railcars cont.

COA-insured excursion, and all NARCOA rules will apply. For trip details, contact Michael P. Ford, 7712 Carpenter Court, Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net.

**Central Manitoba Railway, Inc
Sunday & Monday, August 3-4, 2003**

NCR is pleased to sponsor a two-day run over the CEMR, August 3 & 4, 2003. Participants will travel approximately 120 to 130 miles each day on a combination of the Pine Falls, and or Graysville, and or Winnipeg Beach Subdivisions. These subdivisions run north and west from Winnipeg. The exact itinerary will be sent to registrants in late spring when it is confirmed by the railroad. Preliminary information and registration materials will be sent upon receipt of the trip fee. Trip fee of \$60 per day or \$120 for both days includes all railroad fees and other related excursion costs. There is a 25-car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details, contact Michael P. Ford, 7712 Carpenter Court, Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net.

**Canadian Pacific Railway/Arborg Sub
Tuesday, August 5, 2003**

NCR is pleased to sponsor a one-day run over the CPR Arborg Sub August 5, 2003. Participants will travel approximately 130 miles between Winnipeg MB and Arborg MB in the beautiful Manitoba interlakes area. Complete details will be sent upon receipt of the trip fee. Each participant will be expected to bring and wear a hardhat, safety eyewear/glasses, high-visibility vest, and steel toed boots. This is a CPR rule. No exceptions. Trip fee of \$120 includes all railroad fees, lunch for two at the Heritage Village Museum in Arborg and related excursion costs. There is a 25-car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details, contact Michael P. Ford, 7712 Carpenter Court, Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net.

**Southern Rails Cooperative, Ltd.
Thursday, August 7, 2003**

NCR is pleased to sponsor a one-day run over the SORA August 7, 2003. Participants will travel approximately 90 miles on the former CN Avonlea sub between Moose Jaw SK and Truax SK. Complete details will be sent upon receipt of the trip fee. Trip fee of \$90 (based on 2 people) includes all railroad and related excursion costs, as well as buffet lunch at the railroad museum in Avonlea. Additional lunches may be purchased in advance. There is a 25-car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details, contact Michael P. Ford, 7712 Carpenter Court, Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net.

**Red Coat Road and Rail, Limited
Friday, August 8, 2003**

NCR is pleased to sponsor a one-day run over the RCRR August 8, 2003. Participants will travel approximately 144 miles on the former CPR Assiniboia sub between Assiniboia SK and Pangman SK. Complete details will be sent upon receipt of the trip fee. Trip fee of \$100 includes all railroad fees and related excursion costs. There is a 25-car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details contact Michael P. Ford, 7712 Carpenter Court, Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net.

**Great Western Railway
Saturday-Monday, August 9-11, 2003**

NCR is pleased to sponsor a 3-day run over the GWR August 9-11, 2003. Participants will travel approximately 325 miles over the Vanguard, Shaunavon, and Altawan subs between Vanguard and Robsart, SK. Complete details will be sent upon receipt of the trip fee. Trip fee of \$250 includes all railroad fees, two nights lodging in Shaunavon, a pancake breakfast on Sunday morning, and other related excursion costs. There is a 25-car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details, contact Michael P. Ford, 7712 Carpenter Court, Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net.

Ohio Valley Railcars, Inc.

Whitewater Valley Railroad Saturday & Sunday, June 14-15, 2003

OVR is hosting a two-day excursion on the Whitewater Valley Railroad and the Indiana Transportation Museum on June 14-15, 2003. First day we will run between Connersville IN and Metamora IN. and enjoy "A day out with Thomas the Tank Engine." On Sunday, June 15th there will be a predawn set-on in Noblesville IN. We will travel south on new tracks towards Indianapolis where we will turn and head north to Tipton. Total mileage both days combined is 80 miles. Trip fee is \$45 per car per railroad or both days \$90. This is a NARCOA-insured excursion, and all NARCOA and OVR rules apply. Contact Bill Wemhoff 4350 East 50 North Decatur IN 46733. Tel: (260) 724-8787 or email surveyor@decaturnet.com.

West Virginia Central Saturday & Sunday, June 21-2, 2003

OVR is hosting an excursion on the WVCRR June 21, and 22, 2003. Saturday's run will start on Davis Ave. in Elkins and then south 20 miles to Summit Cut. Sunday's run covers 60 round trip miles, and as an extra we can head down the Daily Branch for another 20 miles. Two-day fee is \$125. This is a NARCOA-insured excursion and all NARCOA, and OVR rules will apply. Contact Paul Rujak RR#3 Box 81 Weirton WV 26062. Tel: (304) 797-8653 or email: rooster26062@earthlink.net.

South Branch Valley Railroad Saturday, August 9, 2003

OVR is pleased to announce the summer running of the famous SBV August 9, 2003. We will be operating between Petersburg and Greenspring, WV and return, 102 miles round trip. We will ride through the "Trough" home of the Bald Eagles. We plan to lunch in Romney West Virginia. There is a 40-car limit. Trip fee is \$50. This is a NARCOA insured event, and all NARCOA rules will apply. Large cars must be able to turn without delay. Don Page 6222 Hillcrest Road, Salem VA24153. Tel: (540) 380-2308 between 7-9:00PM only or email Pullgoat@aol.com.

Huckleberry Narrow Gauge Railroad Saturday & Sunday, August 9-10, 2003

OVR is hosting an excursion on the Huckleberry Narrow Gauge Railroad August 9-10, 2003. We will set-on at the park in Flint MI and make several runs in between the steam trains both days. This is one of the greatest narrow gauge railroads in the U.S. This event will include admission to the park, photo steam run bys, night run and evening dinner at the engine house. Cost will be \$45 for both days. This is a NARCOA-insured excursion, and all NARCOA and OVR rules apply. Contact Bruce Carpenter 10241 County Road 25 Wapakoneta, Ohio 45895. Tel: (419) 738-5384 or email bnsf89@bright.net.

Indiana Northeastern Railroad Saturday & Sunday August 16-17, 2003

OVR is hosting an excursion on the INRR August 16, 2003. We will start at Ashley IN and travel to Coldwater and Litchfield MI and return, probably in the dark. Sunday we begin in Ashley IN and travel west to South Milford IN, turn and then head east to Edon OH for lunch and return to Ashley. Restroom facilities will be provided. No A-series cars allowed on this run per the railroad request, however hy-rail are welcomed. Cost will be \$130 for both days. This is a NARCOA-insured excursion, and all NARCOA and OVR rules apply. Contact Bruce Carpenter 10241 Country Road 25, Wapakoneta OH 45895. Tel: (419) 738-5384 or email: bnsf89@bright.net.

Wheeling and Lake Erie Railway — Tentative Sunday August 31, 2003

OVR is hosting an excursion on the W&LE August 31, 2003. Trip will run between Bolivar, Ohio to Avella, Pennsylvania; we be operating through West Virginia. Experience many tunnels and bridges. This is our 10th Labor Day run on the Wheeling. Fee and registration information will follow. Watch the OVR web page for updates.

Excursion Calendar NARCOA cont.

Red River Valley & Western (FID)
August 31, 2003

**Wheeling and Lake Erie
Tentative (OVR)**
August 31, 2003

**Quebec Gatineau Railway
Chemin de Fer Charlevoix (WT)**
August 31-September 10, 2003

Surprise Event (FID)
September 1, 2003

**British Columbia,
VIA Canadian (PRO)**
September 2-17, 2003

Appanoose County (FID)
September 14, 2003

**Excursion Calendar
NARCOA cont.**

Southwest Pennsylvania (OVR)
September 27-8, 2003

Wellsboro & Corning (CPE)
October 11, 2003

Fort Leonard Wood (FID)
October 18, 2003

Boone & Scenic Valley (FID)
November 1, 2003

Coopersville & Marne (GLR)
November 1, 2003

**Indiana Transportation
Museum (GLR)**
December 13, 2003

Ohio Valley Railcars, Inc. cont.

Southwest Pennsylvania Rail Road
Saturday & Sunday, September 27-8, 2003

OVR is pleased to sponsor a 2-day run on the SWP September 27-8, 2003. We will travel approximately 110-miles over the 2-day excursion. We will cover a good bit of southwestern Pennsylvania from New Stanton to Uniontown. There is a 40-car limit. Fee is \$60. This is a NARCOA insured activity; all NARCOA and OVR membership and rules apply. No A-type cars or comparably sized cars permitted due to railroad regulations. John Gonder RR 2 Box 426, Ruffsedale PA 15679. Tel: (724) 696-4544 between 7-9:00 PM only or email up3706@aol.com.

Pacific Railcar Operators

Sierra Railroad
Saturday & Sunday, May 3 and 4, 2003

PRO is again pleased to sponsor a two-day run over the Sierra RR May 3-4, 2003. Participants will travel approximately 85 round-trip miles between Oakdale and Hospital curve. Set-on will be at the Sierra Depot on Friday between 3:00PM and 7:00PM. The safety meeting will be at 7:00AM Saturday with a departure time of at 8:00AM. A spark arrestor is required. There is no smoking on railroad property. Pets are welcomed. Seat belts are strongly advised. Bring your own lunch or food may be available for purchase at Railtown. Run fee is \$95 per day or \$150 for both days. There is a 20-car limit. Sign up deadline is April 15, 2003. This is a NARCOA-insured run, and all NARCOA rules apply. Send a large SASE and check to Rob Finch, 8 Pinto Drive, Yerington NV 89447. Tel: (775) 463-9196 or email rfinch@tele-net.net.

Cascade and Columbia River Railroad
Saturday & Sunday, May 3-4, 2003

PRO is please to sponsor a two-day run over the C&CR on May 3 & 4, 2003. Participants will travel approximately 260 round-trip miles, between Wenatchee WA (Rocky Reach Dam mile post 7.5) and Orville WA (EOT, mile post 138.0). Please note below for special conditions and requirements. Trip fee is \$220 per car. There is a 30-car limit. This is a NARCOA insured excursion, and all NARCOA and PRO rules and requirements will apply. For trip details contact excursion coordinator B.J. King 28005 203rd Ave. SE Kent WA 98042. Tel: (253) 638-7298 or email zocars@yahoo.com.

California Northern Railroad
Saturday, May 31, 2003

PRO is pleased to sponsor a one-day run over the Cal Northern May 31, 2003. Participants will travel approximately 100 round-trip miles between Tracy and Los Banos, CA. On our return trip we will stop in Patterson to attend the Apricot Festival. Seatbelts are highly recommended but not required. Trip fee is \$115 per car and membership in PRO is required. This run is limited to 25- cars. This is a NARCOA insured excursion, and all NARCOA rules will apply. Contact Steve Paluso 2878 Rosario Court, San Jose CA 95132. Steve will be unavailable May 21 through May 28, 2003. Tel: (408) 956-8070 between 5-8:30PM or email: sbpaluso@aol.com.

McCloud Railroad
Saturday & Sunday, June 14-15, 2003

PRO is pleased to sponsor a two-day run on the McCloud RR June 14, 2003. We will travel from Burney to Lookout, and on Sunday we will travel from Burney to McCloud and back. Approximate round trip mileage is 80-miles per day Trip fee is \$160 for both days. This is a NARCOA-insured excursion, and all NARCOA rules will apply. Send check and \$0.60 LSASE to David McClain, 22850 Placer Hills Road, Colfax CA, 95713 or email mcclaingmc@pngusa.net.

British Columbia and VIA Canadian Railways
September 2-17, 2003

Pro is pleased to sponsor a 16-day excursion on the BC and VIA Railways September 2-17, 2003. Participants will travel 1,539 round-trip miles. The mission of this excursion will be the enjoyment of operating our own motorcars over one

Pacific Railcar Operators cont.

of the most modern heavy freight only mountain railroads in the world, from the shores and sheer cliffs of spectacular Howe Sound to deep into the heart of the beautiful Cariboo country, to the Rocky Mountain trench of the BC interior. There is a 20-car limit, and occupants are limited to the occupation of 20 rooms. This is a NARCOA insured excursion, and all NARCOA rules will apply. Trip fee is approximately \$3,600 per motorcar including operator. For detail clarification and application contact Denny S. Anspach 920 29 Street Sacramento CA 95816. Fax: (916) 4446277 or email danspach@macnexus.org.

Southwest Railcar, Ltd**Central Oregon & Pacific Railroad
Saturday and Sunday, May 17-18, 2003**

SWRC is pleased to sponsor a two-day run over the CORP May 17-18, 2003. Participants will travel approximately 132 miles round-trip miles between Weed CA and Ashland OR. Set on May 16 in Weed CA details to follow. Saturday- Weed to Ashland, OR Sunday—Return to Weed NARCOA Rule Book # 5 applies plus the following: Spark Arrestor required. Operators and passengers required to wear long pants and boots during set-on and runs. You do not need to be a member of SWRC to participate in our runs. Cost for run \$495 per car for two days including one night hotel stay for two people at Plaza Inn in Ashland. Meals are not included in this trip. Check payable to SWRC. There is a 30-car limit on this trip. This is a NARCOA-insured excursion, and all NARCOA rules will apply. Contact Tom Phair, P.O. Box 664, Alamo CA 94507 Tel: (530) 713-9582 email tphair@silcon.com.

**Canadian National Railroad
July 15-27, 2003**

SWRC is pleased to sponsor a 13-day run over the CN July 15-27, 2003. Participants will travel approximately 1,343 round-trip miles between Prince George and Prince Rupert BC. PLEASE NOTE BELOW FOR SPECIAL CONDITIONS AND REQUIREMENTS. Trip fee of \$2,450 per car includes railroad costs, hotels, some meals, fuel, and ground transportation. There is a 20-car limit.

**British Columbia Railroad
July 29-August 7, 2003**

SWRC is pleased to sponsor a 10-day run over BC Rail July 29-August 7, 2003. Participants will travel approximately 922 round-trip miles between Prince George and North Vancouver, BC. PLEASE NOTE BELOW FOR SPECIAL CONDITIONS AND REQUIREMENTS. Trip fee of \$2,250 per car includes railroad costs, hotels, fuel, and ground transportation. There is a 20-car limit. CA 94507. Tel: (530) 713- 9582 or email: tphair@silcon.com.

SPECIAL NOTES FOR 2003 CANADIAN RAIL TOURS (1.) \$500 deposit required to hold your reservation - balance due April 1, 2003. (2.) Deposits are refundable until March 31, 2003. (3.) A radio capable of transmitting and receiving on NARCOA frequency of 151.625 Mhz is required to be installed in all cars. Portable hand-held models are not acceptable. (4.) Seat belts are required by railroad. (5.) All turntables must meet AAR requirements of 2 1/2" inch lift above the railhead. Special rules applicable to safety issues for above runs will be posted with individual runs. Further details available at <http://www.southwest-railcar.org> or by contacting Tom Phair.

Railcar Operators of the Carolinas**Red Springs & Northern Railroad
Saturday, May 17, 2003**

ROC is pleased to sponsor an excursion over the RS&NRR May 17, 2003. Participants will travel two round trips on this 12.5-mile ex-ACL (former Cape Fear and Yadkin Valley) trackage. Run fee is \$25 with all proceeds going towards the restoration of this tourist railroad. Set-on will be at Parkton 15 minutes from I-95, Exit 49. This is a NARCOA-insured excursion, and all NARCOA rules apply. Contact Carey Boney for more information Tel: (910) 285-7489 or email: careyboney@instrstar.net.

**NARCOA
Calendar**

VOTE! VOTE!

Elect Even-Numbered
Area Representatives.

Vote for the new ones.

Vote for the incumbents.

PLEASE!

**Excursion Calendar
Non-NARCOA**

**2003 Railroad Days Festival,
North Vernon IN (GLR)**
June 14, 2003

Lake Superior & Ishpiming (GLR)
August 23, 2003

Volunteer Railroaders Association

Lackawaxen & Stourbridge Railroad
Saturday, May 17, 2003

VRA is pleased to sponsor a one-day run over the L&S May 17, 2003. Participants will travel approximately 50 round-trip miles between Honesdale and Lackawaxen PA. Trip fee is \$50 per car and includes railroad costs. There is a 40-car limit. This is a NARCOA insured activity, and all NARCOA rules will apply. For trip details contact KC Smith Tel: (201) 262-3455 or email volunteerra@yahoo.com.

Wilderness Tours of NARCOA, LLC

Hudson Bay Railroad
July 3-13, 2003

WTON LLC is pleased to sponsor a 12-day run over the HBR (former Canadian National Railway) Nov. July 3-13, 2003. Participants will travel approximately 186 miles round-trip miles between Cranberry Junction to Lynn Lake, 219 round-trip miles Lynn Lake to Flin Flon, 36 round-trip miles Flin Flon to Cranberry Junction, 230 round-trip miles The Pas to Thompson, 158 round-trip miles Thompson to Gillam, 183 round-trip miles, Gillam to Churchill, 183 round-trip miles Churchill to Gillam, 158 round-trip miles Gillam to Thompson, and 230 round-trip miles Thompson. This excursion will be in two parts: first the Lynn Lake line, second the Churchill portion. Extra fare tours July 9-10 at The Pas to see Beluga Whales, Fort Churchill, Polar Bear Jail, etc. Price is yet to be determined. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details Hank Brown Tel: (608) 839-4939 or email: wilderness@inexpress.net.

Quebec Gatineau Railway
Chemin de Fer Charlevoix
Tuesday, September 2, through Wednesday, September 10, 2003

WTON LLC is pleased to sponsor an eight-day run over the QGRY and CFC September 2-10, 2003. Participants will travel approximately 744 round-trip miles between Gatineau, Montreal, Quebec City and Clermont, Quebec with side tours of Montreal and Quebec City (Sept. 2-Gatineau to Montreal, Sept. 3-Tour Montreal, Sept. 4-Montreal to Trois Rivieres, Sept. 5-Trois Rivieres to Quebec City, Sept. 6-Quebec to Clermont to Quebec, Sept. 7-Tour Quebec, Sept. 8-Quebec to Trois Rivieres, Sept. 9-Trois Rivieres to Montreal, Sept. 10-Montreal to Gatineau). There is a 15-car limit. Trip price has yet to be determined. This is a NARCOA insured excursion, and all NARCOA rules will apply. For trip details contact Hank or Carol Brown at Wilderness Tours LLC, 622 Oak Street, Cottage Grove, WI 53527. Tel: 608-839-4939 or email us at wilderness@inexpress.net.

NON-NARCOA EXCURSIONS

2003 Railroad Days Festival, North Vernon IN
Saturday, June 14, 2003

Public rides over the Madison Railroad. This is a non-NARCOA insured activity, and all insurance will be provided by the "Railroad Days Committee," however we will use all NARCOA rules. There are no fees for participants. For details contact Lee Wilhite 8505 E. County Rd 300S, Plainfield IN 46168. Tel: (317) 838-7240 or email: LBW1@indy.net.

Lake Superior & Ishpiming Railroad
Saturday, August 23, 2003

GLR is pleased to sponsor a two-day run in Marquette, MI on the LS&I August 23, 2003. Participants will travel approximately 78 miles round-trip. The fee is \$50. per car. Hard hats, steel-toed safety shoes and safety glasses are required. Contact Jim Lindholm 836 Fairfield Ave., Grand Rapids MI 49504-3744 or email: Lindholm_jim@hotmail.com.



(cont. from p 19)

driven, 20-inch 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 original form as when retired from the High Point, Thomasville & Denton RR Co. Original turntable goes with this car. One piece of this turntable is missing. \$2150. Ray Hinkle, P.O. Box 1127, Welcome NC 27374. Tel: (336) 731-4231 or email HINKLEHERE@AOL.COM SO03

I have several **M-19 and M-14 motorcars** for sale, \$4500. each. Also for sale track tampers and ballast spreaders, everything to build on small jobs. Dick Erickson PO Box 400, West Jordan UT 84084. Tel: (801) 561-3161. SO03

Hi-Rail, 0305 Fairmont off 1996 Dodge Dakota. Asking \$2,500 in U.S. funds. Other available Hi-Rail equipment, Fairmont, Mitchell, Raftna, DMF manual and hydraulic. Some with 19.5 wheels. From 1/2 ton to 1 ton dual wheels. Call for more details. Tony Andrusevich RR # 1, Hannon, Ontario Canada LOR-1P0. Tel: (905) 692-5949. SO03

Fairmont Motorcars – similar to the car pictured on page 4, in the Jan./Feb. SETOFF. The original motors were removed and replaced with Ford or Perkins diesel, with a truck style air compressor for a work crew. Two are available. Asking \$4000 each in U.S. funds. Tony Andrusevich R.R. #1, Hannon Ontario, Canada LOR 1P0. SO03

Woodings and Fairmont motorcars – Total of six newer style Woodings CBL models take your pick, two are missing motors, all are very restorable, selling two car for \$800, one car for \$900 and one car for \$1,000.00. Two for \$1,100.00 Two Woodings CBI both have motors; one car needs trans and driveshaft, one at \$800 and one at \$1,000. Two Fairmont ST 2's with RQD motors and two-speed rear gearboxes both need front axles but are mechanically complete, \$500 each. One complete Fairmont ST 2 with RQD motor, two-speed rear gearbox, nice shape, \$1,300. One Fairmont A4 with four cylinder Ford, transmission does appear to be seized, rebuild or good for parts car \$500. All the above cars are ex- CP Rail except for the A4 which is an ex CN Rail. These cars are located in southern British Columbia, 3.5 hrs north of Spokane, WA. All sales are in U.S. funds or CDN equivalent. Pictures are available. Contact Terry Baumann, Nelson BC, Canada. Tel: (250) 229-4474 or email: greenacre@telus.net. SO03

Fairmont M19 motorcar - Featured on page 18 of the Jan./Feb. Setoff. Car was modernized by the Southern railroad then sold to The Yankeetown Dock Railroad in 1986. Car is equipped with a steel Southern cab, RO engine, 12-volt electrical system, good seats, good glass, new wheels and brakes. This car runs but needs TLC and a paint job. Asking price is \$900 or best offer. Stan Conyer (812) 342-0565, or email stanconyer@Hotmail.com. SO03

Fairmont 0307 HY-RAIL gear – Equipment is in good condition and comes with rubber wheels. We are including mounts and hardware for a Ford Bronco. Asking price \$1500 or your best offer. Stan Conyer, 812-342-0565, or email stanconyer@Hotmail.com. SO03

Carburetors and more – Parts for the C-5 & 8 carburetors. Carburetor rebuilding, \$45 plus parts, and shipping. Parts for the Weatherseal and Hy-Duty timers. Head gaskets for ROC & OD type engines \$20 plus \$3 Shipping and handling. Parts and gaskets for the QBA & RQ type engines. Contact Carey Boney 1605 Powers Road, Wallace NC 28466. Tel: (910) 285-7489 or email careyboney@intrstar.net. SO03

Fairmont MT-19A - Ex-Union Pacific motorcar, Omaha orange, Union Pacific signage, Fairmont side and rear curtains, aluminum top with stiffening brace, Fairmont seats, Onan 2-cylinder 20-hp engine, electric start, 12-volt electrical system, 2-speed transmission, chain drive, headlight, tail-lights, brake lights, strobe light, rear view mirror, tow bar, first-aid kit, fire extinguisher and flags. This has been a very reliable car and has operated in Mexico, Canada and throughout the Midwest. NARCOA inspected and ready to roll. Price is negotiable. Located in Omaha NE. For additional information contact Ed Rasmussen Tel: (402) 453-6806 or email edrasmm@hotmail.com SO03

RYD-A-RAIL - W.T. Cox model W-62E hardware. This one set of Hi-Rail equipment will fit a 1988 Jeep Cherokee and maybe others. Located in Tulsa OK. Asking \$550 or best offer. Walter Johnson 2304 Sybil Drive Mesquite, TX 75149. Tel: (972) 288-4566 or email walterjohnsom1@juno.com. JA03

Two M19 speeders - Both cars are NARCO legal. One car is currently open with a cab that could be installed. The other is a M19 closed cab. One trailer. Many extra parts including; coils, wheels, etc. Also one S2 car frame and wheels. Selling all in one lot, asking \$5500. See pictures on NARCOA site. Bill Young R4, BOX 230B, Bruceston Mills

WV 26525. Tel: (304) 379-7784 or email sharkman@mountain.net. JA03

Canadian MT-14 – Onan CCKB motor that is bad. Car in good condition and motor useable for parts. Ready to run with new motor. \$850. Jim Shoemaker, Tel: (740) 349-2718 or email jimshoe@praise.com. JA03

Hi-Rail, 0305 Fairmont off 96 Dodge Dakota. Asking 2,500 U.S. funds. Other available Hi-Rail equipment, Fairmont, Mitchell, Raftna, DMF manual and hydraulic. Some with 19.5 wheels. From 1/2 ton to 1 ton dual wheels. Call for more details. Tony Andrusevich RR # 1 Hannon, Ontario Canada LOR-1P0. Tel: (905) 692-5949. JA03

Fairmont M19, 1953 model and M19, 1943 model. Also one trailer, one S2 frame with wheels. Many extras parts i.e., coils, wheels etc. Price firm at \$5,500 cash. Contact Bill Young R4 Box 230B, Bruceston Mills WV 26525 or email: sharkman@mountain.net. MJ03

Fairmont MT 19-B – Built 1983, this car is in excellent condition, stored indoors. Sale includes a custom "Lionel" paint job, working headlights, brake lights, turntable, several horns, original maintenance manual, flags and siren lights. Conforms to NARCOA rule standards. Delivery possible. Andy Shiel, 902 North Capitol Ave. Indianapolis IN 46204, Tel: (317) 423-6100 or email ashiel@shielssexton.com. JA03

Woodings Motorcar, trailer, model CBL series 2, serial number A121. 16 horsepower Tecumseh overhead cam cast iron engine. Will seat four people. \$3000 or best offer. Willard Ehlinger 4117 Quinlan St., Wabemo WI 54566. Tel: (715)473-2553 or Jim Odekirk 8005 County Hwy O, Flying "O" Farm, Argonne WI 54511. Tel: (715) 674-6842. MJ03

Parts, Parts, Parts - Everything from an A-car with a 4-cylinder Nissan diesel to wheel calipers, axles for all motor cars, transmissions for Onan motors, wheels, complete brake system, complete headlights, belts for M-19 and many parts for M-19's with 1-cylinder Fairmont's. Over \$8,000 worth of parts and motorcars we will sell as individual items or as one complete bargain. Contact P. (Spud) Torrao RR 1 S36 C38 Oliver, BC Canada V0H1T0 or Tel: (250) 485-0101, Cell (250) 305-8410. MJ03

CCKB carburetor and solenoid type starter in good condition. Contact Ritch Williams, 57550 Dogwood Road Mishawaka IN 46544. Tel: (574) 255-4530 or email KA9DVL@attbi.com. JA03

PLEASE
VOTE!

Area News cont.

and our organization. I could not have ever had the chance to become NARCOA President if you guys hadn't believed in me and shown your support by voting me in as your Area 4 Rep two years ago. As always, I realize that many of you do not have computer capabilities; I will continue to work for you guys to assure that there will be printed information as well as information on line. This bi-monthly *THE SET-OFF* area newsletter to you is a good example of this. I'm always available to listen, I am fair, honest and will tell you the truth even if you don't want to hear it. Even though I'm running unopposed for Area 4 Rep, if you like the job that I have been doing and you'd like to show your support for me, please mail in your votes! I can work even harder and longer when I know you're behind me.

It was good talking with you guys again, I hope to see many of you at the WVC run this June and at many runs this fall. Please keep me informed of any Area 4 news you'd like me to post. Keep 'em rollin', Rail Dawg Falicon

Area 5 News



WHAT DO YOU THINK? That's what I want to know. As your NARCOA representative from **Area 5**, I want to know your thoughts. With that in mind, so do the rest of us. Does that mean that I agree with you? Certainly not! Will I listen to you with an open mind? Certainly yes! Those of you who know me, know that I may not always be right, but I always have an opinion. When your area directors go to the Annual Board Meeting, we want to share your thoughts, ideas, and opinions. AND, we really mean that.

There are a lot of changes that are made each year with NARCOA. Often changes are not well received, but without adapting to change, we will become stagnant and allow the rest to go by. It would be like pulling onto a siding, and having the switch pulled behind us. None of us are right all the time. None of us will always have the best idea, BUT if we as your Board of Directors hear your voice, your ideas, your suggestions, and your opinions, we can make the best decision for you and for NARCOA. All of your—and it is “your”—Board of Directors can be reached by snail mail, email, or phone call, and we will see you on excursions during the year. Try bending our ear. I may not agree with you, but I am a listener and I promise an open mind and with your input, may change my idea or opinion. With your input, I can make Board decisions on my and your knowledge.

I am still waiting for someone to organize an excursion in Florida on a railroad that has a tunnel.

Please remember our soldiers, sailors, airmen, and marines who serve our country. Bobby Moreman, Area 5 Director

Area 7 News



From **Area 7**, the First Iowa Division has the ride season fully scheduled with 16 rides on 15 railroads in six states. There are some of the rides that haven't been fully confirmed as of this writing, but the future looks bright for our members to get plenty of miles logged on their motorcars. We even have two new railroads that we are hopeful will be open to us this year.

Many who have ridden our excursions in the past have received ride sign-up sheets to be returned, so I can mail out ride waivers ahead of time, saving time on ride day. Many of you haven't returned the finished forms, and I would encourage you to do so right away. This is our only way to contact you in case of a last minute ride change with the exception of our website (several don't have access to that infor-

mation). I would also like as many as possible to notify me if you can receive the waivers via email, because this saves the club postage and me time!

As the ride season gets closer, this is the time for everybody to inspect their motorcars to make sure they're ready for a trouble-free summer. Our safety team will be inspecting cars at the first ride they are run on which will earn them the coveted First Iowa Division Safety Sticker if they pass. We don't want to turn anyone away because of a safety problem with their motorcar, so check your cars carefully. Re-read your rule books also and make sure you have all the NARCOA-required safety items on your car. The First Iowa Division expects all NARCOA rules to be followed and no exceptions will be allowed.

With that said, I would like to wish everyone a great ride season. I hope to see all of you on the rails soon. Carl Schneider, Area 7 Director

Besides my position as **Area 10** Director, I also serve on NARCOA's Judicial Committee. The Judicial Committee reviews all accident reports that originate during the year. Recently we have noticed a surprising increase in accidents with motorcars and automobiles at grade crossings. Remember, motorcars do not have the right-of-way at grade crossings. The NARCOA Rulebook specifically requires "Motorcars must be prepared to stop short of all grade crossings and proceed only when safe to do so." In the Judicial Committee's opinion all of these accidents could have been prevented by following the rulebook.

When approaching grade crossings look both ways for traffic. If you can't see the highway because of buildings or vegetation, slow down! Approach each crossing at a speed such that you can stop short of traffic. That might mean that you have to come to a complete stop to verify that no traffic is present. Highway crossings with cross bucks and warning lights usually have sight distances that do not necessarily require a slow down and stop. However be wary of farm crossings and private crossings. These can be a disaster. Watch for vegetation and buildings obscuring your vision. If you can't see, slow down or stop. I've seen drivers run these stop signs. After all they are looking for a train with an engine 250 times the weight and size of a motorcar.

Grade crossing accidents account for the majority of NARCOA accidents. In fact a motorcar hitting an automobile at a grade crossing resulted in the largest claim paid to date by our insurance policy - \$10,297.

This operating season, think about each grade crossing as you approach. Let's be safe out there! Tom Norman, Area 10 Director

Here it is late April, and I find myself in New Hampshire visiting grandkids and family. Sorry to have missed the Northern California run hosted by PRO on April 26. It appears the Iraq War is winding down, and I hope this will end any repeats of the need to cancel runs due to security reasons. Coordinators tell me that they are getting positive feedback from railroads about our future runs. We have a great calendar for May and June, but not much in the way of local runs for the summer months. I am hopeful this will change as the year progresses. There was only one comment within our area regarding the proposed revision of the Turn Table rule. That caller said that he was pleased to see we were acting on this issue and that if possible he wished we would require the minimum height to be higher. The proposed 2 1/2" from railhead to bottom of locked turn table is in keeping with the AAR standard and it is easy to monitor accurately. It appears the revision will pass membership comment and Board of Directors vote readily.

Area 10 News



Area 11 News



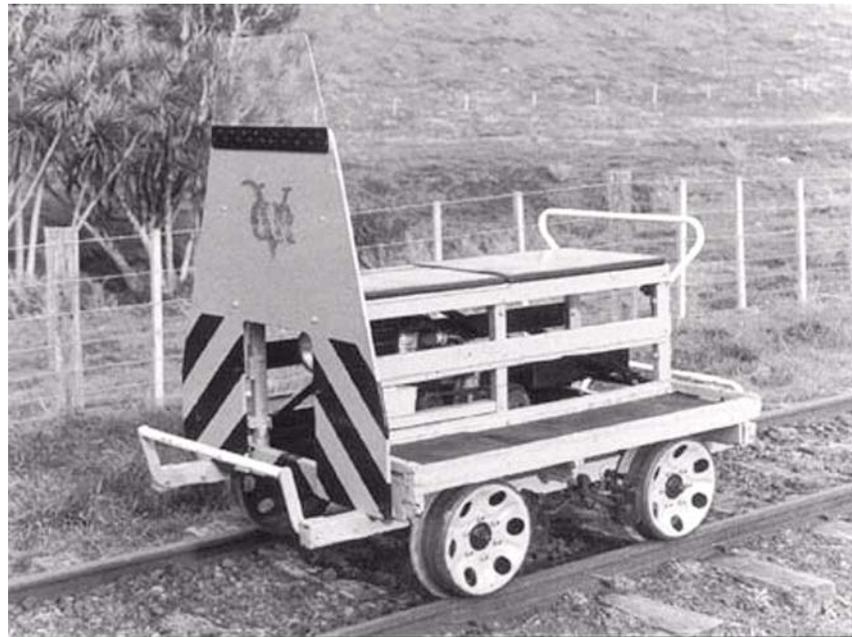
Area News cont.

One last thought pertaining to operations. I have noticed an increasing trend to not respect the potential dangers of farm path, road and highway crossings. While our region has been fortunate in not experiencing accidents of this nature, other regions have not been so fortunate. Please remember we do not have the right of way at these crossings and caution needs to be exercised.

Lastly another note to let you know how to reach me. Home telephone is (925) 979-1030 and email is patcoleman@astound.net or patcoleman@ca.astound.net. Both email address work, and for some reason within my ISP's servers it is inconsistent in being listed as sender. Looking forward to hearing from you. Look forward to seeing you on a run. Pat Coleman Walnut Creek, CA Area 11 Director

VOTE!

From Jim Spicer,



Our ex-NZR 6-man motor trolley, overhauled and repainted in GVR livery. Used regularly still, carrying passengers on our operating days.

I have a friend in New Zealand who sent me a booklet about the Silver Jubilee of the Glenbrook Vintage Railway. They operate over part of a former branch line south of Auckland. From the pictures in the brochure they have some outstanding equipment. I asked for more info about the "motor trolley," he didn't have any more info except to say that the New Zealand Railway had very extensive shops and probably built it themselves. JS

NEWS OF THE RAILROADERS IN MISSOULA AND ABROAD

Campbell of Geological Survey, Whose Trip in a Motor Car Over N.P. Railway, Has Been More or Less of a Mystery Here, Arrives and Makes Explanations.

Campbell has arrived. This man of mystery, who started out from St. Paul in a special motor car about two weeks ago and who has been traveling along the Northern Pacific's line at the rate of about 100 miles a day, stopping here and there to take a picture, examine some geological formation, inspect a mining district; apparently familiar

with every foot of the ground he is covering and yet always busy with notebook and pencil....

The gentleman in question is Marius R. Campbell, geologist in charge of western mineral fuels of the United States geological survey. ...The idea is to prepare a guide book for distribution among the tourists of this and several other lines of railroad when they begin to flock to the coast for the Panama-Pacific expositions of 1915.... Mr. Campbell will leave in his 10-foot passenger train at 9 o'clock this morning to continue his trip west. The car is operated on regular train orders, having a pilot, one of the regular men, over each division.

The Motorman.

C.W. Roberson, who is motorman of the little car which is carrying Mr. Campbell of the geological survey over the Northern Pacific system, is an old head with the N.P. He has been railroading on the system since 1885 although he first started in the shops.... The motor car which he is driving belongs to the Tacoma division and has been run for three years by Mr. Roberson. By the time he reaches the home division on this trip the car will have traveled 25,000 miles under his hand without a serious mishap.

North American Railcar Operators Association (NARCOA)

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Vice President Ken Annett | **Treasurer** Tom Norman

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This is a postcard view from the collection of Tom Mulvaney, Helena, Montana. Perhaps it is one of the early publicity photos for an "upcoming attraction" at the local theater. Thanks, Tom.