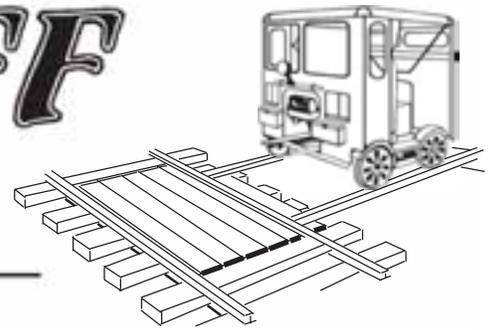


THE SETOFF

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

November/December 2003 Volume 17 - No. 5



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Please submit materials

for the January/February issue of
THE SETOFF
by December 28
as follows:

Classified Ads

Excursion Announcements

964 Williams Lake Road
Colville WA 99114
wcoutson@surfbest.net

Letters to the Editor

All other Materials

Photos

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

Cover Photo

*Western New York & Pennsylvania RR (former Erie), May 3, 2003
West, just outside Corry, PA.
At Lovell the line goes south to Titusville. Ralph Shaffer (Woodings CBI) Phil Dawson, Dave Verzi.*

Photo by Stephen M. Timko

See additional photos of this run on page 26.

Meshing Gears

Any of you that have been around any sort of machinery, large or small, know how nice it is to see two gears rolling into each other quietly and effortlessly. As they glide together, a perfect pattern is made as each tooth performs its job by transferring energy onto the next one. Upon reading the last issue of the *SETOFF*, I felt that our organization is becoming like those gears—things are meshing. As I reviewed our organization's September/October newsletter, I found that there was a good tech article, a piece informing us of election results, informative letters from both our Operations Chairman and our Secretary, and NARCOA NEWS that informed us of a tied vote and listed proposed items for the December Board of Directors' meeting. Also included were a few newsletters from some of our Area Reps. All this, as well as excursion reviews and a new item—humor! It became clear to me that we are more informed about the workings and goings-on of our organization than ever before. We are accomplishing this by all of us "meshing" and working together to get the information out. Don't be the bad tooth on the gear set. Help us keep the nice gear pattern that is developing in our hobby by remaining positive and receptive to our newfound information. If you like, you can get involved by contributing informative articles or ideas you may have for inclusion on our website or in our newsletter.

With the above being said, I have decided not to ask for the Board's nomination and support for the office of NARCOA President for the year 2004. My final decision to not run for the 2004 presidency came about by using the following reasoning. No hobby, especially one that I love, should affect my eating and sleeping habits almost daily. It should be putting happiness into my life rather than taking it out. Last but not least, no hobby of mine should interfere with the time that I get to spend with my wife, Mugz. For those of you who enjoy reading my President's letters as much as I enjoy writing them, I'll still be here writing a letter for each issue. I'll just be a few pages back under the heading of "Area 4 News." I intend to work as hard as ever as an Area Director and Board member. Due to the time that the presidency required in 2003, it was impossible for me to work on all the issues that are important to the hobby. I intend to work on these issues as well as help our new president in 2004. Time and time again I have asked you guys to quit your bickering and work together for this hobby. Well, my tune hasn't changed! We all need to put more effort into being positive rather than sitting at home, stewing and trying to figure out what you could say in order to make trouble for another member. Wise up guys, you're wearing out your leaders with this foolishness!

I hope all of you and your families have a tremendous holiday season, and I hope to see you all, a few pages back, in the next issue. Sincerely, Tom Falicon



NARCOA Insurance Coverage for 2004

by Tom Norman, NARCOA Insurance Administrator

NARCOA insurance coverage through Lloyds, London and United Shortline Insurance Services expires on January 31, 2004. I am happy to report that NARCOA has received a renewal proposal that will extend our insurance program another year. The proposal from United Shortline Insurance Services (USI) is for the same coverage as NARCOA currently has. The premium reflects a 10% increase, however, because our insured membership also increased, the member premium has actually dropped \$5 to \$130 next year.

As in previous years insurance applications will only be accepted through March 31, 2004. This limited enrollment period is due to Lloyd's requirement that the premium be paid in full by April 15th. No applications will be accepted after March 31, 2004. After the March 31st deadline, NARCOA will attempt to get permission to accept applications from new members on a limited basis, but cannot guarantee success.

You will find insurance program details and application forms inserted separately in this issue of the *SETOFF*. Additional application forms can be downloaded from NARCOA's website at www.narcoa.org or contact any one of the NARCOA Area Insurance Representatives listed below:

Hank Brown
622 Oak Street
Cottage Grove WI 53527
Tel: (608) 839-4939

Tom Norman
1047 Terrace View Drive
Alberton MT 59820
Tel: (406) 722-3012

Jack Whitt
8023 Whitt Lane
Yalaha FL 34797
Tel: (352) 324-3868

Jim McKeel
9742 Yosemite Court
Wichita KS 67215
Tel: (316) 721-4378

Doug Stivers
1544 Fuchsia Drive
San Jose CA 95125
Tel: (408) 269-5547

Dick Wilhelm
PO Box 209
Bearsville NY 12409
Tel: (845) 679-2870

Insurance cards for the 2004 policy year will be issued in mid January.

At this time, I do not have a renewal proposal from Fireman's Fund McGee for physical damage coverage on member's motorcars. The underwriter has indicated that a proposal will not be available until 45 days before policy expiration. I expect to have information available around December 18th. United Shortline will mail applications to members who currently participate in this insurance program.

Which way to the NARCOA meet?

Delivering railcars to David Williamson's new home in Freeland, MI after moving from Dallas, NC on 7/9/2003



Submitting Materials for Publication

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

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

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

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

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

6 Excursion stories, technical articles, and lengthy submissions should be typed or printed. Ads, meet notices and short articles may be handwritten. Please include your phone number with your submission—**even with E-mail**—in case we need to clarify something we don't understand.

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

THE SETOFF

Volume 17 Number 5

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

THE SETOFF Publisher
Ernie Jeschke
4106 N. Adrian Hwy.
Adrian MI 49221
ejeske@tc3net.com

NARCOA Membership
Joel Williams
Box 802
Lock Haven, PA 17745
joel.williams@earthlink.net

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>

Jake Award Update

by Tom Norman,
NARCOA Treasurer

In the March/April issue of the *SETOFF*, was an article explaining NARCOA's involvement with the Jake Awards, the American Short Line & Regional Railroad Association's safety award given to injury free member railroads. Since 1997 NARCOA has provided individual award pins that are distributed to each employee of the award winning railroads. The pins feature a profile of Jake Jacobson (the creator of the original safety award) with an enameled border stating "Jake Safety Award" and the year of the award. The back of the round pins has NARCOA written in a rectangle. This public relations program has received enthusiastic support from member railroads and clearly benefits NARCOA in expanding relationships with our Short Line Railroads.

Contributions from NARCOA Affiliates are the source of funds for this program. As NARCOA Treasurer, I would like to thank all affiliates for their donations.

NARCOA Affiliates contributing in 2003 are:

Great Lakes Railcars	\$500
Southwest Railcar Ltd.	\$250
First Iowa Division	\$400
Southeastern Railcar Operators Inc.	\$100
Motorcar Operators West	\$300
Central Pennsylvania Excursions	\$100
Pacific Railcar Operators &	\$560
	\$500
Ohio Valley Railcars Inc.	\$750
Northern Central Railcar Association	\$100
North Central Railcars &	\$250
	\$650
Volunteer Railroaders Association	\$20

The Safety Comment: Safety Equals Vigilance

by Bob Knight, Chair
NARCOA Safety Committee

Welcome to "The Safety Comment," a forum for new thoughts or concerns about safety issues that concern our membership. This issue's thought is: SAFETY EQUALS VIGILANCE, and Webster's Dictionary defines vigilance as "staying watchful and alert to danger or trouble ."

Each one of us probably crosses over many railroad tracks every day as we go about our normal activities. How many times do we see the cross bucks and think about STOP-LOOK-LISTEN? We each know a railroad crossing could bring danger or trouble. As we review this year's accident reports and those of past years, we find that the majority of membership accidents happen at road crossings.

Being vigilant plays an important part as we operate our motorcars just as it does while driving our autos. Vigilance suggests keeping one's complete senses of observation, hearing and judgment at a very high level. As a private pilot I was always taught to keep my eyes moving from side to side while always observing for any changes on the horizon.

As a motorcar operator, our horizon includes both sides of the track, the track in front of us, the motorcar(s) we might be following and the view in the rear view mirror.

During this motorcar season of 2003 we have had accidents at road crossings, both public and private. We have also had a number of accidents involving operations and equipment. Would operator vigilance have prevented these accidents? The safety committee suggests it could help to prevent accidents and asks each operator to stay vigilant to all conditions as we operate in all types of weather, differing terrains and varying conditions. Read the accident reports on the web site <http://www.narcoa.org>. You will find that information very informative! Let's have fun on the rails, enjoy our great hobby, but always do it in a very safe manner and BE VIGILANT.

P.S. Your safety committee welcomes your safety thoughts and ideas. Email by using the web site under directors and officers. Use the safety link.



Area News

by Dick Ray, Stan Conyer, Tom Falicon, Bobby Moreman

Editor's Note: The election from Area 2 resulted in a tie which has yet to be decided. As one of the candidates involved, Dick Ray has submitted some area news from his area.

Area 2 has been especially active this year, even more so than last year. Every state has had at least one meet, and of course Pennsylvania, with more railroads than any other state has had the most. There have been no known incidents at any meet in this Area as of this writing, and I hope we can continue this outstanding record. As many as a dozen new members joined that I know of, and several who had been inactive have become active again.

Two new railroads, both in Pennsylvania, hosted tours, and one that had been closed to us for some ten years became available to us again. Another in Maryland had a tour for the first time in perhaps five years.

One troubling thing that is happening in Area 2 is a lot of territorial disputes. One club, learning that another club had scheduled a meet on a railroad that had not been run in 15 years, accused them of "poaching" on his territory. Another club from an adjoining Area is talking to the same railroad that a local club has been negotiating with for some time.

With five or six clubs holding meets in the same Area, it is bound to happen. None of these are high-dollar, multi-day events. Instead they are typically very short lines, and no club is making any real money on these meets. Perhaps NARCOA should address this issue. It may need only an agreement that any EC from one Area not schedule meets in another Area without the agreement of the local club(s). It is only simple courtesy. Dick Ray

The folks in **Area 3** (Indiana, Michigan, Ohio) have been so busy running their cars in our area and surrounding states, they have not had time to write about it. Meets have been held at the South Branch Valley, Indiana Northeastern, Wheeling & Lake Erie, Sowest Pennsylvania, East Broad Top, West Virginia Central, Great Miami & Scioto, Lake Superior & Ishpiming, Illinois Rail net, and Whitewater Valley Railroad. There are more to come on the Coopersville & Marne, Indiana Transportation Museum, and Eastern Illinois Railroad. If you have missed some of these runs try to come join us later this year or plan on visiting us next year. Stan Conyer

Hello **Area 4**, Happy Holidays to you all!!!! I am going to try to personally say that to as many of you as possible before the holidays are over. This is the best time of year ever, and I'm happy to be your Area Rep. Wow, another year has gone by. I hope that you have used it wisely—remember, we only get so many of those things, so use each year to it's fullest. Try to spend a little more time with your family and pets. They are the best remedy for stress, and most of all, be positive at all times!

If you've read my President's letter in this issue, you've seen that I won't be your president next year. The presidency was sucking the life out of me, and it was impossible for me to spend as much time with

(cont. on p. 30)

Area 2 News



Area 3 News



Area 4 News



MOW–Sponsored Placerville, California “Ice Cream Run”

by Jon Jordan



April 25-7, 2003 was a very enjoyable spring run. This is the fifth year the track was used by “MOW-Motorcar Operators West” group and the third year Bob and Donna Snyder organized this run. The Sacramento area is beautiful this time of year. We’ve had quite a bit of rain and the grass is green, the lupine and poppy flowers are in full bloom and the weather was not hot. Nineteen cars signed up to ride the rail for the weekend.

This section of the track is about ten miles long and not used other than speeder traffic. This is some of the oldest 110–pound track in the western United States and was used to transport lumber to rebuild San Francisco after the 1906 fires. It was formerly owned by Southern Pacific railroad. It is now owned by the Joint Powers Authority—local counties that have assumed responsibility. Local speeder enthusiasts maintain the track.

Part of what was special on this run were three theme speeders which got together for the first time: Rod and Carolyn Whitney from Willits, California presenting a “Police” speeder; Clint Worthington and his daughter Kristen from San Juan Capistrano, California with a “Fire” unit; and Jon and Calleen Jordan from Grants Pass, Oregon with an “Ambulance” type speeder. In part this is a tribute to Emergency Services and an honor to the 400 emergency service workers who died on 9-11-01. Rod is a former Willits Reserve Police Officer. Clint is a current Reserve San Juan Capistrano Fire Captain with 18 years service and Jon is a Paramedic with AMR—American Medical Response and his wife Calleen is a Registered Surgical Nurse at the local Grants Pass hospital. This group traveled about 1,500 miles one way with about 21 hours of combined driving to be together at this meet.





We did one "twilight run" Friday night with a little rain—Jon and Calleen had to drive through a "white out," 5 m.p.h. on the freeway, snow storm at Shasta, California Friday morning—then two runs on Saturday with a fantastic tri-tip BBQ at the Latrob Winery. Sunday at another nearby abandoned track we had another day of running the rails. Bob Snyder is quite a history buff and made occasional stops to expound on local points of interest.

This run was especially fun because of some of the obstacles not normally encountered on speeder runs. One section of track where a farmer caught the track with his tractor has a definite "U" bend in the track. At the "wash-out" where the 110-pound track is suspended over a two-foot kind of "bridge," ties hold up the rail, and only one car can pass at a time. There was a tree blocking the tracks, but fortunately we had a chain saw and made short work of that. At another crossing the road department paved over the tracks! Yes, we had to jump the asphalt, roll on pavement and trust others to get us back onto the rails on other side. I didn't know I had to be "Evil Kenivel" when I signed up to ride the rail!

We did have a fun outing. Bob and Donna did a great job and put a lot of work into the run. A good time was had by all!

NARCOA News

by Tom Falicon

Tied Area Two Representative Election – The Board of Directors passed with a unanimous vote, the following motion in response to solving the tied Area 2 election: The Board of Directors will instruct the Nominations and Elections Chair (Carl Anderson) to hold a runoff election in Area 2 as soon as possible via direct mail using our usual methods with the following provisions:

1. That no further nominations or write-ins be allowed
2. That all members current at the time of the original election be sent a ballot
3. That the ballots be printed and distributed having an equal number of them with each of the candidates names at the top of the ballot. (To clarify, if 200 ballots were sent out, 100 would have candidate "A" at the top and 100 would have candidate "B" at the top.)

The run-off election time line will be as follows:

- 10/10/03 – Deadline for the Candidates' write ups to be sent in to Carl Anderson.
- 10/27/03 – Ballots to be sent out to all Area 2 members as of May/June mailing of the *SETOFF*
- 11/21/03 – Voting deadline, all ballots postmarked 11/21/03 or earlier will be counted

Copies of the minutes of the on-line BOD meeting that was held to resolve the tied election will be available from our recording secretary, Lee Wilhite as soon as he completes transcribing the minutes. (Ordering details will be in the next issue of NARCOA NEWS)

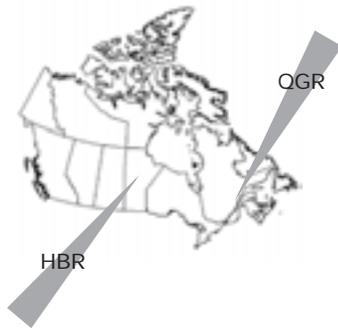
Judiciary Committee Chairman – Doug Stivers has resigned as the Chairman of the JC Committee. JC Committee member Mark Springer has taken the position temporarily and will let the Board know at the December meeting if he would like to hold the position permanently. All of us owe Doug a debt of gratitude for performing this tough and time consuming job for the past three years.

2003 BOD Meeting Agenda – (Please note that items are listed in no particular order of priority and items might be added, deleted and/or changed up until the meeting time)

1. New Member Mentoring Program
2. The Points Allocation Process for member accidents and incidents
3. The installing and use of seat belts in motorcars
4. The publishing of accident/incident reports in the *SETOFF* on the NARCOA website
5. Custom-built motorcar standards
6. The creation of a NARCOA introduction video
7. Four year terms for Area Reps, term limits and number of positions that can be held by one person
8. The possibility of publishing voting and election info and updates in each *SETOFF*
9. The required posting of NARCOA insured excursion announcements
10. Review the requests made by ASSCO of Australia

An Excursion to Remember

by Hank Brown



The Quebec Story

The Quebec Gatineau Railway has over 300 miles of former Canadian Pacific Railroad track that stretches from Gatineau to Quebec with numerous spurs to mines, paper mills and aluminum processing plants. Because the QGR moves 30,000 car loads per year, has commuter trains and interchanges with both Class I Canadian railroads, I wondered why would they permit an excursion on their railroad. Jean-Marc Montigny is why. Jean-Marc is a rail fan of the first order. He was working on the Chemin de Fer Charlevoix when we sponsored our ride there in 1998. When I again approached him, he enthusiastically gave his permission, turning us over to his engineering department, and as they say, the rest is history. This was the beginning of a dream come true, an excursion to take us through some of the most active track in Canada.

Our group met in Gatineau, Quebec just across from Ottawa, the capital of Canada. If you have not been to Ottawa, I would suggest a trip there would be fantastic. It is the seat of history of Canada, much like Washington D.C. is the history of theseat of United States.

After a quick seton at a pedestrian crossing, we were off through the corn and soy bean fields of Quebec to the French-speaking town of Thurso. The cafe owner spoke just enough English to make sure we got the right food. This is where Singer Sewing Machine had their cabinets made for their machines years ago. An old Baldwin diesel still works the local paper mill. Our next stop was Lachute for lunch, after an interesting experience along the way. Our host Gerald Allard turned on every grade crossing signal, saying the railroad must test each signal every week to make sure it works. Later I discovered Doris Hurtig from Kansas counted over 200 signals. We would ride to the crossing, stop and wait for the signal and then proceed. It took a lot of extra time, but we arrived safely each day.

We arrived early into Mirabel and were bussed the hour drive through rush hour traffic in Montreal. Montreal is a beautiful city, noted for its beautiful churches, but I would say the food beats everything—the Thai food was out of this world. Our hotel was situated in old town Montreal, within walking distance of all the bright spots. We had the chance to see the gardens that won awards for its sculptures along the river. We had a guided tour of the town which highlighted churches, the art sculptures, the piers and Mont Royal. The afternoon was on our own, so everyone went their separate ways.

After a day off the tracks, it was time to go through the gauntlet of commuters. We arrived at the motorcars at 8:30 AM. After a very brief safety meeting, we headed to commuter territory. We were told that we had a 30-minute window to go 12 miles on the CP main line. We approached the junction and waited. The minutes went by. Our engines were idling, waiting for the next commuter to head into the city. Finally it went by, the switch was thrown in our favor, and off we went. Our escort jumped out at every grade crossing, then raced back to his hy-rail; we hardly slowed down when off we would go again. We passed the Rosemere station with a thousand cars parked in the parking lot, then crossed the bridge over the Riviere des Mille-Iles, under construction and with a slow order in place. The next station

Group photo taken by Bill Kozel. All other photos by Karen Wilber.



was Sainte-Rose with another thousand cars parked close by, then we went racing past gated crossings on our way to Saint Martin's Junction. After 21 minutes of riding, we finally cleared at Saint Martin's Junction, moments before a north-bound commuter crossed the turnout we had just cleared. It made at more exciting when one of the motorcars quit. Fortunately, it was pushed into the junction, and everyone was safe. The rest of the day was not so exciting. After the junction we passed over the Riviere des Mille-iles again, then through the suburbs of Montreal and on into the country.

At L'Epiphanie we crossed the Canadian National on our way to Trois Rivières. With lots of corn and many grade crossings, it was slow going, and we arrived late in the afternoon with our bus waiting. We checked into the hotel and started out to explore the town, discovering a wonderful little restaurant on the main street where they served some delicious food.

The next day we were off to Quebec. We made several stops along the way, but nothing let us know what was in store for us in Quebec. We arrived in the afternoon and proceeded through the QGRR yard where they hope to build a huge facility to support the auto maker that is trying to build an assembly plant. We had a short wait for our Canadian National escort before we crossed over to the CN line and proceeded toward our storage spot. We started down their main when suddenly the escort stopped and motioned me to get out of my car. I did just that, and my wife started to get out next to a section of welded rail. I looked up and saw a head light coming in our direction, and I told my wife that she should stay in the car. Just then the LVR commuter raced by us at 55 m.p.h. With my heart back in my chest, we continued to our storage garage, compliments of the CN.

The next morning we transferred to the Chemin de Fer Charlevoix and traveled through the back yards of Villeneuve to continue to our first stop at Montmorency Falls. As it turns our Bill Kozel's relatives are buried in the church where a plaque bears his family name.

After leaving the church, we headed across the corn fields of St. Joachim. We turned the corner, and before us lay the St. Lawrence River at high tide, looking spectacular. Our escort had 30 miles of slow order to go through, so we had time to really enjoy the views. The railroad clings to the hillside as it serpentine along the shore. One covers eight miles and really goes 15 because there is very little tangent track for that 70 miles. Our next stop was St. Paul Bay where we expected to have lunch. We learned too late that the restaurant was closed, so it was on to Cap aux Oies and the nude beach (not much this time.) With that disappointment we

headed to lunch at Pointe au Pic. Unfortunately, it was getting late, and with 16 miles to go to Clermont, we decided to turn the cars and return to Quebec City. The long day turned into a long evening as we followed the course from earlier and returned to Quebec. On the way the sun set, and tide went out, giving us an entirely different view of the river. After the sun was gone, the night lights shone brightly on the water. We passed Montmorcy Falls which was beautifully lighted with a very dramatic effect. The suburbs of Quebec were neatly tucked away for the evening. We finally arrived at our garage at 9:30 PM. After a bus ride into the city, we went to sleep.

The next day was a free day to explore the city of Quebec. This colorful city with its wonderful shops is different than Montreal. The walled portion has all the atmosphere. The famous Frontanec Hotel sits high on an overlook of the river. The restaurants deliver the best cuisine that money can buy, and we sampled the bakery and other treats in the shops. It seemed everyone went a different way, some shopping for treasures while others toured the historic sights.

The next morning our bus driver was involved in an accident and was an hour late. Unfortunately this caused us to miss something I was looking forward to in Quebec—the Wolfe Cove Tunnel which was built by CP rail to transfer passengers from the cruise ships to town. Time ran out! We started over CN tracks toward the QGRR. About half way through the five-mile corridor, another commuter passed us. It had slowed to about 20 m.p.h., and we had lots of warning as we were headed toward it. All the same, it was exciting to know we were traveling on a high speed commuter line. We made a smooth transfer to the QGRR and ran to our first stop at Pont Rouge where the local fast food place made a great sundae. We made a safe trip to Trois Rivières and ate at the same restaurant as before (when you find something good, you stay with it). Our trip to Montreal was race for time. We were told that we had three and half hours to go 83 miles through commuter territory or be delayed for six hours until the next window. Well, everyone put out their best. The cars ran smoothly until my car got carburetor icing. I was towed immediately, and we got to Terrebonne with time to spare. A headlight in front of us told me that a freight train was blocking our way, so we pulled into a siding and waited. The train passed, and we headed out onto the main again. We still had time, if we could only make the junction without any delay. We rolled into St. Martin's Junction ten minutes late, the turnout was thrown in our favor and we proceeded down the CP main. This time we went slow. I couldn't believe it—here we were on the high speed main going 15 m.p.h. We approached the bridge construction and contin

ued at the same speed, but once clear of Rosemere, we let it all out, making the window with time to spare. We didn't see any trains after that. Our evening in Montreal was delightful. We ate at one of the nice restaurants in uptown, watched a great sunset and went to sleep.

The next morning was cool and clear. We hit the high iron about 9:00 AM and followed our path back

to Gatineau. These tracks follow the Ottawa river more closely. We were able to see the beautiful summer homes along the shore.

We arrived in Gatineau in the early afternoon, set off in record time and wished everyone a safe journey home. We wish to thank everyone on this tour. Without their support, many of our dreams would not have come true.

Quebec Gatineau Railway Group Picture

Kneeling from left, Hank Brown, Luke (QGRR), John "Kookie" Kook, Bill "Mad Dog" Kozel, Camilla Lockwood, Ralph Goneau, Cindy King, Gloria Wenzinger, Carol Brown.

Standing from the left, Richard Bruno (QGRR), Keith Mackey, Renda Mackey, Les King, Bob Mist, Bob Hixenbaugh, Ken Annett, Carol Annett, Leo Wenzinger, Jeff Finch, Penny Harris, Bob Waldner, Gerry Kook, Tom Norman, Kathryn Norman, Dick Wilhelm, Doris Hurtig, Bill Hurtig, Nancy Stych, Bud Stych



The Lynn Lake Story

After nine years and many phone calls from Chuck Harrison, we decided the time was right for another trip to the "Barrenlands" on the 59th parallel, Churchill to most people. In 1994 we sponsored a whirlwind tour from The Pas to Churchill, Manitoba with 33 cars from 16 states. The Canadian National Railway was kind enough to permit such a tour because of political pressure from the Prime Minister of Manitoba and the Pas/Churchill Promotional Organization and a wonderful woman Sue Lambert.

Things have changed in the north woods. Among other things, the CN has sold their track north of The Pas which includes the line to Lynn Lake, Flin Flon and Churchill. This is all owned by the Hudson Bay Railway, a subsidiary of Omnitrix of Denver, Colorado.

That was the first problem encountered on our quest for another ride on this storied line. First the woman who is the marketing expert in Winnipeg has never heard of NARCOA. Then word came from Denver that there would be no ride in Manitoba or any

property that Omnitrax owned. What was a person to do? We called our old friends, Ernie Foster and Bryan Lundie in The Pas who were our escorts from the 1994 tour. Ernie was so excited to hear we were trying to return that he said he would take care of everything. Within ten days Ernie called back to say everything was a “go” from his end. That was in October of 2001, working with the first manager. January 2002 a new manager came in and said “no way.”

Ernie called again and said another manager was on board, and we were to start planning our trip. We began making the necessary reservations for a tour in June 2002, only to discover that all the tour companies were closed until July. Reluctantly we called Ernie and said we would be up in 2003 if he could make the necessary arrangements with management.

Now, I don’t want to say everything went well when making arrangements in the north woods. The Gillam Hotel was a problem in 1994 when the owners sold the property the week before we arrived and didn’t have us booked into the hotel. This time the hotel had a group of Manitoba Hydro workers coming the same time as we were, and they had booked the rooms. The new owners made us feel at home, however, so that was the least of the concerns.

We arrived in The Pas a day before the excursion and made last minute arrangements with the railroad. We set the cars onto the tracks behind the Wescona Motel, and everyone was ready for the long day—231 miles—to Lynn Lake. We were really excited to see Ernie Foster and Bryan Lundie again. They hadn’t changed a bit, both still friendly and cheerful as they greeted the group assembled for the morning safety meeting.

The morning was ideal. We boarded our motorcars, and off we went toward Lynn Lake. The first 50-plus miles is straight and parallels the highway to Flin Flon. We arrived in two hours at Cranberry Portage for our first rest stop—we had decided that we should stop every two hours to check cars and let people rest. Cranberry Portage is a small town that makes you feel that you are back in the 1940s. The ice cream shop and hardware store are just as I picture they would be in 1940.

Once under way again we passed by Sherritt Junction where the line branches off to Flin Flon. We passed so many sidings that had names but no stations or any other signs of civilization. Our next stop was Pukatawagan. This is the home of a large group of First Nation people. The town is five miles away from the tracks, so there are no facilities. We did learn that this is where the tracks will end some day. The inhabitants ride the train in to The Pas for supplies every third day and return the day after.

We spent a delightful time around the Churchill River. The tracks cross the river three times within

Section crew checks our track occupancy permit.



Station at Flin Flon



First bridge over the Churchill River



First set of rapids on the Churchill River



Bud and Nancy Stych get a picture with a Canadian "Mountie"



a mile, each time better than the last as the rapids grew increasingly higher. We made Lynn Lake by 7:00 PM that night, having covered 231 miles in 12 hours. In that time we crossed three grade crossings from Sherritt Junction to Lynn Lake. The Lynn Inn provided us with a wonderful buffet, then it was off to bed. I must admit, Lynn Lake is not the garden spot of northern Manitoba. The area has been hit very hard by the closing of the gold and nickel mines in the area. The railroad personnel told us the mines have "played out" and will never open again, leaving logging and tourism as the only sources of income. If the railroad leaves, as they have said they will, the only way to get to Lynn Lake will be by plane and a very long gravel road.

The next morning we were up early, and after a hasty breakfast we were off again. We retraced our tracks to Sherritt Junction and then on Flin Flon. The ride was through some interesting country. The Boreal Forest had grown back after a devastating fire in 1995, and the lakes and streams were as beautiful as ever. The track was in pretty good condition, although there were over 500 curves from Lynn Lake to Sherritt Junction.

After passing the junction, the line is worth seeing. We passed over high bridges that crossed the river and part of the lakes. We rounded many curves to see more of the lakes and hills. Finally, we came to rest in Flin Flon after 241 miles and another 12 hours on the rails. It is always amazing to me that when given the task, people in this hobby will rise to the occasion. Here we had traveled over 470 miles in two days on good track at speeds that were within a safe tolerance of our motorcars.

The next morning we got the grand tour of Flin Flon. The town is noted for having one of the largest mines in Manitoba and Saskatchewan. The mines are still very active and continue to provide an excellent income for the people of the town. After getting our picture taken with a "mountie" at the museum, we headed to the motorcars and our short day back to The Pas. First, however, we rode into the mining complex which was in Saskatchewan. We made a brief stop in Cranberry Portage, then returned the 92 miles to The Pas, arriving about 5:00 PM to meet the newcomers who would be joining us on the next leg of our journey. It was sad to say "Good-bye" to our new Canadian friends from Winnipeg and the Normans who were off to a wedding.

The Churchill Story

To us Churchill is kind of a mystical place that existed in the National Geographic Magazine—a place where it is cold and barren except for polar bears and snow. Boy, were we wrong!

After the Hudson Bay Railroad purchased the railroad from Canadian National, things changed for the better. VIA Rail still traverses the line on a regular schedule, but more importantly, the railroad hauls Saskatchewan and Alberta grain to the ports for shipment to Europe and elsewhere. That is something the CN wanted to stop, but the tenacity of the people from The Pas to Churchill wouldn't let it happen.

With Ernie Foster and Bryan Lundie pushing the general manager to permit our excursion, we had to schedule it around their grain shipments which started July 15, 2003. Knowing that the tour companies in Churchill didn't open until the end of June, we had a tight window of opportunity to make this trip.

After a grueling 563 miles in three days to Lynn Lake and Flin Flon, the trip to Churchill seemed easy. On the morning of July 6, we held our safety meeting and met our escorts Ernie and Bryan. After the morning freight headed northbound, we followed him out of the yard in The Pas. We crossed the Saskatchewan River and several grade crossings, then were out on the main. The high iron was in excellent shape which made it easy to keep good track speed.

Our first day was 231 miles, passing through some of the best scenery this section has to offer. Our first stop was at the Cormorant Lodge, built in the early 1900s for fishing, and were treated to home baked cookies and cakes with fresh coffee and a warm fire. We would have stayed and forgotten the rest of the trip, but Ernie said we must go before the next train arrived. So off we went to our lunch stop at Wabowden and progries—they were the best, and I had been waiting for them since 1994. After passing many lakes and rivers, we finally arrived in Thompson with sun still high in the sky. Everyone bedded down after dinner and slept well.

The next morning Ernie met us with a big smile and said we must hurry to stay ahead of the trains for the day, so after the safety meeting we were off again to Gillam and the famous Gillam Hotel, situated about 100 yards from the tracks. It used to be made up of several trailers put together until two years ago when the new owners built a newer version without trailers, even adding a second level. The line to Gillam is beautiful, crossing many small rivers and streams. The highlight came when we crossed the Nelson River for the first time. The railroad rises to about 200 feet above the river as it crosses an open deck trestle. It is the loneliest bridge I have ever crossed. There is no bank to land a boat, and both banks are surrounded by a thick growth of trees. One could see for several miles in either direction with no change in scenery. It had a haunting beauty to it.

VIA and motorcars work well together.



Motorcars along Athapapuskow Lake



Bridge over Nelson River



Tundra on the way to Churchill



Phone booth at Belcher's Beach—Mike Heaton is photographing Diane Moore.



Mark cookin' up a great picnic



Polar bear on the tundra



We reached Gillam (158 miles) in good time and settled in at the Aurora Gardens for some delicious food. This was followed by a tour of the city dump to see seven black bears eating their supper and later a grand tour to the hydroelectric dam on the Nelson River.

The following morning we were ready early for the next leg of the tour to Churchill, a stretch of track starting in Boreal Forests and passing through muskeg and tundra. It is so noticeable when the changes occur. When the forest stops, one knows he has arrived in what is now called "The Barrenlands," where nothing grows over three feet and the trees have limbs on only one side because the winter winds blow off the rest of them. There is a profusion of lichen and other plants that grow close to the ground. It is a land where everything grows from June to September, then nothing after that.

We made a brief stop at the famous phone booth in Belcher Beach. The maintenance-of-way employees were bored one day and decided to make a phone booth out of some old junk. They made a sign saying "Belcher's Beach," and on every train that passes, it is announced that this will be the Dayton Beach of the north. Actually, it is in the middle of nowhere, about 60 miles from Churchill on a desolate lake and rocky shore.

We arrived in Churchill and were immediately escorted to the Lazy Bear Lodge, the newest motel in Churchill with a wonderful homey atmosphere. Our stay was made brighter by touring the town, whale watching and picnicing. We had rented a truck to do some extra touring of the sites we missed in 1994. We had heard that the polar bears were in town and the surrounding area. The first group to see the whales got an unexpected surprise when they witnessed two polar bears climbing out of the water near them. The next sighting was by Leo Wenzinger walking to the post office; as he turned the corner there was a polar bear sitting on the front lawn of the post office. Needless to say, Leo left the bear alone, and the letter got mailed later that day.

We were really excited to see our first bear munching on some garbage at the town dump. The bear looked up and set back to eating. He could have cared less that we were so excited to see him. The next sighting came the following day on our tundra picnic. The owners of the Lazy Bear had scheduled a picnic lunch about ten miles from civilization. On our way out there we stopped to see a sleeping polar bear about 20 feet from our tundra buggy—a converted bus which sits about eight to ten feet above the ground and has huge tires that go over everything. The bear looked up at us and decided we weren't worth the trouble and relaxed. The bears at this time of year are very sluggish, waiting for Hudson Bay to freeze so they can feed on seals.

The station in Churchill has been converted to a museum, and we arrived opening day to get the impressive grand tour. It shows the life and times of the First Nation people. Next morning the mayor of Churchill greeted us and gave each person a Churchill pin before we headed back to Gillam.

As we ran to Thompson the following day, the sky changed color to become grey with cloudiness coming from just north of Thompson. Upon our arrival, we learned that a huge forest fire was burning out of control about 20 miles north, and the winds were blowing the fire toward us. Soon the whole town was enveloped in a cloud of smoke, filling the motel where we were staying. The motel clerk cautioned us that we might have to leave if the smoke got any worse, and it did get thicker over the next hour, so much so that health care people were announcing over the television that people who were having trouble breathing should go to the hospital. Suddenly, the wind changed, the sky opened up with a huge blast of thunder and lightning, and torrent of rain came filling the air with a sweetness that had escaped us only moments before. Soon the motel air was clear, and we headed to bed.

The last day of the excursion we were feeling kind of tired, but we still had 231 miles to go. The scenery was just enough to keep us moving. Then Ernie got on the radio and played his music, not whole songs or numbers but bits and pieces, just enough to keep our senses alive. Between him and Bryan, this was one of the best groups of people we have every escorted. We can't say enough good things about the 46 people who attended this ride. Everyone got along well and worked to make this trip one of the best.

Chuck and Marie Harrison were instrumental in this excursion. Without their encouragement and support it would not have happened. We are deeply indebted to them for this wonderful experience. A special thanks goes to the employees of the Hudson Bay Railroad, especially Ernie, Bryan and Eric. They made it an excursion to remember.



Churchill Station



Bob 'Hoppy' Hopkins exams deck mounted gun.



Fred's 303 and the dam at Gillam

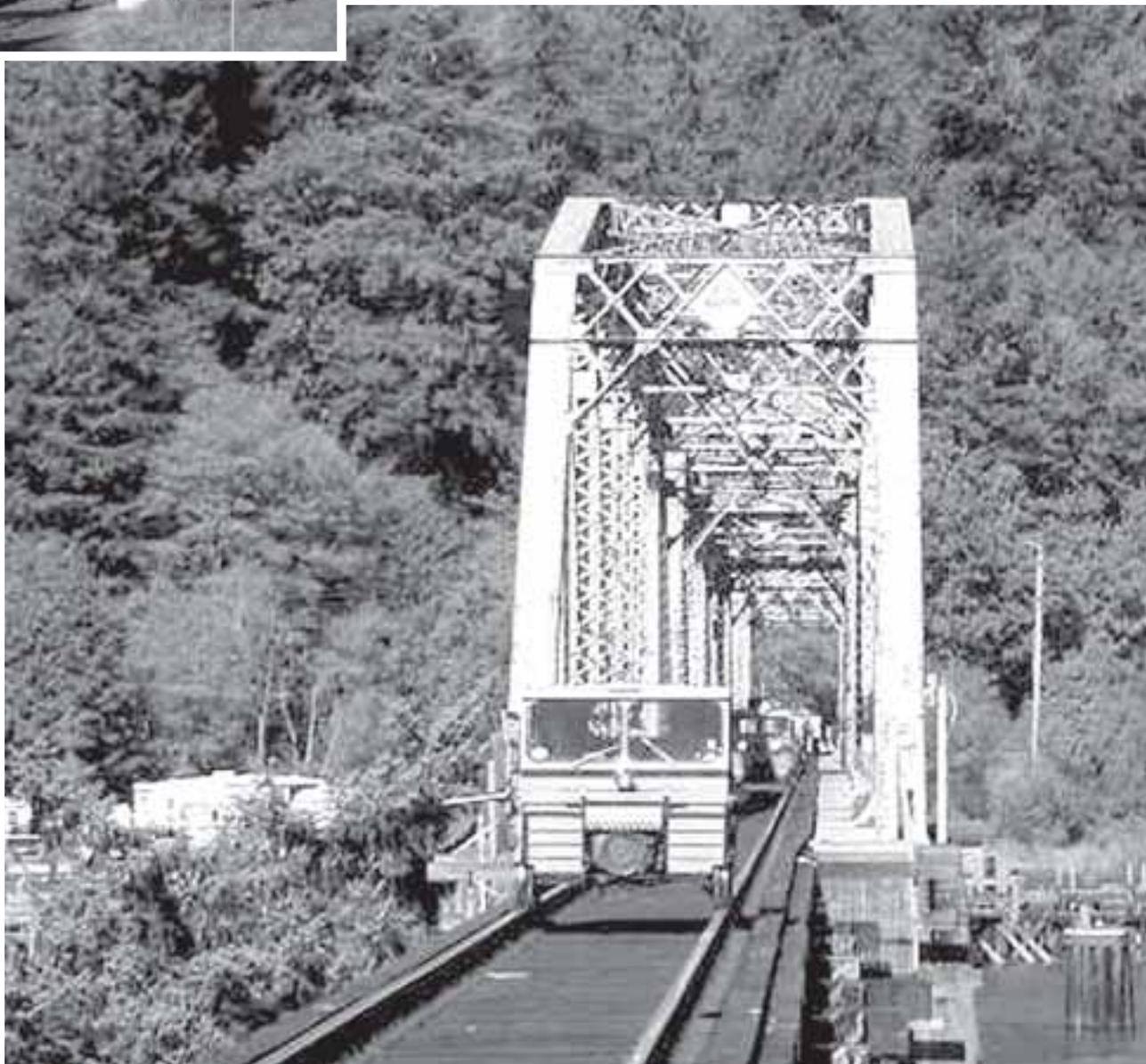


Tundra buggy that took us on a picnic into the wilds

Central Oregon & Pacific, Coos Bay Subdivision September 26-8, Southwest Railcar Ltd

photos by Dan Berg

Twenty two motorcars carrying their operators and guests traveled 118 miles from Eugene to Coos Bay Oregon. The three-day trip sponsored by Southwest Railcar Ltd. provided the group with spectacular Oregon coast scenery and gave them travel access to three long swing bridges, an assortment of trestles, and nine tunnels of which one was 4,183 feet in length. The excursion included a layover day in Coos Bay with participants taking advantage of the day to do some sight-seeing and relaxing. Operators and guests wish to thank the Central Oregon & Pacific Railroad management; Steve Patton, Assistant Roadmaster; Tom Phair and Jim Spicer who made the motorcar set on, setoff and lodging arrangements; and Pat Coleman, run coordinator for a well organized and enjoyable ride.





Opposite page:

Bonnie and Clyde Andrews crossing the Sicslaw River swing bridge east of Florence, Oregon.

Inset: Early Friday morning seton at Danebo siding, west of Eugene, Oregon.

This page:

Motorcars skirting the eastern shore of Siltcoos Lake.

Inset: Kathy and Howard Brown exiting the tunnel north of Canary siding.



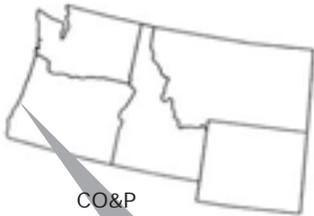


*This page:
Connie and Larry Shaw pass through the Reedsport swing bridge that crosses the Umpqua River.
Inset: The sole wig way road crossing signal on the Coos Bay branch. This signal is located north of Reedsport.*

Opposite page: Dee and Dan Berg coming off the Coos Bay swing bridge's south approach, heading for North Bend, Oregon. This is the second longest swing bridge in the United States.

Inset: The group passes a Central Oregon & Pacific switcher at Cordes siding.





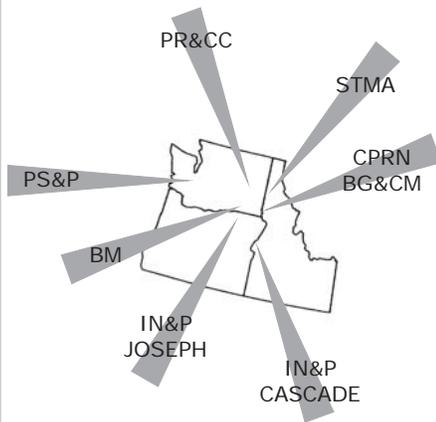
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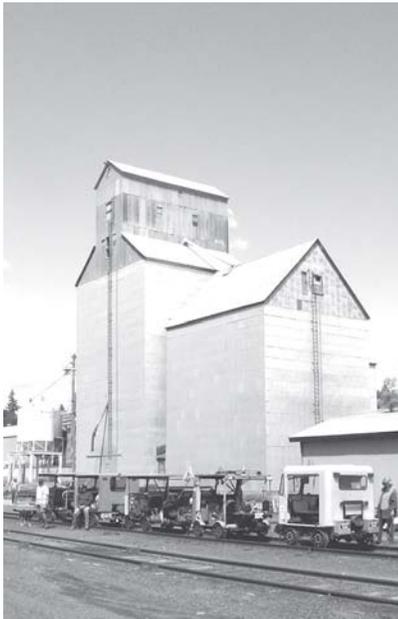
Pacific Northwest Tour - 2003: Part Two

by Bobbie Yokum, comments in italics

by Chris Baldo, Meet Coordinator



*Editor's Note:
Nic Doncaster joined
this year's tour as
the guest of Jon
Black. Some of his
observations and
photos are included
here, too.*



*One of the Elevators
at Rosalia, on the
way to Pullman on
the Palouse River &
Coulee City Railroad.*

So you think Washington is all forests, miles and miles of dense green forests with trees so tall you can't see the tops. Then you've probably never ridden through the fertile valleys of the Okanogan when the orchards are loaded with apples. I've found the best way to appreciate Washington's diverse landscapes and rugged beauty is to travel along the scenic railways on MOW's Pacific Northwest Tour. Taking a relaxed pace, from the rolling Palouse wheat fields as a light summer breeze tosses the sheaves of wheat from side to side, to the forested tracks on the Olympic Peninsula of western Washington, there's no shortage of beautiful scenery.

Friday, June 27, 2003 Jim and I joined MOW on the second week of the Tour at Pullman, Washington for the run to Hooper. A Bonus run to St. John allowed PNW participants to cover more of the interesting Palouse River and Coulee City Railroad. We had the pleasure of Alex McGregor's company on the run as he told us about the history of the area. I was excited to meet him because I had read his book *Counting Sheep*, a history of the McGregor Land and Livestock Company of Hooper, Washington. We camped out at the now ghost town of Hooper where our hosts (not ghosts) cooked us a northwest style BBQ, followed by the MOW annual benefit auction conducted by Todd Hill. After a short night, we enjoyed a delicious breakfast before heading back to Pullman via Colfax. The weather was perfect.

As a meet coordinator who spends months and months planning the PNW tour, I often tell the participants that the most enjoyable elements of the tour are those things I don't plan for. Such was our "camp out" at Hooper, the former headquarters for the McGregor Land & Livestock Company, which once housed and fed the army of men necessary to harvest the grain and tend and shear the tremendous flocks of sheep. But you can't plan on or expect the hospitality of Sharon Hannas and all of Hooper who joined us for a BBQ dinner on the lush lawns behind the Hooper Hotel. The dinner and auction raised nearly \$4,000 with the funds divided between the Hooper Youth Recreation Fund and the efforts to restore the WI&M Railway Depot in Potlatch. Thank you to everyone who dug deep to purchase items, and thank you to those who donated items for the auction.

"The Columbia Plateau" – Quotes from *Counting Sheep*

The country around, as far as the eye could reach, seemed to be a perfect desert of yellow, hot sand, with immense masses of broken rock jutting abruptly up here and there over the surface. No trees or shrubs of any kind relieved the monotony of the barren waste. A few patches of tuft-grass, thinly scattered here and there, were the only representatives of vegetation, while animal life seemed to be entirely extinct. Paul Klane, 1847

Bunch-grass has become the synonym for things good, strong, rich, and great: the bunch-grass country is the best and finest country on earth; bunch-grass cattle and horses are the sweetest, fleetest, and strongest, in the world; and a bunch-grass man is the most superb being in the universe. Thomas W. Symons, 1882

Saturday, June 28, 2003 Things were heating up on the Camas Prairie, Third Subdivision as we set on in Lewiston, Idaho. We were treated to another bonus run that took us past Central Ferry to turn on the wye at Riparia. We followed the Snake River past Lower Granite and Little Goose dams on the Snake River where Canadian geese spend the summer and make homes for their young. Lunch near a peach orchard and a swim were welcome stops. It was so hot, green hay spontaneously combusted at a ranch along the river and a wild-fire quickly spread up the mountainside. Luckily all the motorcars made it safely past the danger. That evening, everyone was invited to a speeder cook-out at Mary Lynn and Jeff Matthew's place. Jeff is the son of PNW tour members Ron and Sue Long from Georgia. The Matthews have a beautiful home overlooking Lewiston, and their hospitality was beyond compare. We were happy they came on the run so we had all day to get to know them.

The group was operating so well together, that I had the luxury of extending our day's excursion by nearly 30 miles to include the UP interchange at Riparia and still allow time for our planned swim stop on the Snake River. I wrestled with my worries about the track conditions on the Second Subdivision (the Railroad on Stilts) and decided to ask two of my most experienced operators, Gil Dominguez and Jim Haskins, to forego their Sunday run up the Clearwater River to Kooskia, and instead trailer their motorcars to Reubens and inspect the BG and CM RR first down the hill to Culdesac, and then to the end of line at Cottonwood.

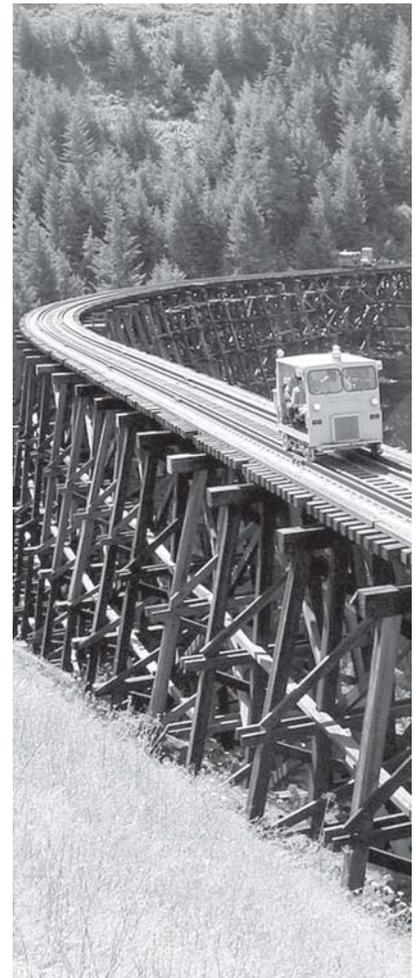
Sunday, June 29, 2003 We thought it was hot Saturday! It was nothing compared with the scorcher on our next red-hot day—107 degrees in the shade! We thought Melanie and Bill would spontaneously combust in their open M9. Nancy Frost hosed us all down in Orofino until our swim stop along the Clearwater River where we jumped in to cool off. The water took our breath away at a chilling 45 degrees. To finish out the unusually hot day, a strange weather front greeted us on our return trip from Kooskia. We thought it was smoke from the fire, but it was a blinding dust storm mixed with high wind and a flash of lightning from some massive thunderheads hovering over Lewiston.

Arriving in Lewiston in the midst of the unique weather conditions, Jim Morfield reported that my two-person expeditionary force had made a positive report from Reubens, and the Second Subdivision was open to Cottonwood, except for some serious weed troubles between Lapwai and Jacques. There were a lot of happy faces in the group as we tied up for the night in Lewiston with the good news, with the high expectations that only visions of the Half Moon Trestle can set.

Monday, June 30, 2003 The day dawned with fair weather and smooth running up the Camas Prairie. We packed our lunch and our best adjectives and rolled out towards the Half Moon Trestle on the BG&CM—former Camas Prairie Second Subdivision. This was the highlight of the tour for many participants. Gil Dominguez and Jim Haskins made the run possible, for on the previous day the fearless pair made an expedition into unknown territory where the tracks hadn't been used for several years. Just like Lewis and Clark, they didn't know what they would find, but they forged ahead and cleared the trail (I mean rail) for the tour. East of Craigmont we found another breathtaking spot where traveling along through waves of grain one is suddenly flying over a huge steel trestle spanning Lawyer's Creek—spectacular! There are seven tunnels and 26 trestles between Culdesac and Reubens, and it took more than eight years to lay this section of

Editor's Note:

If you want to see the trestles of the Grangeville line in action, rent a copy of Breakheart Pass, a Tom Gries film from writer Alistair MacLean, starring Charles Bronson, Jill Ireland, Ben Johnson, and Charles Durning—stunning winter scenes.



NIC DONCASTER PHOTO

John Black's former CN A4 on "Half Moon Trestle" on the Cottonwood line of the Camas Prairie RR.

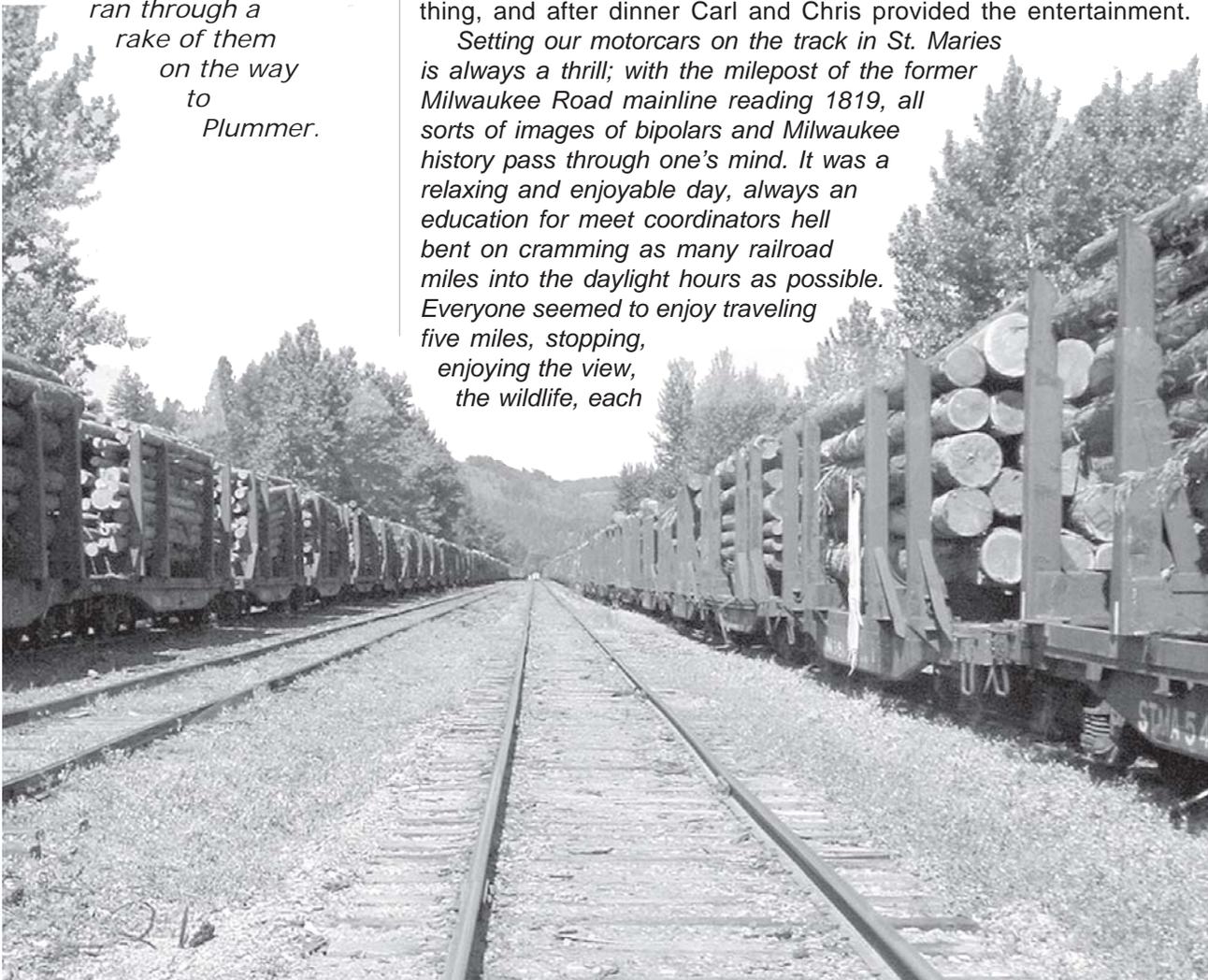
the railroad. Railroad employee Jim Morfield stayed with us during our visit to the BG&CM Railroad and was a valuable source of local knowledge.

When we last descended the grade from Reubens to Culdesac on the Second Sub during the 2000 PNW tour, the Surface Transportation Board was holding abandonment hearings in Grangeville for the Second Subdivision of the Camas Prairie Railroad. I never thought we in the hobby would have that incredible opportunity again. Mike Williams of Railroad Materials in Richmond, Missouri stepped forward and purchased the line with the expectation of operating a combination freight and tourist business. I appreciate Mike's support on this run, and hope to have the opportunity to take him up on his offer for a return visit. Best of luck to Mike in his efforts to keep the Second Subdivision open.

Tuesday, July 1, 2003 Leaving Lewiston with speeders in tow, we pass through miles of beautiful rolling hay and grain farmland. After Plummer, the countryside changes to steeper timberland. The Potlatch lumber mill at St. Maries is the going thing in town; watch out for logging trucks! July 1st was the most relaxing day in our itinerary. We had a short day run on the St. Marie's River Railroad to Plummer, crossing beautiful Benewah Lake and several interesting viaducts. Throughout the day we passed miles of logs loaded on railcars. We got back early to prepare for a Baechtel—Yokum steak BBQ at the park. The meal was delicious with everyone contributing something, and after dinner Carl and Chris provided the entertainment.

Setting our motorcars on the track in St. Maries is always a thrill; with the milepost of the former Milwaukee Road mainline reading 1819, all sorts of images of bipolars and Milwaukee history pass through one's mind. It was a relaxing and enjoyable day, always an education for meet coordinators hell bent on cramming as many railroad miles into the daylight hours as possible. Everyone seemed to enjoy traveling five miles, stopping, enjoying the view, the wildlife, each

The St. Maries Railway is owned by a lumber company, and is still very busy hauling logs. We ran through a rake of them on the way to Plummer.



NIC DONCASTER PHOTO

other's company, and moving on to the next stop. The whole tour was made worthwhile as I was sitting by the Laundromat and the STMA turn from Clarkia approached, Master Mechanic Gary Hart's magnificent GP9s in the lead, pulling a long string of log cars destined for the Potlatch mill, all followed by a cupola caboos—once a common scene, not often repeated these days in Pacific Northwest railroading.

Wednesday, July 2, 2003 We followed the St. Maries River to Bovill. As I operated our M14, Jim scouted for fishing holes, pole in hand. In addition Carl and George trailered the "pooh-pooh Pullman" the entire run; we enjoyed several of the tour's clean and well positioned port-a-potty stops. The run along the St. Maries River is beautiful. The weather was much cooler, so there weren't many takers for swimming, especially after the coldness of the Clearwater. But the St. Maries river turned out to be nice and warm and exciting as we went shooting through the rapids. At the swim stop, Jim actually went fishing, and sweet Irene went to work applying Speeder Chick tattoos to anyone who would hold still long enough. As with all the railroads we have had the pleasure to run, the St. Maries Railroad personnel were super friendly and accommodating. (I don't know if Irene got to any of them or not).

After reviewing the map, I followed a fairly direct but railroad oriented route across eastern Washington. Abandoned railroad grades were everywhere, once proud railroad towns were commonplace—Tekoa, Washtucna, Othello, Beverly. It made me appreciate where we had traveled in the seven years of the PNW tours and how fragile the thread is that links most of our favorite railroads together. There is always a heightened sense of anticipation when motorcars have not operated on a railroad, as was the case on the Puget Sound & Pacific Railroad. Will our operation win the railroad's approval for future trips, will the participants enjoy the excursion, can we safely operate on unknown track on a congested Holiday weekend? All concerns to ponder on a long drive, but after shaking hands with the PS&P folks, Tom Paul, Ed McCullough, and our escort Larry Sorensen, clunking my ST2 AA down on the tracks for the final time, and watching the participants line up with that frenzied anticipation, I feel both relieved and confident.

Friday, July 4, 2003 Puget Sound & Pacific Railroad—A Flagger and Operator's Challenge: reviewing the day, Larry, our railroad escort reported we had done 84 crossings roundtrip from Elma to Blakeslee Junction in the morning and 80 more in 40 miles on the afternoon run, Elma to Aberdeen. That must be some kind of record.

At Aberdeen, a full fledged carnival and pyrotechnic team, setting up fireworks beside the tracks for a Fourth of July celebration, surprised us. They were surprised to see us, too, and they had the tracks blocked with caution tape.

Saturday, July 5, 2003 Our last day of the tour, we passed through Shelton and on to Bremerton Naval Base. It was a day to enjoy the rainforest and the Olympic Peninsula. In contrast we stopped on tarmac for lunch and to turn the cars in front of the aircraft carrier *Independence*. Our motorcars looked very, very small.

We are so lucky to have Chris Baldo for our Meet Coordinator. Every PNW tour he plans offers an education in the areas we run, a variety of interesting scenery, every change of climate and, especially, time to enjoy the ride with our new and old MOW friends. If life is cake, surely, this is the icing. Thank you Run Coordinators Chris and Marg Hope for all your work putting together our marvelous 2003 Pacific Northwest Tour.

I gained a lot from this trip. Not only did I meet some wonderful people, but also saw just how our fellow speeder clubs work. They are very organized, with some really good cars. They have been on the rails, many for more than 10 years, and the hobby has evolved to reflect that operational experience. Hence the ability to be on the move for long distances. There is a visible pride in presenting a car. All were in first class condition. It is also very much a family activity.

Nic Doncaster

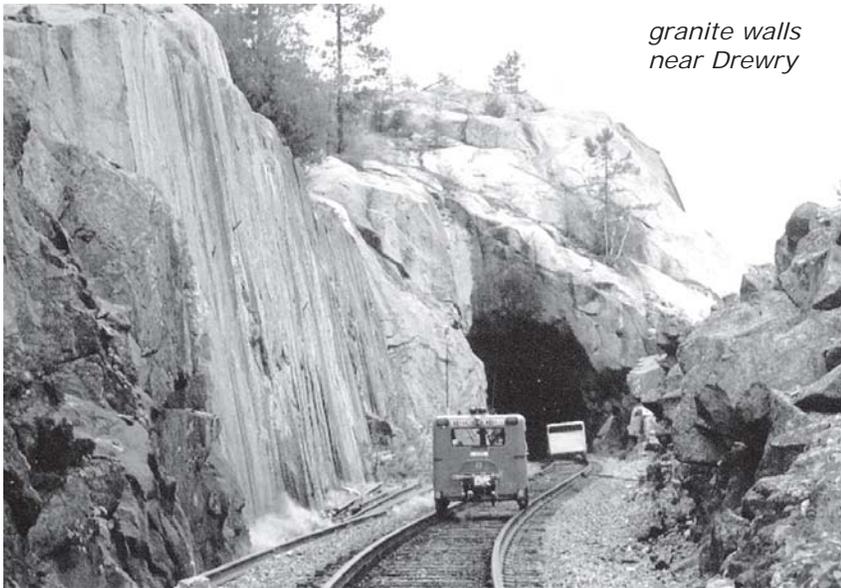
Two Days on the Kootenay Valley Railway



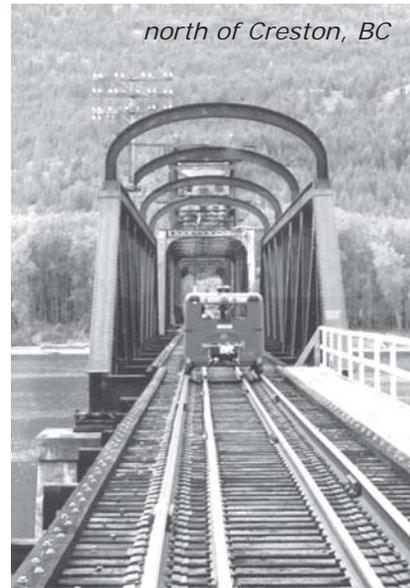
photos by John Chase



an ideal seton/parking location, behind locked gates in Nelson, BC

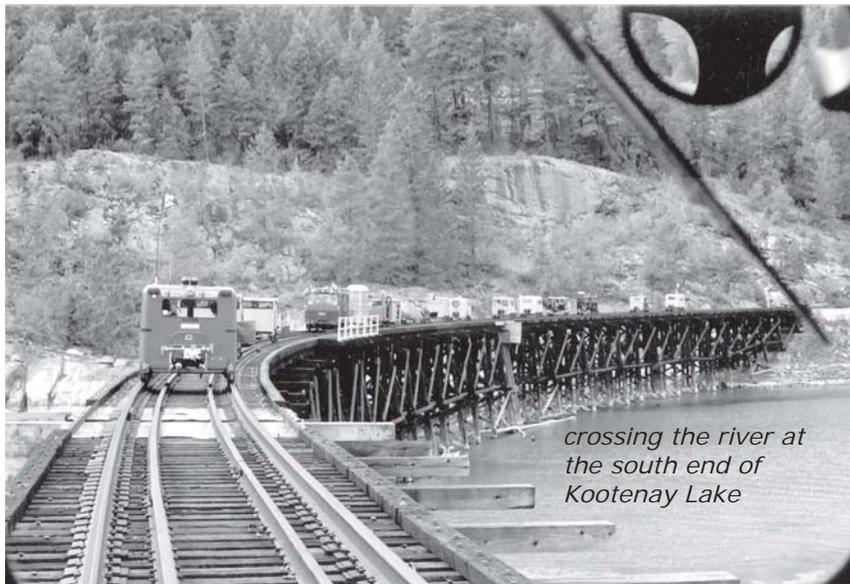


granite walls near Drewry

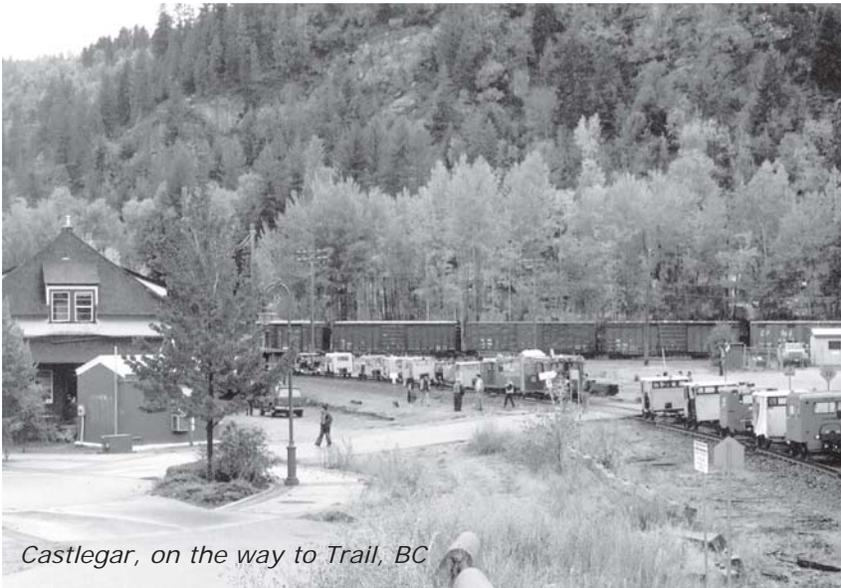


north of Creston, BC

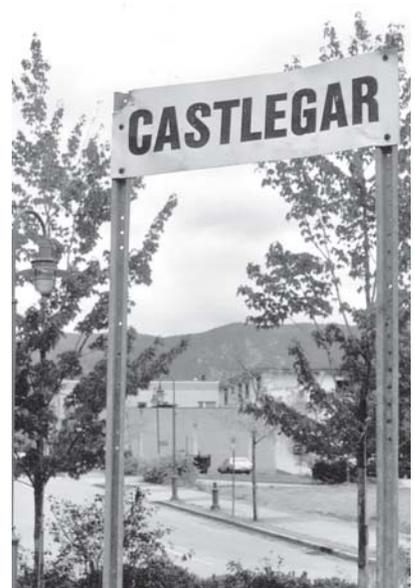
Rick and Steve Leach



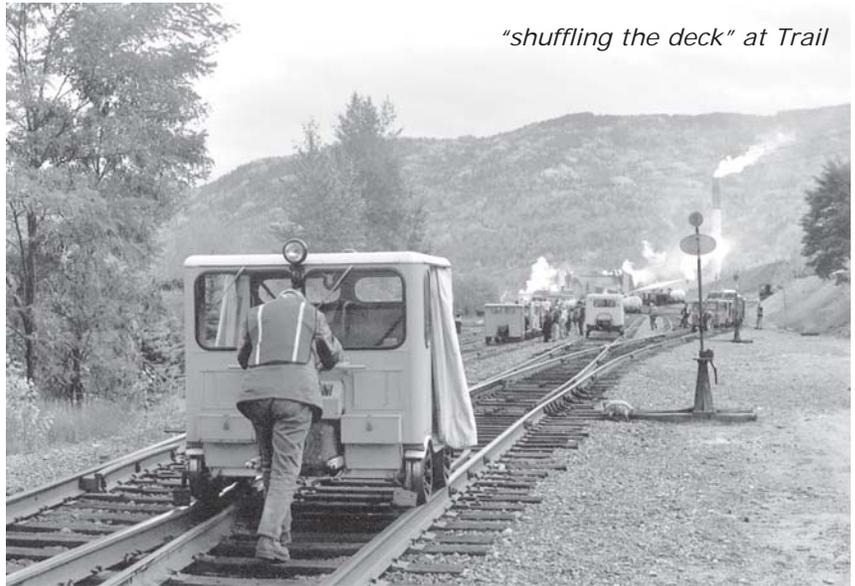
crossing the river at the south end of Kootenay Lake



Castlegar, on the way to Trail, BC



Clyde Andrews and his fold-down car



"shuffling the deck" at Trail



run-by at Thrums, BC



ECs BJ King and Terry Baumann

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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@surfbrst.net.

For Sale

Two M19 speeders - Both cars are NARCOA legal. One car is a 1953 closed cab with sanders, price \$2500. The second is a 1943 open car with 14-inch wheels and includes a cab that could be installed. Asking \$1800.00, but will sell both speeders for \$4000 and will include a large lot of wheels, coils, an S2 frame with wheels, a speeder trailer and anything else that pertains to these speeders. Bill Young, R4 Box 230 Bruceton Mills WV 26525 Tel: (304) 379-7784 or email: sharkman@mountain.net. MA04

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 & handling. Parts and gaskets for the QBA & RQ type engines. Contact Carey Boney, 1605 Powers Rd, Wallace NC 28466. Tel: (910) 285-7489 or email: careyboney@intrstar.net. MA04

Seven motorcars as follows - Fairmont M9G-2, 1950 New York Central motorcar, good condition, engine number 87569 (\$3000). Fairmont A3-D-1-9, 1946 New York Central, cab is in good condition with front windshield (\$1500). Fairmont MT19, BO-D engine with cab and doors (\$1000). Fairmont MT19, with 12-horse power Kohler engine (\$500). Fairmont MT19, no engine but has cab (\$400). Fairbanks Morse 54 D car, no engine, car number 47853 (\$300). Great Western gang car, 1953 6-cyl chev (1000). For more complete details contact William Bulson, 2175 Big Moose Rd, Big Moose NY 13307 Tel (315) 357-3082. MA04

FAIRMONT CR 7 - This rare former Canadian Pacific motorcar has a full fiberglass cab but no doors. Currently the glass windows are removed to accommodate painting. The cab has been painted in classic CP maroon and grey, however there has been no lettering or striping applied. The car has a running RO-C engine that has been rewired. Included for this car is a large rotating beacon, head and taillights,

and flashing ditch lights. Car is equipped with three icebreaker wheels and one standard wheel. Asking \$3,000. **Road trailer** - partially completed trailer to haul motorcar. Has a winch, needs fenders and lights (\$500). **NATHAN five-chime horn** - Five-note air horn in good condition, \$500. Matthew Mundis, 1011 Felton Rd, Red Lion PA 17356 Tel: (717) 417-3918. Email: alcoc430@yahoo.com. MA04

FAIRMONT MT- 19A w /Tow Trailer This inspection car comes with an Onan CCKB engine and a chain oiler. The cab is fiberglass and comes complete with comfortable padded seats and seat belts. Meets NARCOA and MOW operating requirements. This car has been serviced regularly and well maintained, is rail ready and will be found to be in good condition and mechanically sound. I have service and parts manual issued 3-81. The tow trailer has a hydraulic tilt bed and is complete with an electric winch. Asking \$3,700 or best offer. Clyde Wrightman, Tel: (415) 883-7366 or email: jcspeedr@aol.com. MA04

Fairmont A-3 PARTS - RTO of motor, transmission and complete rear axle assembly, gas tank, box of small ignition parts and gaskets, extra alternator(s) and generator(s), box of misc. parts. Would prefer to sell all parts as one lot. Contact Mr. Hugh Cain 510 Austin Street Norfolk, VA 23503. Tel: (757) 588-6579 email for details, aitchcain@hotmail.com. MA04

Fairbanks-Morse 40-B - Railroad motorcar, two-cylinder air-cooled engine, friction drive. Car is in running order and in original condition as retired from the Winston-Salem Southbound Rwy. Also an original turntable goes with car. Asking \$2150. Ray Hinkle P.O. Box 1127, Welcome NC 27374. Tel: (336) 731-4231 or email: HINKLEHERE@AOL.COM. MA04

Fairmont Railway Motor Car Master M2 - Belt driven, 20" wheels, metal windshield with two windows, metal running boards, an 8-HP, Type HP QBA, group E, special 1, Mak HP 13, engine #82573. In running order and in original condition as retired from the High



Remember...

Calipers	\$10.95
	5.65 S&H
	\$16.60
Profile	\$6.00
	4.25 S&H
	\$10.25
Both	\$20.00
(Includes	
S&H)	

Contact:

Hank Brown
622 Oak Street
Cottage Grove WI
53527

Make checks payable to
NARCOA

Point, Thomasville & Denton RR. Original turntable goes with car, however, one piece of the turntable is missing. Asking \$2150. Ray Hinkle, Box 1127, Welcome NC 27374. Tel: (336) 731-4231 or email: HINKLEHERE@AOL.COM. MA04

Fairmont MT-19 with tilt trailer - This car is in very good condition. Aluminum cab, side and rear curtains, OEM seats, Les King turn table, 8" stop lights, EMD F7 rear view mirror, two roof mounted strobe lights, two alternating ditch lights, horns, railroad radio and antenna. Good wheels, and painted in "Monon" colors. Many extras. Also included is an all steel custom-built tilt trailer with winch. \$6,500. Dave Beck Noblesville IN. Tel: (317) 877-2833. MA04

Waukesha ICK Parts - These parts came from an engine that had been completely overhauled by the railroad and have been in protected storage for several years. All appear to be in excellent condition, clean, no rust, no slop in bearings, etc; Distributor with cap, oil pump with gear, governor/water-pump with gear, carburetor with connector to manifold, fan sheave & bracket, oil filler tube & cap, generator with sheave, original Waukesha owner's manual. Items for sale by the piece or lot. Price is negotiable. Located in Atlanta, GA. Walter Rosenberger, Tel: (770) 923-7506 or email: walter@railsciences.com. MA04

FAIRMONT MT19A - Fairmont motorcar #69691. This car is in very good condition and includes an aluminum cab, hydraulic turntable, excellent OEM seats, new side and rear curtains, seat belts, gas tank protector, front & rear headlamps, tail & stop lamps, horn, fire extinguisher, roof-mounted revolving light, radio antenna, ceiling fan, wipers, rail wipes and good wheels. Photos available upon request. Ready to run, all this car needs is a new owner. Asking \$5000. Stan Conyer, Columbus IN Tel: (812) 342-0565 or email: stanconyer@hotmail.com. JF04

Hand painted CSX Railroad Picture - Selling a hand painted picture of a locomotive bearing the logo of the CSX Railroad, flying the American and Canadian flags. This unusual piece pro-

claims "CXS TRANSPORTATION" and "TEAMWORK AND SAFETY MAKES US FIRST" Painting is four feet square and is painted on 3/8th MDO signboard and signed by the artist, "Siwik." When held against light, it is apparent it was painted over a sign containing the stylized Cheshire cat and logo of the Chessy System. The frame is made from common 2X4, probably in a RR shop. The piece is 52" square and weighs 38 pounds. This would place the origin of the piece at around 1984 when the CSX Railroad was formed from the B&O Railroad and others. This piece has quality of work, size and history. This painting was discovered at an estate sale in Michigan. Photographs are available. Asking \$100 USD, plus shipping. Dave Gholson, 2431 Pierce Rd. Harrison MI 48625. Tel: (989) 539-5312 or email: goatlocker@msn.com. JF04

RKB 10-15 hp engine #105273. This Fairmont engine has good compression an excellent condenser and is totally complete with pulleys and generator (\$1500 OBO). **Twin buzz coils** \$175 each. SP motorcar indicators identical to the ones featured in the July/Aug SETOFF. Unrestored but includes new glass, and guaranteed to have a working mechanism (\$100 each). Also offered are pole mounting arms for these indicators (\$50 each). **Canadian MT19 pointed front cab**, restorable (\$200). **A Fairmont big single** (\$200 (or will part out)). Pictures via email upon request. Questions welcome. Dave Myers, Tel: (928) 567-6285 or email: dcmymers@verdeonline.com. JF04

New original ONAN service manual - brand new gray-cover manual as published by the Onan Corp, item number 927-0754 and revised 3-86. Includes the CCK-CCKA-CCKB engines, Manual contains 64 pages of information and maintenance tips, complete with lots of photos and diagrams. Don't delay. When these are gone they are history! \$30 + \$3.85 for priority mail. Walt Matuch, P.O. Box 222 Bloomsbury NJ 08804. No phone calls please. Email: centeral6651@aol.com. JF04

Fairmont 11.25" gauge motorcar with pushcart and tow trailer - This 1/3 scale, one of a kind, handcrafted

motorcar comes with a 3.5 hp Ariens 4-stroke motor with a chain drive to final belt drive transmission. This car comes complete with an operating headlight, rail sweeps, lift bars, and windshield wipers. The motorcar's matching pushcart has a solid oak top deck. Both units are entirely custom and hand made. All are painted Fairmont yellow with Canadian Pacific RR decals. Also included are many spare parts, extra wheels and enough parts to build approximately two more trailers. Included in asking price is a highway trailer for towing. Asking price is \$3,200 US or best offer. Pictures are available. Contact Terry Baumann, RR3 S-38 C14 Nelson, British Columbia Canada V1L5P6. Tel: (250) 229-4474 or email: greenacre@telus.net. JF04

Fairmont MT14 with trailer - Aluminum closed car with sliding door windows. Less than 1,000 miles on the rebuilt engine, professionally painted yellow, seats w/belts, factory turntable, Hunter heater, 2-bell Nathan horn, new brakes, new chain, new tow bar and a fire extinguisher. Super car and very clean. Also included is a custom trailer with an electric winch and spare tire. Price \$12,000. Richard Lee Teunis, 2501 Bell Hill Rd., Kelseyville CA 95451. Tel: (707) 279-1914, Fax: (707) 279-2663 or email: ndteunis@cwnet.com. JF04

Fairmont M19 - This wonderful car has a rebuilt ROC engine, new belt, new glass, new paint. Car comes with a 12-volt electrical system and good wheels. Boat seats are currently installed. NARCOA ride ready. \$2000, Roy McDowell, 2409 S. Osage, Wichita KS 67217 Tel: (316) 267-8879. JF04

MT19 with trailer - Retired Canadian National Fairmont motorcar in excellent running condition. Equipped with tow bar, brake light, and fire extinguisher. Many new parts including wiper motors, glass, Plexiglas, fuel pump, gas tank and brakes. This car will meet all required specifications for NARCOA excursions. Trailer is one year old and has been stored inside. Price is \$3,500. Don Maxwell, P.O. Box 1252, Ashland KY 41105. Tel: (606) 325-8035 or email: railtwo@aol.com. ND03

MT14 and Custom Trailer - Best all around MT14 available. Ex-Canadian National car now painted in the Bellefonte Central RR colors. Car has custom suspension, hydraulic turntable, 4 seats, including seatbelts plus many more features (\$10,000). Also available is a custom-built trailer, with power tilt and wheel brakes (\$2,000). Barry Wunz, 126 Shepherd Lane, Bellefonte PA 16823. Tel: (814) 353-0438. JF04

(cont. on p. 30)

Les King Motor Cars

For a complete listing and photos of all our motorcar parts, see our web site at
http://www.hellflight.com/les_king.htm

Please, no e-mail orders.

Les King, PO Box 154, N. Lawrence, OH 44688 Phone: (330) 833-2966; Hrs: 7 AM - 9 PM EST; Fax: (330) 830-8213

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 wccoulson@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

Great Lakes Railcars

Indiana Transportation Museum Saturday, December 13, 2003

GLR is pleased to sponsor a 1-day run at the ITM December 13. 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.

Tom Falicon, Individual

The Great Smoky Mountains Railroad Wednesday, December 31, 2003 & Thursday, January 1, 2004

Tom Falicon is pleased to sponsor a 2-day run over the GSMR in Bryson City, North Carolina. Participants will be treated to a complimentary meal during set-on and then travel approximately 40 round-trip miles into the New Year's Eve night. On New Year's day participants will ride the entire line and travel approximately 100 round-trip miles. Trip fee is \$90 per car. This is a NARCOA insured excursion, and all NARCOA rules will apply. Tom Falicon, 1227 Sawmill Creek Rd., Bryson City NC 28713. Tel: 828-488-8063 or email: raildawg@gte.net.

Wilderness Tours of NARCOA LLC

Ontario Northland Railway Saturday and Sunday May 1-2, 2004

Wilderness Tours is pleased to announce their return to the Ontario Northland Railway May 1-2, 2004. We will ride from North Bay to Swastika, Ontario Canada. This excursion will cover 338 miles. All cars must be capable of maintaining 30-MPH speeds for extended periods of time, due to the heavy rail traffic present. The trip fee for this excursion will be \$200 and will include the railroad fee, motel transportation and motel stay in Englehart, Ontario, and fuel for your motorcar. There is a 25-car limit for this excursion. This is a NARCOA-insured run and all NARCOA rules will be in effect. Contact Hank or Carol Brown, 622 Oak Street Cottage Grove, WI 53527 or email at wilderness@inxpress.net.

Excursion Calendar NARCOA

Indiana Transportation
Museum (GLR)
December 13, 2003

Great Smoky Mountains RR (TF)
December 31, 2003
& January 1, 2004

Ontario Northland Rwy (WT)
May 1-2, 2004



Area News, cont.

Mugz as I liked. With the time freed up from not being president, I'll be able to do a great job as your NARCOA Representative. As always, I'm available for any NARCOA problems you may have.

I'm looking forward to so many fantastic Area 4 and 5 autumn and winter excursions over the next few months. I bet I'll see many of you on each of them. I love to run when it's cold. Do you think we'll see snow on the GSMRR New Years Run this year?

I'm happy to report that Chuck Badger is doing great! He has recovered from his heart episode with flying colors, and we can't wait to see his smiling face on our New Years Ride!! Good job Chuck, stay strong, stay positive!

Make sure you guys read the NARCOA News in order to keep up with any national news that is going on in our organization, and if I can do anything for you, just call, write or email me. See you next year, Rail Dawg

News From **Area 5** — Now that the end of the year is approaching us, I look back on Area 5's record number of motorcar excursions. Jim Garner has gotten permission to run on the Ogeechee Railroad, and we have done that on two different sections of their track. Charlie Pults, Keith Mackey, and Dave Ferro and have also run motorcar excursions. By the time this gets in the *SETOFF*, we should have completed our runs on the Georgia Northeastern and the Chattooga and Chicamauga.

We have had a lot of new motorcar operators and an abundance of new motorcars. All of our excursions have been at capacity.

Safe Operations of our motorcars, continuous focus on safety and remembering that we cannot be complacent on our number one job has been stressed all year.

Our fine friends from Florida have again promised me a Florida motorcar run on a railroad with a tunnel next year The rest of us keep waiting.

Brenda and I wish a warm and happy holiday to all of you and hope that next year will bring more miles to run on more railroads. Bobby Moreman

P.S.

Effective tomorrow, Oct 25th, I have been transferred to the westside precinct. I'm still on the evening, watch which is for me 1330 to 2330. New phone number is (770) 417-2383, ext 12. Anybody want to help me move?????

Area 11 — As our motorcar excursions have tailed off and planning begins for year 2004, most energy now seems to be centered on the upcoming NARCOA Board of Directors meeting, in Chicago, Illinois December 5 & 6, 2003. I have heard from a few area members via telephone and email expressing their views on new and old NARCOA issues. I would like to hear from more of you! Anyone wishing to can contact me via telephone at (925) 979-1030 or email me at patcoleman@astound.net.

Area 4, cont.

Area 5 News



Area 11 News



NARCOA News cont.

11. Excursion Listings Format to be used in the Set-off and on the website. Also, should website excursion announcements be delayed to coincide with the mailing of the SETOFF?
12. Possible changes to be made on the NARCOA website
13. Possible changes to be made in the SETOFF
14. The possibility of holding a second Board meeting in late spring or early summer at a motorcar excursion that is acceptable and agreeable to the entire Board.
15. Address change in Article 1, Section 1 of the By-laws
16. Addition to the By-laws and/or Policy Procedures that address future tied elections and a review of our current election process.
17. Saving the Fairmont Archives (old business)
18. The NARCOA Roster
19. Affiliate Insurance Liability
20. T.T. warning alarm sound level and/or possible addition of a visual warning light
21. The possibility of adding one or two helpers for the membership chairman
22. Flagger Training Video
23. Realignment of election timetable with the BOD meeting date
24. Seating attachment in motorcars
25. The NARCOA Operator Certification Process
26. Replacement member for JC Committee

**Ralph Shaffer,
Steve Timko Pics**

Ralph's Woodings CBI at Corry, PA, Western New York & Pennsylvania RR.

Ralph's Woodings CBI on the Ohio Central RR just crosses the diamond at Harmon, Ohio with the R.J. Colman RR. Joe Crawford just behind.



Just east of Cambridge Springs, PA. Eastbound track on elvevation behind motor-car. Ralph's car on west-bound track. Phil Dawson on bridge.

For Sale cont. from p. 27

New brake shoes - Part number M16096 for 20" wheels. I was told by Fairmont these were used on S2 and A3 cars, production date 1931. 1 3/4" wide by 5 3/4" long. Cost is \$1.50 each. Carey Boney, 1605 Powers Rd., Wallace NC 28466. Tel: (910) 285-7489 or email: careyboney@earthlink.net. JF04

Fairmont S2 - Retired Grand Trunk Western car with canvas roof, windshield, new windows, has good wheels with two wheels being new. Car is in running condition and has been stored inside. I have new bearings for crankshaft replacement. Car was fully restored by former owner. \$2800. Don Maxwell, Box 1252, Ashland KY 41105. Tel: (606) 325-8035 or email: railtwo@aol.com. ND03

M9 Cab - All steel cab. No window glass but in good condition, stored outside in southeastern Ohio. Price is \$100 or best offer. Don Maxwell, P.O. Box 1252, Ashland, KY 41105. Tel: (606) 325-8035 or email: railtwo@aol.com. ND03

Fairmont M19 - Western New York 1968 motorcar, complete and good running, comes NARCOA-ready with lights, bell, air horn, seats, seat belts, new brakes, muffler, and storage under seats. Includes copy of the original owners manual with set off tips and the original order-card dated November 1968 for N&W. \$3800. Caryl Youngers, Tel: (716) 549-2014 or email: cashley@evansnationalbank.net. ND03

Kalamazoo 56W - Motorcar has Onan engine with new glass and side curtains. This car runs excellent and comes with an "un-restored" all weather cab. Must sell \$2,250. Photos available upon request. Richard Boulet, Box 126, 440 Third St., Marine on St. Croix MN 55047. Tel: (651) 433-3982. ND03

Wanted

"Summer 1988" issue of THE SET-OFF original or photocopy. Also wanted is a Fairmont type C8 carburetor. Larry Hileman, Box 63 Terra Alta WV 26764. Tel: (304) 789-6942 or email: wvnr1@gcnetmail.net. MA04

Pictures or diagrams of a Milwaukee Road MT19 motorcar displaying the locations of lettering and placard information i.e. weight, car numbers, build dates, re-work dates, warnings, information stickers etc. I am getting ready to put the final touches to my car and would like any help I can get. If you would like to send regular photographs please email me for my mailing address. Thank you. Ritch Williams, email: ka9dvl@comcast.net. MA04

North American Railcar Operators Association (NARCOA)

OFFICERS

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Vice President Ken Annett **Treasurer** Tom Norman

BOARD OF DIRECTORS

Area 1

(ME, NH, VT, NY, MA, CT, RI)
Warren Riccitelli
39 Jacksonia Drive
North Providence RI 02911
Tel: (401) 231-5640
wriccitelli@ids.net

Area 2

(NJ, PA, DE, MD)
Joel Williams
Box 802
Lock Haven PA 17745
Tel: (570) 893-1610
joel.williams@earthlink.net

Area 3

(IN, OH, MI)
Stan Conyer
9333 West State Road, 46
Columbus IN 47201
Tel: (812) 342-0565
stanconyer@hotmail.com

Area 4

(WV, VA, KY, NC, SC, TN)
Tom Falicon
1227 Sawmill Creek Road
Bryson City NC 28713
Tel: (828) 488-8063
raildawg@gte.net

Area 5

(MS, AL, GA, FL)
Bobby Moreman
3520 Cold Springs Lane
Chamblee GA 30341
Tel: (770) 457-6212
moreman@mindspring.com

Area 6

(MN, WI, IL)
Pat Rock
500 Sommers Street
Stevens Point WI 54481
Tel: (715) 824-6285
patrock@jeee.org

Area 7

(ND, SD, NE, IA)
Carl Schneider
1302 – 6th Avenue S.E.
Altoona IA 50009
Tel: (515) 967-5181
motorcarl@raccoon.com

Area 8

(Canada)
Ken Annett
3483 Church Street
Windsor ONT N9E-1V6
Tel: (519) 969-8695
kannett@mnsi.net

Area 9

(CO, KS, MO, AR, LA, TX, OK)
Jim McKeel
9742 Yosemite Ct.
Wichita KS 67215
Tel: (316) 721-4378
jdmckeel@prodigy.net

Area 10

(WA, OR, ID, MT, AK, WY)
Tom Norman
1047 Terrace View Drive
Alberton MT 59820
Tel: (406) 722-3012
alb4961@blackfoot.net

Area 11

(CA, NV, UT, AZ, NM, HI)
Pat Coleman
1989 Robin Ridge Court
Walnut Creek CA 94597
Tel: (925) 979-1030
patcoleman@ca.astound.net

Director at Large

(Non-voting)
Mark Springer
143 North Arcadia
Wichita KS 67212
Tel: (316) 721-4804
lospinos@cox.net

Director at Large

(Non-voting)
Dave Verzi
10059 Aldridge Drive
Columbia Station OH 44028
Tel: (440) 236-3374
WM340@aol.com

Recording Secretary

Lee Wilhite
8505 East County Road 300
Plainfield IN 46168
Tel: (317) 838-7240
LBW1@indy.net

SETOFF

Jan Taylor
917 Park View way
Missoula MT 59803
Tel: (406) 721-2351
jtaylor@montana.com

Nominations

Elections

Carl Anderson
1330 Rosedale Ln.
Hoffman Estates IL 60195
CarlAnderson@sd54.k12.il.us

Legal Forms

Mark Springer
143 North Arcadia
Wichita KS 67212
Tel: (316) 721-4804
lospinos@cox.net

Operations

Hank Brown
622 Oak Street
Cottage Grove WI 53527
Tel: (608) 839-4939
wilderness@inxpress.net

Rule Book Certification Test

Al McCracken
2916 Taper Avenue
Santa Clara CA 95051
ALNETHIE@aol.com

NARCOA Web Master

Bill Stringfellow
204 Lake Court
Woodstock, GA 30188
(770) 751-1257
webmaster@narcoa.org

NARCOA Forum and Communications

Rich Stivers
1548 Fuchsia Dr.
San Jose CA 95125-4833
rich@stivers-bros.com

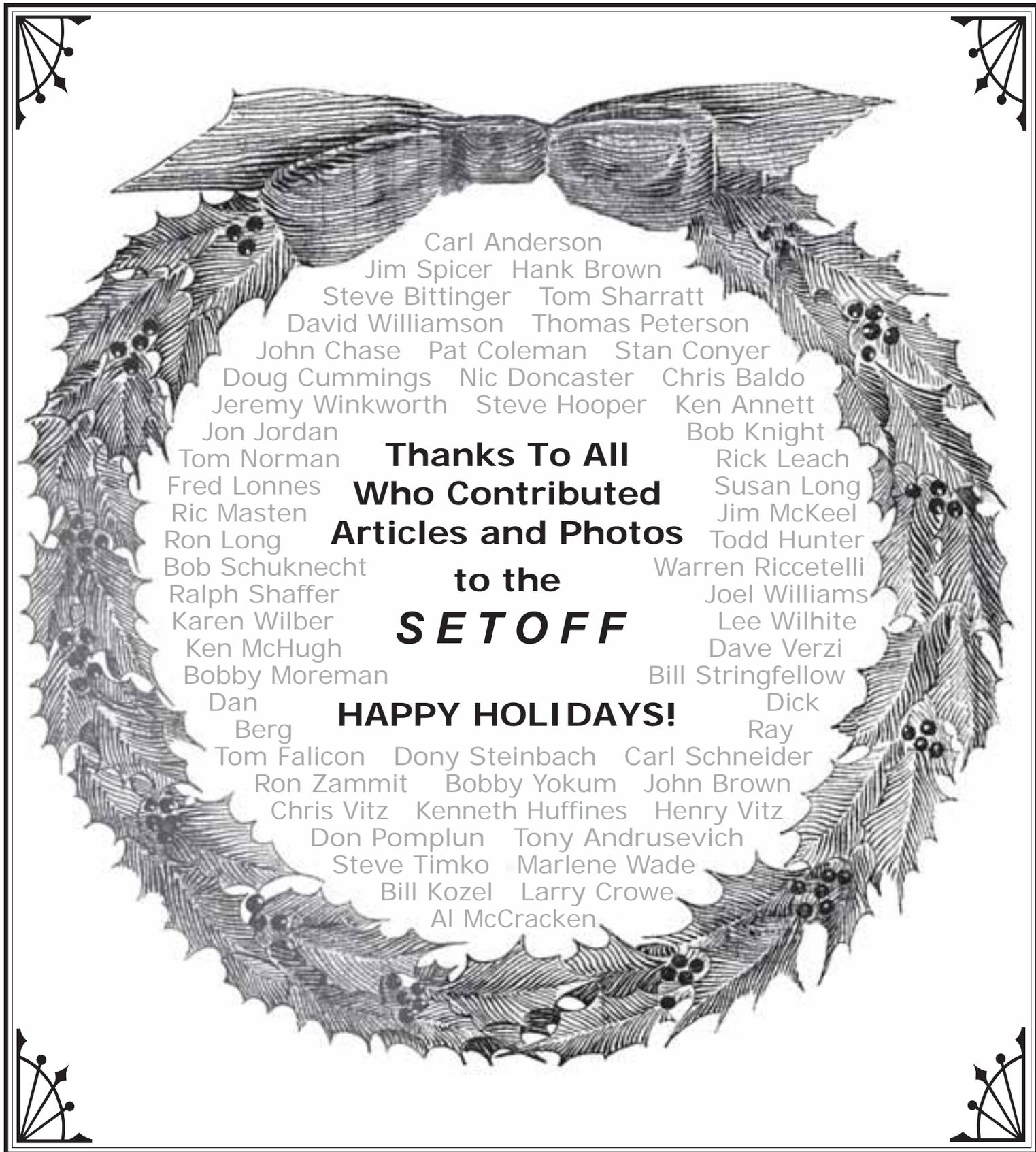
NARCOA Roster Editor

Don Pomplun
521 Van Buren Place
San Ramon, CA 94583
925-829-7469
blueflash@attbi.com

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Affiliates Dave Verzi
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**Thanks To All
Who Contributed
Articles and Photos
to the
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