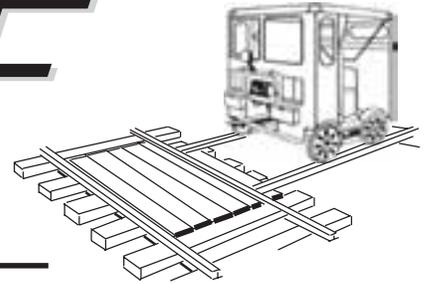


# The **SETOFF**

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

March/April 2004 Volume 18 - No. 1



## *The Fairmont M19* (Series "D")

One to Four Man Inspection Car

Aluminum Alloy Frame—Spring Mounted—8 H.P.



Bulletin 326C  
M19 Car  
Series D

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**Please submit materials**  
for the March/April issue of  
The **SETOFF**  
by April 28  
as follows:

**Classified Ads**

**Excursion Announcements**

Bill Coulson  
964 Williams Lake Road  
Colville WA 99114  
[wcoulson@surfbest.net](mailto:wcoulson@surfbest.net)

**Letters to the Editor**

**All other Materials**

**Photos**

Jan Taylor  
917 Park View Way  
Missoula MT 59803  
[jtaylor@montana.com](mailto:jtaylor@montana.com)



## Cover Photo

*This year's "retro" issue features the 1935 Fairmont Railway Motors, Inc. Bulletin 326C and the M19 Series D car. As in the past, this vintage document comes from the collection of Jack Hoover.*

## President's Message

Well, we all have made it through winter, and most of us have at least one run under our belts by the time you read this letter.

A great deal is happening with NARCOA that does not involve rules or policy. The electronic roster under the auspices of Don Pomplun continues to grow. At last report over 525 NARCOA members have registered their motorcars. You can get a copy by emailing Don at [blueflash@comcast.net](mailto:blueflash@comcast.net).

The Data Committee has a working database ready to show the various committees and volunteers involved. This database will allow us to have one location of NARCOA information storage for membership, insurance, motorcar and coordinator registry. This will be presented to the volunteers involved in next few months, and by years end I hope to have this fully implemented.

Our national mentoring program is off to a sputtering start with four or five members already "nay" saying the concept. The following sums up what I have seen or discussed over the past two months. This program is far from implementation and constructive comments are welcome:

Mentoring is not required by NARCOA at this time. We elected to put an "M" suffix on the insurance number to begin what we of the Board believe will be an accepted procedure.

The intent is to provide a nationally sanctioned procedure that NARCOA Affiliates can use. Thereby enabling NARCOA-mentored personnel to be accepted by other NARCOA affiliates for NARCOA runs without having to go through local mentoring process. At the moment some clubs have club level mentoring programs that take precedent. We are in process of talking to those clubs about accepting the NARCOA procedure. It is my understanding that three Affiliates currently have local mentoring programs.

NARCOA members who were licensed and insured in 2003 are automatically given the "M" suffix on their insurance number and will be accepted by all Affiliates that have accepted mentoring. The exception is anyone that had 11 or more points assigned by Judicial Committee and therefore had license suspended will have to go through mentoring process to earn the "M" suffix. No member/operator falls into this category at this time.

Affiliates are free to accept or not accept program. If they do accept program and their members wish to go on other Affiliates runs that do accept the NARCOA program, then that non-mentored member will have to be mentored prior to running with a club requiring mentoring. This is not an issue for operators in good standing from 2003 as they are grandfathered into the mentoring program.

Affiliates are able to declare that some runs will have the mentoring process available for new operators. Other runs due to complexity, size or other legitimate issues maybe declared non-mentoring runs. That is not to say the run will not re-



quire mentored operators, just that non-mentored operators will not be mentored or allowed to operate on that particular run.

In my view there are of course legal and liability issues. I believe, however, that we need to provide a method for introducing new operators to the actual operation and procedures of our runs. Mentoring cannot and will not cover everything; it will allow us to observe new operator, comment and attempt to correct improper procedures. Can we miss something, yes? Will we miss something, yes? Is that reason to not mentor, no.

To the Board's deep regret, Janyce Taylor has tendered her resignation as The SETOFF Editor. Jan has done an exemplary job over the past five years, and she will be sorely missed by all. She has used Adobe PageMaker and Photo Shop to prepare each issue. I would like to see us continue her work of bring The SETOFF into today's technology. If you have knowledge of magazine publication and have time to prepare six issues a year, we will welcome your offer to join the NARCOA volunteers.

It is noted that some confusion exists regarding the status of various websites and communication issues. The official NARCOA website is <http://www.narcoa.org> and our official publication is The SETOFF. Our web forum is the Yahoo [NARCOA Forum](#). While it serves an important function the [Speeder List](#), is not an official method of communication with NARCOA Board. Our phone, fax and email addresses are readily available at the NARCOA website. Please feel free to bring matters to our attention through these formal means with email being the most considerate and efficient. Thank you for your understanding and cooperation. The SETOFF will be used to publish Annual Meeting Minutes and other official business and is considered the primary means of communication. Please realize that of the approximately 1,800 NARCOA members, only approximately 250 members and nonmembers belong to the [Speeder List](#). A last comment about websites: while several websites have NARCOA documents posted on them; the only official copies of NARCOA documents exist at <http://www.narcoa.org>.

A lot of runs are being ready for spring, summer and fall. Properly prepare your motorcar, operate safely and travel over the highways towing your motorcar with care. Let's do our very best to have an accident-free year. Kathy and I hope to see you on a run.

Best regards,  
Pat Coleman, NARCOA President  
Walnut Creek CA



## **March 31, 2004 Cut-Off Date for Insurance**

by Tom Norman, NARCOA Insurance Administrator

March 31st is fast approaching! Time to renew your motorcar insurance coverage for 2004. NARCOA members' coverage expires January 31, 2004, and you need to have your new Evidence-of-Insurance card for all insured excursions beginning February 1, 2004 and ending January 31, 2005. Current participants should return their renewal applications as soon as possible. Some members do not realize that the \$500,000 Personal Liability policy covers the member all year long, not just at NARCOA-approved insured excursions. Homeowner or automobile policies do not cover third party bodily injury or property damage related to railcar liability.

## **Submitting Materials for Publication**

- 1 Materials received by the 28th of February, April, June, August, October or December will appear in the following two-month issue, subject to editing for space. Include email address or phone number.
- 2 Submit hard copy or jpeg images, clearly labeled as to subject and photographer.
- 3 Electronic submissions are preferred for text.
- 4 We cannot reprint copyrighted material without authorization. Include permission to reprint with all copyrighted materials.
- 5 Originals are archived, not returned.
- 6 Letters to the Editor must be signed and include email address or phone number for authentication. "Name withheld upon request" may substituted when the letter is published. All such letters will be printed as discussed in the NARCOA policy book.

## The SETOFF

Volume 18 Number 1

The SETOFF Editor	Jan Taylor 917 Park View Way Missoula MT 59803 jtaylor@montana.com
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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 at the above address.

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

*Just a note to let everyone know... as of 3/1/04 we have 648 insured members. Of the 863 insured in 2003, 302 have not renewed yet. The cut-off date is 3/31/04.*

*We also have 87 insured operators this year who are new to the insurance program. Another interesting statistic is that these new members are younger than I've seen in the past. Apparently NARCOA is attracting some new blood to the hobby.*

*Tom Norman,  
NARCOA Insurance  
Administrator*

Hyrail owners can be covered under our railroad liability policies, but there are some conditions and restrictions that apply. Check the box on the insurance application for hyrail operators, and I will send the hyrail insurance information. Only approved hyrail operators may operate at a NARCOA-insured excursion.

The "Application," "NARCOA Agreement," and "Description of Insurance" form were inserted in the November/December 2003 issue of The SETOFF. If you misplaced the insert, you may download the forms from NARCOA's website at [www.narcoa.org](http://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

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

Tom Norman  
1047 Terrace View Drive  
Alberton MT 59820  
Tel: (406) 722-3012  
269-5547

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

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

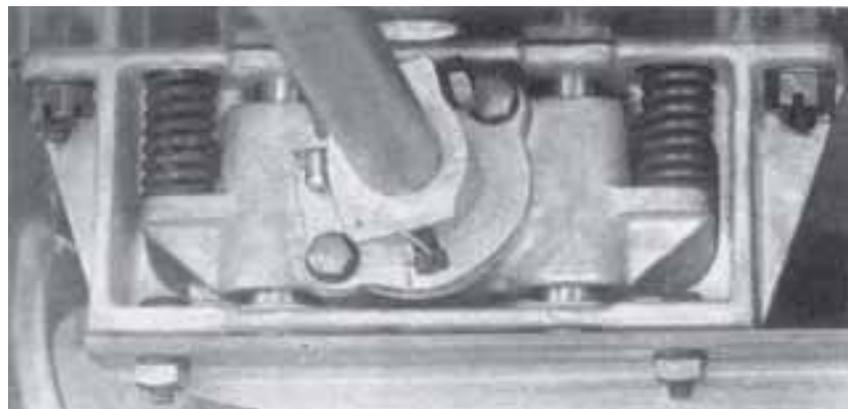
Dick Wilhelm  
PO Box 209  
Bearsville NY 12409  
Tel: (845) 679-2870

Also remember that optional physical damage coverage is available for motorcars. This coverage is not required by NARCOA. The policy from Fireman's Fund McGee will cover physical damage to your motorcar that occurs while on excursions, transporting to and from excursions, or at your home. There are three levels of motorcar valuation—up to \$5000, \$5001 to \$10,000, and \$10,001 to \$20,000 for a premium of \$55, \$110, and \$165 respectively. A \$500 deductible applies per car. United Shortline will continue to offer this insurance directly to NARCOA members. The policy year is 2/1/04 through 1/31/05. A minimum of 140 motorcars must be insured before the physical damage coverage will be written. NARCOA has met that requirement the last two years. Applications will be accepted through 3/31/04. United Shortline has mailed applications to members who participated in the insurance program last year. Additional application forms can be downloaded from NARCOA's website or obtained from the Area Insurance Reps.



*From the 1935  
Fairmont Railway  
Motors, Inc. Bulletin  
326C for the M19  
Series D car*

**Free spring action:  
guides cannot stick  
in "Oilite" bronze  
bushings lubricated  
by duct from roller  
bearing oil chamber.**



## **NARCOA Video**

by Bobby Moreman

I have been appointed by the Board of Directors to look into the production of a video about NARCOA. Our intent is to produce a video about NARCOA—what we are and what we do—that you can show to host railroads.

I first contacted John Nelson, owner of Track Side Video ([www.tracksidevideo.com](http://www.tracksidevideo.com)) for his help and experience. John said that he will produce the video at no cost to NARCOA and sell the video on his website. With enough interest, NARCOA members will get a discount from the normal price.

With that in mind, I would like input from our many members of what they would like to see in the video. Suggestions so far include: a narrative of what NARCOA is, video of scenic runs, insurance, safety meetings, motorcar inspections, safety equipment, and judicial committee oversight. Are there any scrip writers out therewith ideas and suggestions? Remember this is your video, and your input is most important.

We can use some motorcar footage you and your friends have taken over the years—not just Maine stuff or California stuff but various video scenes from all over NARCOA-land. John asks that any video from our members be in digital format or really good quality VHS. Everyone who contributes ideas, scrip, video, etc. will be recognized.

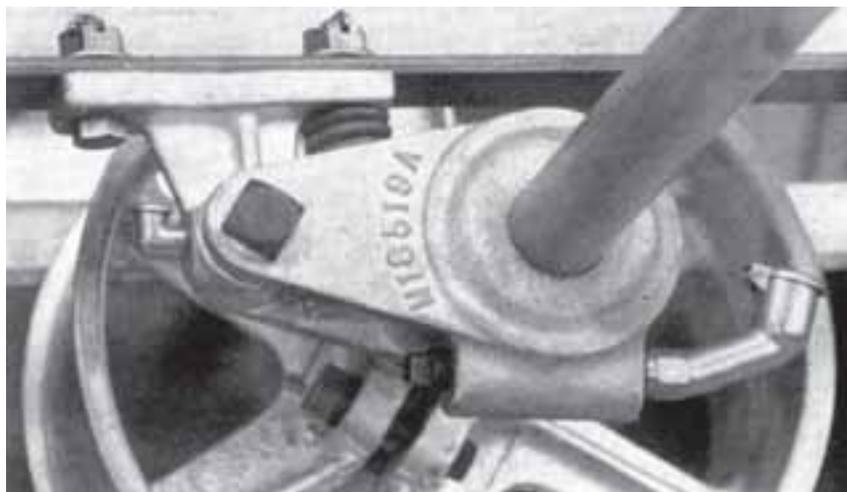
I can't do this without your help. Please send your video tapes, ideas, and your scrip to:

Bobby Moreman  
3520 Cold Spring Lane  
Chamblee, Georgia  
Tel: (770) 457-6212  
[moreman@mindspring.com](mailto:moreman@mindspring.com)

Please include your readable name, address, and phone number so you can be recognized. I need your help for this really good project, and your BOD wants a video that we can be proud to show our railroad managers and friends. Take a few minutes to organize your thoughts, make some video copies for me and let me know. 

*From the BoD Meeting minutes...*

NARCOA  
Introductory Video.  
*Such a video was proposed by Warren Riccitelli to better acquaint railroads unfamiliar with NARCOA with its aims, objectives and safety record. Warren will draft a content plan for presentation to the Board. Bobby Moreman will converse with the owner of Trackside Video for input on concept, production costs, etc.*



*From the 1935 Fairmont Railway Motors, Inc. Bulletin 326C for the M19 Series D car*

**New center bearing supports axle against belt tension, hinges on "Oillite" bushing.**



*For many years now, the Safety Committee has been discussing the need for a national mentoring program and for the last two years have recommended the process to the BoDs. Last year, then President Tom Falicon asked the Safety Committee to draft an easy-to-use mentoring process and present it to the board during the year. The board of directors felt this important item should be on the agenda of the annual meeting for full board review and discussion. The Mentoring Process was presented by the Safety Committee at the 2003 board of directors meeting where it was discussed in detail and eventually voted on. The Mentoring Process was passed as presented and is now being presented to the membership in this issue of The SETOFF.*

*B. Knight*



## **NARCOA Mentoring Procedure**

by Bob Knight, Chair  
NARCOA Safety Committee

Each Regional Area (1 through 11) will have a new position of Area Manager of Mentoring . This person should be knowledgeable of NARCOA and AFFILIATE rules and procedures and be well experienced with motorcar safe operation and have a good knowledge of the area membership.

Each Area Director will work with the affiliates to appoint a member from their area to the position of Area Manager of Mentoring , or the Area Director could take on the position.

Each Area Manager of Mentoring will assemble, coordinate and manage a group of Experienced Operators who regularly participate in motorcar excursions and are experienced motorcar operators (at least 2 years of motorcar operation), familiar with NARCOA and AFFILIATE rules and procedures and are willing to mentor new motorcar operators.

The Experienced Operator will coordinate with the Excursion Coordinator to personally oversee the mentoring process and use the NARCOA MENTORING FORM checklist.

Each new motorcar operator should notify the Excursion Coordinator of the operator's need to be mentored. When preregistration is required this should be done on the Excursion Registration Form. This form should include a line that indicates if the operator is a new operator. Otherwise the operator should make contact directly with the Excursion Coordinator to arrange for a mentor. This will be the start of the mentoring process for each motorcar excursion and will alert the Excursion Coordinator.

When an Excursion Coordinator finds a new motorcar operator will be joining their excursion, they are to assign an Experienced Operator to that new operator for mentoring. The Area Manager of Mentoring will help keep an active and updated list of Experienced Operators . (List on NARCOA website by area)

The assigned Experienced Operator should contact the new operator before the excursion and discuss the mentoring process with them. Use the NARCOA Mentoring Form Discussion Checklist. This form is on the NARCOA website.

If possible, the assigned Experienced Operator's motorcar should be directly behind the mentored motorcar at the start of the meet. Also and highly recommended if possible, the Experienced Operator should plan to ride with the new operator for 10-15 miles and then move back to their motorcar for continued observation.

When the motorcar excursion is completed, the assigned Experienced Operator should turn in the completed, signed NARCOA Mentoring Form discussion checklist to the Excursion Coordinator at set-off time. The Excursion Coordinator should check over the completed form, make any comments and forward to the NARCOA Safety Committee.

The NARCOA Safety Committee will notify the NARCOA Insurance Administrator of all members that have been successfully mentored, send a confirmation letter to that member and include their Mentored Sticker (M) to be applied to the operator's NARCOA Evidence-of-Insurance Card.

To implement this mentoring procedure, all NARCOA insured members participating in the 2003 NARCOA Insurance Program will be grandfathered in. Starting with the 2004 NARCOA Insurance Program, an "M" will be printed after the member's Rule Book Certification Card number listed on the NARCOA Evidence-of-Insurance Card. This signifies that the member has been mentored. A new member that has not been mentored will not have the M on the NARCOA Evidence-of-Insurance Card. Once the new member has been mentored, the Experienced Operator will attach a Mentored sticker to the new motorcar operator's NARCOA Evidence-of-Insurance Card. The following year, the NARCOA Insurance Administrator will add the M to the successfully mentored operator's NARCOA Evidence-of-Insurance Card. The NARCOA Insurance Administrator will update the Insured Operators List on the NARCOA website by adding the M to the end on all mentored members Rule Book Certification Card number.

The excursion coordinator sends the completed NARCOA MENTORING FORM to:

NARCOA SAFETY COMMITTEE  
1212 Vale Street  
Sandwich IL 60548



## **NARCOA Mentoring Focus Points**

- § SAFETY FIRST at any Motorcar Excursion.
- § Experienced Operator (see NARCOA MENTORING PROCEDURE for definition) mentors first time operator (or any operator wanting help) on his/her first Motorcar Excursion.
- § Experienced Operator releases the burden of the Excursion Coordinator of being the mentor of First Time operators.
- § Experienced Operator uses the NARCOA MENTORING FORM checklist for discussion and applying mentoring procedure.
- § Mentoring Process should continue to help maintain fewer losses and accidents, therefore helping to keep insurance premiums affordable and coverage available.
- § The Mentoring Process will help Excursion Coordinators feel more comfortable with allowing new operators on their excursions.

## **Most of you out in motorcar land have a story to tell about your FIRST SOLO motorcar run.**

*Maybe it was a missed crossing that you did not see in time to fully stop, or some important part on you motorcar failed or you were so busy trying to stop, you forgot to flag you were stopping! Well, now you have an opportunity to share your story with a new member and we need your help. Your Board of Directors asked the Safety Committee to draft a mentoring program about a year ago and present it to the BoD meeting in Chicago, this last December. The board has now accepted it, and now begins the process of getting it to the membership and affiliate groups. Each NARCOA Affiliate now has the opportunity to use the program for mentoring of new insured members in 2004 and beyond. The new program focus, procedures and checklist form, have been printed in this issue for your review. As you will note, this program is for our new members to our hobby or someone who is returning to active membership and has not been in the hobby for awhile. Every member who purchased insurance in 2003 and renews in 2004 has been grandfathered into the program (is therefore considered mentored) and has a "M" on their evidence-of-insurance card. Each affiliate group that chooses to use the program needs to elect or appoint an affiliate "Manager of Mentoring." This person will assemble, coordinate and manage a group of "Experienced Operators" who regularly participate in motorcar excursions and are experienced motorcar operators in good standing (at least two years of motorcar operation), familiar with "NARCOA and Affiliate" rules and procedures, and are willing to mentor new motorcar operators. The program forms and procedures will be in the "forms area" on our NARCOA Website for your use. If you have any questions, please send them to the Safety Committee by using the Safety link on the Website found under NARCOA Directors/Officers or send to the committee by mail at:*

*Bob Knight, Chair Safety Committee  
1212 Vale St.,  
Sandwich IL 60548*



*From the 1935  
Fairmont Railway  
Motors, Inc. Bulletin  
326C for the M19  
Series D car*

**T**HOUSANDS of Division Engineers, Roadmasters, Supervisors of track, telegraph, signals, bridges and buildings, now using early spring mounted M19's, know the great value of springs in eliminating motor car fatigue.

With *deck* as well as seat insulated against both rail shock and engine "spank," feet and legs do not become numb in hours of riding.

Hundreds of Track Patrolmen have found that there is no substitute for the Fairmont 8 H.P. engine already proved by four years service on the M19 Series C car.

Nothing less can pull the wide windshield needed, if throttled to slow speed for track inspection.

Linemen and Forest Rangers like the M19 because it can get there quickly when necessary, uses much less gasoline, is light for one man, holds all the tools they want.



## ***The Judicial Committee, What it is, What it Does***

by Mark Springer

There are many functions that NARCOA and the Board provide that are not usually visible to NARCOA members. One of the least known committee's is the Judicial Committee (JC). Our job is to investigate all incidents and rules violations. This article will help to explain what it is we do. In a nutshell we are the investigative arm of NARCOA.

When an incident occurs there is always a question, "What needs to be reported?" Normally we are most interested in incidents where people suffer injury or motorcars are damaged. Certainly collisions between motorcars, motorcars and people, or motorcars and road vehicles all need to be reported. Derailments where there is damage or injury should also be reported. Other items that should be reported include rulebook violations.

The reason for these reports is driven by several needs. First is NARCOA's responsibility to report all potential claims to our insurance company. Secondly is to investigate incidents to help police ourselves. When the Judiciary Committee was first formed, it was due to the need to reassure our insurance carrier that we were taking care to monitor our members for safe operations. Lastly the information is passed on to the NARCOA Safety Committee. By reviewing the reports that the JC creates, they are able to look for patterns in our incidents and will be able to hunt for ways to prevent them from occurring again.

After a report is received I will review the completed forms and statements. If further details are needed I then contact the witnesses and involved parties. Note that photographs or digital images of the incident are usually most helpful in our review. At this point the whole JC receives the information to review. During this review we try to decipher exactly what happened, who or what may have led to the incident occurring and sadly who may bear all or partial responsibility for the incident. Our committee then advises the whole NARCOA board as to our findings and recommends the assessment of "points" as defined in the Judicial Committee Policy. Generally the more severe the incident, ie the more damage to motorcars or other vehicles, the greater the amount of injuries, the greater the number of points that may be assigned. Final responsibility for the assessment of points rests with the NARCOA Board of Directors.

Remember, the best accident is the one that never occurs. We operate in an environment that is dangerous, and we need to protect ourselves and our passengers from injury. This not only makes the hobby more enjoyable but helps to protect its future by keeping our insurance available and affordable. The JC plays a vital role in this process. Hopefully, I will meet many of you on the rails, and not through the JC.



## Area News

by Stan Conyer, Tom Falicon, Bobby Mooreman, Tom Norman, Pat Coleman

Dear Friends, as 2004 begins there will be some changes in **Area 3**. I have decided to step down from my seat on the board of directors of NARCOA and the Presidency of Great Lakes Railcars. I have served the NARCOA members on both boards since they were formed, and I think it is time for someone with fresh ideas to have a chance to serve. Increasing demands with my job has also influenced my decision. I do not intend to leave this wonderful hobby, just leave the politics to someone else and just ride the rails at my leisure. Gary Greenwood has accepted GLR's invitation to take the position of President of GLR; Lee Wilhite is our new Secretary/Treasurer. I hope you will give them the same respect and co-operation you have given me. The election process will fill the NARCOA board seat this summer. Carl Anderson is accepting nominations. I will continue to host excursions and look for new places to ride. I wish to thank all those who have helped and supported me the past 17 or so years and hope they will continue to do so in the future.

At the Great Lakes Railcars annual meeting in January our board discussed the NARCOA board of directors meeting and set our 2004 schedule. We decided to accept the NARCOA-recommended Mentoring program and will begin to implement it immediately. Car owner/operators who intend to operate their cars in the 2004 season must obtain their insurance before the end of March. We will be having mentoring meets for new operators in each state in April and May to get most of the mentoring taken care of early in the season. The NARCOA Mentoring program is explained on the web page or by sending a request to Robert Knight, 1212 Vale St., Sandwich IL 60548. New operators can also get information from me at (812) 342-0565. I have accepted the position of Manager of Mentoring, so I will be implementing the program in the Great Lakes Railcars area. New members in the Ohio Railcars organization should contact Dave Versi for information on their plans to implement the mentoring program. It is a simple program, and the goal of NARCOA is to have the program accepted nationwide and in Canada. Existing operators will be grandfathered in, so only the new operators will need to take the training. Some experienced operators will be asked to help with the new members.

Both clubs in Area 3 are planning a lot of excursions this season. Most of the old favorite trips and some new ones are on the schedule. Check the Excursions schedule elsewhere in this issue of The Setoff. Be careful out there, Stan Conyer



**Area 4:** Last week I had a lot of welding to do and while making some long passes, I had time to think about things. Of course my thoughts turned to motorcar excursions and the following concept came to mind. During an excursion, the Excursion Coordinator and the excursion attendee, have just about the same job. The Excursion Coordinator works hard to keep everyone operating safely and makes sure everything on the RR is left the way that it was found. Also, the excursion has to be kept running smoothly so nothing causes delays or traffic problems. The E.C. tries to make sure that everyone is in their car at the proper time so that there are no departure delays due to a "miss

cont. on page 36

### Area Three



### Area Four



## **North American Railcar Operators Association (NARCOA) Board of Directors Meeting**

Radisson Hotel–O'Hare Rosemont, Rosemont, Illinois, December 5-6, 2003

### **FRIDAY, DECEMBER 5, 2003**

1. The meeting was called to order by President, Tom Falicon, on at 4:07 p.m., CST.

2. Officers, Directors & Committee Chairs Present:

Tom Falicon .....	President 2003 Director, Area 4 Custom–Built Motorcar Chair	Joel Williams .....	Secretary Director, Area 2
Warren Riccitelli ....	Director, Area 1	Stan Conyer .....	Director, Area 3
Bobby Moreman .....	Director, Area 5	Pat Rock .....	Director, Area 6
Carl Schneider .....	Director, Area 7	Jim McKeel .....	Director, Area 9 Rules Chair
Tom Norman .....	Director Area 10 Treasurer Insurance Administrator	Pat Coleman .....	President 2004 Director, Area 11
Mark Springer .....	Director–at–Large Legal Forms	Dave Verzi .....	Director–at–Large Affiliates Chair
Carl Anderson .....	Nominations/Elections Chair	Hank Brown .....	Operations Chair NARCOA Webmaster
Bob Knight .....	Safety Chair	Lee Wilhite	Recording Secretary
Jan Taylor .....	Editor, The Setoff		

3. Others Present:

Al Elliott	Mugs Falicon
Brenda Moreman	Mike Paul
Wally Schneider	Debbie Springer
Rick Tufts	Dick Wilhelm

4. Quorum. With a simple majority of Officers and Directors present, a quorum was achieved. (As noted elsewhere in these minutes, Tom Norman and Pat Rock arrived later in the day)

5. Approval of Area Directors. A motion was made by Stan Conyer for the Board's approval of the recently elected Area Directors. The motion was seconded by Tom Falicon. A vote was called and the motion carried with 9 votes for, 0 against and 0 abstains.

6. Election of 2004 President. With his term as President ending on December 31, 2003, Tom Falicon opened the floor to nominations for new President for calendar 2004. A motion was made by Warren Riccitelli to nominate Pat Coleman. The motion was seconded by Stan Conyer. With no other motions made, Joel Williams motioned that nominations be closed. The motion was seconded by Warren Riccitelli. A vote was called—because of the single nominee, an open vote was taken instead of the customary secret vote—and the motion for election of Pat Coleman as President carried with 9 votes for, 0 against and 0 abstains. Pat was immediately installed, and assumed from Tom responsibility for presiding over the balance of the Board meeting.

7. Election of Officers. Pat opened the floor to nominations of 2004 Officers.

(a) A motion was made by Joel Williams to nominate incumbent Ken Annett for Vice President. The motion was seconded by Stan Conyer. With no other nominations, Warren Riccitelli motioned to close nominations. The motioned was seconded by Stan Conyer. A vote was called and the motion to install Ken as 2004 Vice President carried with 8 votes for, 0 opposed and 1 abstain.

(b) A motion was made by Bobby Moreman to nominate incumbent Joel Williams to Secretary.

The motion was seconded by Ken Annett. With no other nominations, Stan Conyer motioned to close nominations. The motion was seconded by Warren Riccitelli. A vote was called and the motion to install Joel as 2004 Secretary carried with 8 votes for, 0 opposed and 1 abstain.

- (c) Given that Tom Norman had not yet arrived at the meeting, the Board yielded to Pat's request that the election of Treasurer be postponed until Tom arrived.

8. Appointments. At the discretion of the President, the following appointments were made for calendar 2004:

Director-at-Large .....	Mark Springer	Director-at-Large .....	Dave Verzi
Affiliates Chair: .....	Dave Verzi	FRA Chair .....	Ron Zammit
Insurance Chair .....	Tom Norman	Judiciary Chair .....	Mark Springer
Nominations/Elections Chair ....	Carl Anderson	Operations Chair .....	Hank Brown
Rules Chair .....	Jim McKeel	Safety Chair .....	Bob Knight
Webmaster .....	Bill Stringfellow		

9. Custom-Built Motorcar Committee. A motion was made by Stan Conyer for the creation of such a committee. The motion was seconded by Tom Falicon. A vote was called and the motion carried with 9 votes for, 0 against and 0 abstains. At the discretion of the President, Tom Falicon was installed as Committee Chair. Committee members appointed by Chair were Stan Conyer, Dave Verzi, Warren Riccitelli and Pat Rock.

10. NARCOA Roster Committee. A motion was made by Warren Riccitelli for the creation of such a committee to re-vamp and publish the Roster – Don Pomplun no longer interested. The motion was seconded by Stan Conyer. A vote was called and the motion carried with 9 votes for, 0 against and 0 abstains. At the discretion of the President, Pat Coleman installed himself as Committee Chair.

11. Membership & Rulebook Report – Joel Williams. Written report attached, labeled "Exhibit A." A motion was made by Stan Conyer for the approval of the Membership Report. The motion was seconded by Warren Riccitelli. A vote was called and the motion carried with 9 votes for, 0 against, and 0 abstains. A motion was made by Warren Riccitelli for the approval of the Rulebook Report. The motion was seconded by Stan Conyer. A vote was called and the motion carried with 9 votes for, 0 against and 0 abstains.

12. Safety Report – Bob Knight. Written report attached, labeled "Exhibit B." Incident summary suggests that speed has been the foremost contributing factor in most derailments. A motion was made by Stan Conyer for the approval of the Safety Report. The motion was seconded by Warren Riccitelli. A vote was called and the motion carried with 9 votes for, 0 against and 0 abstains.

13. Webmaster's Report – Bill Stringfellow. Written report attached, labeled "Exhibit C." A motion was made by Stan Conyer for the approval of the report. The motion was seconded by Warren Riccitelli. A vote was called and the motion carried with 9 votes for, 0 against and 0 abstains.

14. Affiliates Report – Dave Verzi. Written report attached, labeled "Exhibit D." A motion was made by Warren Riccitelli for the approval of the Report. The motion was seconded by Stan Conyer. A vote was called and the motion carried with 9 votes for, 0 against and 0 abstains.

15. Operations Report – Hank Brown. In the absence of a written report, Hank announced that six (6) Operations Manuals have been sent to Texas affiliates, and that Texas railroads now recognize NARCOA as their official liaison. Hank further reported that 40% of all NARCOA members possess wheel thickness/wheel profile gauges, and that NARCOA now has 141 Certified Excursion Coordinators of record. A motion was made by Stan Conyer for the approval of the Operations Report. The motion was seconded by Warren Riccitelli. A vote was called and the motion carried with 9 votes for, 0 against and 0 abstains.

At 5:30 p.m., CST, Tom Norman—delayed by inclement weather and accompanied by Jan Taylor— arrived at the meeting.

16. Election of Treasurer. A motion was made by Stan Conyer for the re-election of Tom Norman to Treasurer. The motion was seconded by Warren Riccitelli. With the nomination unopposed, Stan motioned nominations be closed. The motion was seconded by Warren. A vote was called and the motion carried with 9 votes for, 0 against and 1 abstains.

17. Treasurer's Report – Tom Norman. Written report attached, labeled "Exhibit E." As a side note, Tom mentioned that additional expenses of \$11,950.00 are anticipated by year end, with \$4,100.00 of this sum representing the Roster production cost. A motion was made by Stan Conyer for the approval of the Report. The motion was seconded by Warren Riccitelli. A vote was called and the motion carried with 9 votes for, 0 against and 1 abstains.

18. Insurance Report – Tom Norman. Written report attached, labeled "Exhibit F." As a side note to the report, Tom indicated that there are presently only three (3) agencies in the U.S. that will insure railroads: (i) Zurick, (ii) Lexington, and (iii) United Shortline. Neither Zurick nor Lexington will insure motorcars, so this leaves us no where else to turn for coverage except for United Shortline. A motion was made by Stan Conyer for the approval of the Insurance Report. The motion was seconded by Warren Riccitelli. A vote was taken and the motion carried with 9 votes for, 0 against and 1 abstains.

Adjourned for dinner at 6:08 p.m. Reconvened at 7:30 p.m.

19. The SETOFF Report – Jan Taylor. Written report attached, labeled "Exhibit G." Jan related that she could use more "how-to" articles and photographs, even if no accompanying article is provided. A motion was made by Stan Conyer for the approval of the report. The motion was seconded by Warren Riccitelli. A vote was taken and the motion carried with 10 votes for, 0 against and 0 abstains.

20. Nominations/Elections Report – Carl Anderson. Written report attached, labeled "Exhibit H." Carl noted that votes cast for Area Directors by general membership were again dismally low. Urged the Board to post a reminder to members in The Setoff of the importance of such voting. A motion was made by Warren Riccitelli for the approval of the report. The motion was seconded by Stan Conyer. A vote was taken and the motion carried with 10 votes for, 0 against and 0 abstains.

At 8:17 p.m., CST, Pat Rock—delayed by inclement weather—arrived at the meeting making all Board Members present and accounted for.

21. Judiciary Report – Mark Springer. Written report attached, labeled "Exhibit I." As a side note, Mark pointed out that 6-8 weeks is an inordinate amount of time for penalty points to be assessed from the date of incident/adjudication to the date of final Board approval. The process needs to be hastened. A motion was made by Stan Conyer for the approval of the report. The motion was seconded by Warren Riccitelli. A vote was taken and the motion carried by 11 votes for, 0 against and 0 abstains.

22. Custom-Built Motorcars – Tom Falicon. Written report attached, labeled "Exhibit J." As a side note, Hank Brown recommended that an "inspection checklist" be drafted by the Committee. A motion was made by Stan Conyer for the approval of the report. The motion was seconded by Warren Riccitelli. A vote was taken and the motion carried by a vote of 11 for, 0 against and 0 abstains.

23. NARCOA Roster – Don Pomplun. Written report attached, labeled "Exhibit K." A motion was made by Warren Riccitelli for the approval of the report. The motion was seconded by Stan Conyer. A vote was taken and the motion carried by a vote of 11 for, 0 against and 0 abstains.

24. Rail Preservation Policy Committee. Given increased outside requests for NARCOA assistance and support of rail preservations efforts, a motion was made by Stan Conyer for the creation of such a committee and for the development of a standard plan. The motion was seconded by Tom Falicon. A vote was called and the motion carried with 11 votes for, 0 against and 0 abstains. At the discretion of the President, Warren Riccitelli was installed as Committee Chair.

25. Rules Report – Jim McKeel. In the absence of a written reported, Jim announced there has been little on rule change proposals. A motion was made by Warren Riccitelli the report be approved. The motioned was seconded by Stan Conyer. A vote was taken and the motion carried with 11 votes for, 0 against and 0 abstains.

26. Online Voting Log – Tom Falicon. By reference hereto, Tom's "NARCOA 2003 On-Line Voting Log" is incorporated into these minutes, with the log attached and labeled "Exhibit L." As an adjunct to this log, minutes of the BoD meeting held on-line from 9/26/03 to 10/2/03 are attached and labeled "Exhibit M."

27. Old Business – Fairmont Archives. Dave Verzi mentioned that little progress has been made in his efforts to gain possession of, preserve and archive what motorcar and related records currently existed in Fairmont's former headquarters in Fairmont, MN.

28. New Business – Board Approval of New Affiliates. A motion was made Bobby Moreman to approve two new affiliates – G&G Trains and Rocky Mountain Division of NARCOA (see "Exhibit D" ). A vote was taken and the motion carried with 11 votes for, 0 against and 0 abstains.

29. Increased Judicial Committee Members. Judicial Committee membership shall be increased from 6 members to 7 to avoid potential voting ties. Ken Annett and Mark Springer have questioned this action and this point will require further resolution at the next Board meeting. Attention is called to the lack of a motion or vote in the minutes.

30. Policy Book Revision on Affiliates. Stan Conyer motioned the following provision be added to the Policy Book:

*An affiliate excursion should be posted via notice in The Setoff or on the NARCOA website a minimum of thirty (30) days prior to its occurrence.*

The motion was seconded by Warren Riccitelli. A vote was taken and the motion carried with 11 votes for, 0 against and 0 abstains.

31. Committee Member Identification. President–elect Pat Coleman requested that all Committee Chairs furnish him a list identifying all committee members.

32. Publication of Penalty Point Allocation in Rulebook. The question was raised as to whether the penalty point system needs to be defined in the Rulebook. Mark Springer and other Judicial Committee members will convene a meeting to restructure the process for how penalty points are assessed, and then report the results.

33. ASSCO. Ken Annett presented on behalf of Nic Doncaster and ASSCO (Australian Society of Section Car Operators) a request for an improved relationship with NARCOA, attached and labeled "Exhibit N." Ken motioned that a committee be formed, that he, himself chair, to explore developing a reciprocal licensing agreement. The motion was seconded by Stan Conyer. A vote was taken and the motion carried with 10 votes for, 0 against and 1 abstains.

34. Adjournment. Given the late hour, Pat adjourned the meeting at 10:35 p.m., CST.

#### **SATURDAY, DECEMBER 6, 2003.**

35. The meeting was reconvened and called to order by President, Pat Coleman, at 8:03 a.m., CST. All Board of Directors and Committee Chairs were present.

36. Revisions to The SETOFF. Complaints continue over the content of excursion announcements, and problems are ongoing with getting such announcements placed through Jan Taylor and Bill Coulson. Some of this problem is associated with such announcements being submitted in the incorrect format. Jim McKeel motioned that only the basic and necessary information presented in the prescribed format be accepted. The motion was seconded by Ken Annett. A vote was called and the motion carried with 9 votes for, 2 against and 0 abstains. To aid in the process, Bill Coulson's telephone number will henceforth be published in The SETOFF. Hank Brown will likewise remind all Excursion Coordinator's to comply with the prescribed announcement format. Jan Taylor also presented the new logo and format for The Setoff. She also wanted to invite members to submit just photos alone if no related written article were available.

37. Communications. Warren Riccitelli sought to establish a central information source where membership information can be obtained. Subject tabled until Joel Williams is able to properly address and settle the varied membership list issues (see #57 below).

NOTE: Due to time constraints, the Communications Report and the Forum Report, attached and labeled "Exhibit O," was not read aloud and each person in attendance was given a printed copy of each report.

38. Website Issues. Bill Stringfellow reported the following problems associated with the website:

- (1) The privilege of posting classified advertisements on the website is reserved solely for NARCOA members. However, verifying those submitting such advertisements are official members has been a problem.
- (2) Those who have posted advertisements on the website are to notify Bill when the item advertised has been sold so that it can be marked "sold" but not deleted.
- (3) A conflict of interest is developing between the NARCOA website and the Railspeeders website administered by Pete Wenk. Both present and make accessible NARCOA documents, but the two websites are not linked. It is unknown how often revisions to these documents are posted on the Railspeeders website, so potentially one accessing a document from that site could be unknowingly procuring a document that is outdated. A motion was made by Stan Conyer to include in the Policy Book that:

*Only NARCOA members may advertise events or items for sale on the NARCOA website or in The Setoff.*

The motion was seconded by Tom Falicon. A vote was called and the motion carried with 9 votes for, 2 against and 0 abstains. Tom also motioned that all advertisements be removed from the NARCOA website after six (6) months and be archived by year of posting. The motion was seconded by Warren Riccitelli. A vote was called and the motion carried with 10 votes for, 0 against and 0 abstains. The Board also reconfirmed that:

- (1) Only Bill Stringfellow and Keith Mackey shall retain sole control of the NARCOA website, and
- (2) All excursion announcements will be listed by State and Area.

As for the conflict between the NARCOA website and the Railspeeders website, Pat Coleman will himself contact Pete Wenk to hopefully resolve the matter.

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Adjourned for break at 9:15 a.m. Reconvened at 9:30 a.m.

39. Publication of Election Results in The Setoff. Carl Anderson indicated he will begin posting in The Setoff brief summaries on the outcome of elections.

40. Publication of Penalty Point System in The SETOFF. Mark Springer was encouraged to write article on penalty points and how they're assessed. Ken Annett added that since new members have no knowledge of system and how it works, the process for assessing penalty points should be included in the Mentoring policy. Due to time constraints, the Communications Report and the Forum Report—attached and labeled "Exhibit O"—were not read aloud and each person in attendance was given a printed copy of each report.

41. Publication of Incident Reports in The SETOFF. It was agreed that Bob Knight would henceforth begin publishing summaries of such incidents, but that no names or penalty points associated with those incidents will be revealed.

42. NARCOA Roster. This matter tabled until a later date.

43. Twice—Yearly Board of Directors Meetings. The Board decided against twice—yearly BoD meetings out of cost considerations, and because any additional business—routine or urgent—could be conducted by email. It was also decided at this time that the 2004 Board meeting will be held at the Radisson Hotel—O'Hare Rosemont, Rosemont (Chicago), IL, starting at 9:00 a.m. on Friday, December 3, and ending on Sunday, December 5.

44. Revision to By—Laws to Change Mailing Address. Joel Williams motioned a revision of the By—Laws be made to change NARCOA's official mailing address to P.O. Box 802, Lock Haven, PA 17745. The motioned was seconded by Stan Conyer. A vote was called and the motion carried with 11 votes for, 0 against and 0 abstains.

45. Seat Belts. While there has been a significant increase seen in the number of motorcars equipped with seat belts, the Board tabled making them a Rule Book requirement. Tom Norman even mentioned that the owner/principal of United Shortline Insurance urged against making them a requirement.

46. Mentoring Program. After a presentation and lengthy discussion, a motion was made by Warren Riccitelli, that the NARCOA Mentoring Program as developed by Bob Knight be adopted by the Board of Directors and on a voluntary basis by each affiliate. The motion was seconded by Pat Rock. A vote was called and the motion carried with 8 votes for, 1 against and 2 abstains.

Adjourned for lunch at 11:47 a.m. Reconvened at 1:01 p.m.

47. Revision to NARCOA Operators Certification Administrative Procedure. Joel Williams will call Al McCracken to obtain copies of test forms for distribution to new members.

48. Rulebook Modifications. Considering that Bob Knight's Safety Report suggests that speed has been the single largest contributing factor to derailments (refer to #14 above), Tom Norman motioned to add a sentence to the Rule Book concerning speed control. The motioned was seconded by Pat Rock. A vote was called and the motion carried by a vote of 11 for, 0 against and 0 abstains. This motion has to be submitted to membership for comments. This will be done in March/April issue of The Setoff.

49. Revision to By-Laws to Resolve Tied Elections. Tom Norman motioned that Article 12, Section 9 of the By-Laws be amended by adding the following two paragraphs below existing paragraph one:

*In the case of a tied election for Director, a toss of the coin will be used if approved by the tied candidates. If not approved by the tied candidates, the Members eligible to vote in the original election (if still eligible) shall be presented an additional opportunity to resolve the tie. The opportunity shall consist of: additional statements from the candidates, a period of time for the Members to undertake private discussions, and an additional vote by the eligible members.*

*If the election remains tied, the President shall break the tie vote. If the President is one of the tied candidates, the Vice-President shall cast the tie breaking vote.*

The motion was seconded by Bobby Moreman. A vote was called and the motion carried by a vote of 11 for, 0 against and 0 abstains. The Board was reminded that as a change in By-Laws, this revision must be presented before the general membership via The Setoff for a yes/no approval. Pat Coleman – More information on this issue will also be published in March/April edition of The Setoff.

50. Area Director Nominee Voting Ballots. It was agreed that henceforth:

- (1) All ballots would present the incumbent's name first, followed by other nominee's names presented in alphabetical order by last name, and
- (2) Qualification statements made by/for each nominee would be increased from 75 words to 100 words or less.

51. Judiciary Policy Revisions:

(i) A motion was made by Warren Riccitelli that Article VIII, be amended to henceforth read:

2. *Delinquent filing of accident, rulebook violation, or misconduct reports by Excursion Coordinator.*
  - a. *Reports are considered late if not submitted within 30 days.*
  - b. *If known that a report is late 2 weeks: Judicial Committee Chair shall warn Excursion Coordinator that failure to submit report within two weeks of the warning shall result in Judicial Committee recommendation(s) to NARCOA Board of Directors for sanction(s) as indicated in paragraphs c. through e.*
  - c. *If report is late 4 weeks: 3 points.*
  - d. *If report is late 8 weeks: Removal of Excursion Coordinator's name from the list of Certified Excursion Coordinators for a period of one year.*
  - e. *If report is late 12 weeks or more: Removal of Excursion Coordinator's name from the list of Certified Excursion Coordinators for a period of two years.*
  - f. *If supplemental information report, when/if requested by the Judicial Committee Chair after receipt of Excursion Coordinator's initial report, is not answered within 2 weeks of Chair's request: 3 points.*

The motion was seconded by Stan Conyer. A vote was called and the motion carried by a vote of 11 for, 0 against and 0 abstains.

(ii) A motion was made by Pat Rock that Article IX, Section 9, be amended to henceforth read:

*Non-moving rule book violations: 1 Point; Moving rule book violations: 2 Points.*

The motion was seconded by Stan Conyer. A vote was called and the motion carried by a vote of 11 for, 0 against and 0 abstains.

(iii) A motion was made by Warren Riccitelli that Article VIII, Section 1b, be amended to henceforth read:

*b. Personal injury:*

*3) Injury requiring hospitalization greater than 24 hours: 8 Points*

*4) Catastrophic personal injury: 10 Points*

The motion was seconded by Stan Conyer. A vote was called and the motion carried by a vote of 11 for, 0 against and 0 abstains.

52. NARCOA Introductory Video. Such a video was proposed by Warren Riccitelli to better acquaint railroads unfamiliar with NARCOA with its aims, objectives and safety record. Warren will draft a content plan for presentation to the Board. Bobby Moreman will converse with the owner of Trackside Video for input on concept, production costs, etc.

53. Instruction Video on Flagging. Al Elliot has a written program on flagging. However, in that flagging requirements vary from state-to-state, one seeking to make use of such a program should always first check with their state and local DOT to ensure proper compliance.

54. Affiliate Insurance Liability. If affiliate NARCOA insured during an excursion, the liability coverage extends to flaggers and other excursion volunteer workers. Workers for hire are not covered by our liability coverage. They should be covered under host Railroad coverage, if railroad employees, or by their own coverage, that is accepted by host railroad.

55. Motorcar Seat Attachment. Concern was raised over use of seats that are improperly mounted or secured. Examples were cited where some operators with motorcars not equipped with securely mounted or factory-equipped seats have resorted to the use of lightweight lawn chairs, stadium seats, etc., and in the event of an emergency stop the operator and his unsecured seat can easily be thrown from the motorcar. This matter referred to Safety Committee Chair, Bob Knight.

56. Recreational Railroad Coalition (RCC) – Stockton, CA. Concern was expressed over the potential implications of RCC representing itself as having NARCOA insurance coverage during the performance of potentially heavy-duty right-of-way maintenance. NARCOA's insurance only covers excursions. It does not cover railroad maintenance activities. The RCC is to be notified that henceforth, for any activities contemplated beyond an excursion, the City of Stockton must furnish at their own cost and expense a volunteer workers endorsement to their policy to cover those activities.

57. Help for Membership Chair. Recommendation tabled until Joel Williams is able to properly address and settle the varied membership list issues.

58. Jake Award. No action taken on the matter.

59. NARCOA Record Retention. Hank Brown advised that all general releases and NARCOA agreements and to be kept and preserved for three (3) years. Documents relating to incidents and claims are to be kept permanently.

60. NARCOA Store Merchandise. Any and all merchandise which may be sold by NARCOA through the NARCOA website will be made available to NARCOA members only.

61. Adjournment. With no further business to address, a motion was made by Stan Conyer that the meeting be adjourned. The motion was seconded by Warren Riccitelli. By unanimous vote the meeting was adjourned at 4:18 p.m., CST.

Respectfully submitted,

By: \_\_\_\_\_  
Lee Wilhite, Recording Secretary



## ***The Safety Comment: The Safety Meeting***

by Bob Knight, Chair  
NARCOA Safety Committee

Now with the motorcar season "gearing up," the Safety Committee would like to comment on the excursion safety meeting or "Safety Time" as it is outlined on page 3, paragraph E.1d of our *NARCOA Operations Handbook*. This handbook can be found on the NARCOA Website under NARCOA Documents titled "Operations Handbook." If you haven't viewed it in awhile, take a look as there are some interesting items written there!

As defined on page 3, Safety Time is "Time to give a safety and informative talk about the ride." Usually the excursion coordinator has given the participants notice of this meeting in the meet information package or has announced the time at registration/check-in. This important meeting has been brought to the Safety Committee's attention by several excursion coordinators (ECs), as they have found the meeting has not received top priority by some members on the day of an excursion. Some members take this time for making adjustments on their cars. Some fail to inform their guests they must attend. Others show an attitude that they have heard all of this before.

Because all safety and excursion details must be discussed before the run begins, this meeting is a top priority! From personal experience, I find this meeting points out dangerous road crossings, track conditions, ride timing and schedule issues, planned stops, break-down procedures, communication/radio frequencies and many other operational points of importance. The meeting also is used to introduce the host railroad management and employees who, many times, give added excursion advice or instructions. Having all members and guests present and paying attention indicates to the host railroad personnel that we really appreciate the privilege of running on their railroad and we take safety seriously. Properly attended, it is a show of confidence in both the excursion coordinator and the railroad.

Give the safety meeting top priority, and please—TURN OFF your motorcar engines so all can hear!

Keep it safe on the rails and enjoy our great hobby. Please give us your thoughts and comments by using the Safety link on the Website.



## ***Sam Powers' Idea Of The Ideal Track Car Trip:***

*his ex-CP M-9 on the Calais Branch of ex-Maine Central RR, now owned by State of Maine—125 miles of clear, unused, open track with many paved crossings.*



*The moose just kept ambling along in front for a long way. Taken by friend Carl Henderson in 2003.*

## **Nomination and Election Process**

Following are the steps and schedule followed each year for the election of the Board members. We have included it here so everyone will have a clear understanding of the procedure.

January of each year nominations for Area Directors are open— even years for odd number Areas (1–3–5–7–9–11) and odd years for even number Areas (2–4–6–8–10).

Any member of an Area may nominate a member of good standing from that Area. It is important that the nominee agree to run and be willing to serve. Nominations can be made by US mail or email. (Elections chair person information appears inside the back cover of each issue of The SETOFF.

Nominations close March 31 to have time to prepare the ballot. Incumbents are automatically nominated.

A brief (75-100 words or less) write-up is requested from each nominee to put on the ballot. This is a good time for incumbents to update their write-ups. This can also be done by US mail or email.

Ballots are sent out with the May/June issue of The SETOFF. It is important to follow the instructions for handling the ballot, as all ballot envelopes received are checked against the mailing list used for sending out the May/June issue of The SETOFF. Return addresses are used to check for eligibility. Once addresses are confirmed, the envelopes are opened and the ballots placed in a box for opening after July 15. Ballots without a return address are disqualified and are not counted.

After July 15, ballots are opened, sorted by area and counted.

All candidates and the President of NARCOA are notified as to the outcome. The results are also posted on the NARCOA website.

In the case of a tied vote, a coin toss will be used, if approved by the tied candidates. If not approved by the tied candidates, those members eligible to vote in the original election (if still eligible) shall be presented an opportunity to resolve the tie, consisting of: additional statements from the candidates, a period of time for the members to undertake private discussions, and additional vote by eligible members.

If the election remains tied, the President shall break the tie vote. If the President is one of the tied candidates, the Vice-President shall cast the tie-breaking vote.

The outcome of the runoff election is published in the September/October issue of The SETOFF.

## **By-Laws Change**

by Carl Anderson

Voting for the bylaws change closed February 29, 2004. The change has been approved.

There was 553 votes cast— 35% of NARCOA membership. The voting is as follows:

527 votes, YES	95%
20 votes, NO	4%
6 votes ABSTAINED	1%

At the right is the complete process which will be used from now on.

## RCMP Gazette Vol. 47, No. 9, 1985

by Ken Annett



*Ken Annett writes, "As a train dispatcher, I was involved with the CN police quite a bit, and one of the officers, when he found out that I was interested in motorcars, gave me a cover from the RCMP Gazette, showing one of these MT19s."*

*RCMP Gazette Vol. 47, No. 9, 1985. On the back cover, the following story and photo credit by Cst. G.R.Leacock, St.Pierre RCMP Detachment, St. Pierre, Manitoba, Canada.*

### THE RCMP REMAINS "ON TRACK"

The track motor car shown was used by members of the Cranberry Portage RCMP Detachment in Northern "D" Division (Manitoba) from January 1981 until the summer of 1984. It was used to travel on the CN tracks from Cranberry Portage to the isolated settlement of Sherridon, a distance of 42 miles by rail. The car was mainly used for routine patrols or investigations, as more urgent travel to Sherridon was done by police aircraft. Several hundred hours were logged transporting members to and from Sherridon, bringing out prisoners or non-urgent medical evacuations. It was taken out of service when an all-weather

road into the settlement was finally constructed.

Similarly, track motor cars have been used by the Force for a number of years in Northern Manitoba in such detachments as Cranberry Portage, Gillam, Lynn Lake and Churchill. Until recently, track motor cars with open cabs were used, and this was somewhat of a hardship on the members forced to use them as the winter weather in those areas could drop to -34C. For that reason, this track motor car is considered to be the "Cadillac" of such vehicles as it has an electric starter and heater. Two identical track motor cars were originally purchased at the same time. One is still in use by the Gillam RCMP Detachment for travel from that post to the isolated settlement of Illford; the other is on display in the "Depot" Division Museum in Regina, Saskatchewan.

## Host Railroads, 2003 Season

from Certificate of Insurance Records

1. Adrian & Blissfield Railroad Co.
2. Algoma Central Railway Inc.
3. Almanor Railroad, Collins Pine Co.
4. Apalachicola Northern Railroad
5. Appanoose County Railroad
6. BC Rail
7. BG & CM Railroad/Railroad Materials
8. Big South Fork Railroad
9. Blue Mountain Railroad
10. Boone & Scenic Valley Railroad
11. Buckingham Branch Railroad
12. California Northern Railroad
13. Camas Prairie Railnet
14. Canadian National Railway
15. Canadian Pacific Railroad
16. Caney Fork & Western Railroad, Inc.
17. Cape May Seashore Lines
18. Cascade & Columbia River Railroad
19. Central Manitoba Railway Inc.
20. Central Oregon & Pacific Railroad
21. Chattooga & Chickamauga Railway
22. Chemin de Fer Charlevoix, Inc.
23. Chemin de Fer de la Matapedia et du Golfe
24. Chillicothe–Brunswick Rail Authority
25. City of Astoria
26. Connotton Valley Railway, Inc.
27. Coopersville & Marne Railway Co.
28. Copper Basin Railroad
29. CSX
30. Cumbres & Toltec Scenic Railroad
31. Doe River Gorge
32. Durango & Siverton Narrow Gauge Railroad
33. Durbin & Greenbrier Valley Railroad,  
dba West Virginia Central Railroad
34. East Broad Top & Coal Co.
35. Eastern Illinois Railroad
36. Everett Railroad Co.
37. Farmrail
38. Finger Lakes Railway Corp.
39. Florida Central Railroad
40. Florida West Coast Railroad
41. Fremont & Elkhorn Valley Railroad
42. Georgia Northeastern Railroad
43. Golden Gate Bridge District/Marin County
44. Great Miami & Scioto Railway
45. Great Smoky Mountains Railway
46. Great Western Railway, Ltd.
47. Hudson Bay Railroad
48. Idaho Northern & Pacific Railroad
49. Illinois RailNet
50. Indiana Northeastern Railroad Co.
51. Indiana Railway Museum
52. Indiana Transportation Museum
53. Iowa Northern Railroad
54. Iowa Northwestern Railroad
55. K & T Evans Enterprises
56. Kootenay Valley Railway
57. Lake Superior & Ishpeming Railroad Co.
58. Latrobe Vineyards
59. Lycoming Valley/  
Union County Industrial
60. Madison Railroad
61. Marlon Ginney & Richard Kovach
62. McCloud Railway
63. Middletown and New Jersey Railway
64. Minnesota Southern Railroad
65. Mississippi & Tennessee Railnet, Inc.
66. Montana Rail link
67. Montana Western Railway Co.
68. Nebkota Railway, Inc
69. Nebraska Northeastern Railway
70. Nevada Northern Railway Museum
71. New York, Susquehanna & Western Railway
72. Niles Canyon Railway/  
Pacific Locomotive Assoc.
73. Nittany & Bald Eagle
74. North Coast Rail Authority
75. North Shore Railroad/Shamokin Valley Railroad
76. North Shore Scenic Railroad
77. Northern Central Railroad/  
York Cty Heritage Rail Trail
78. Northwestern Pacific Railway Co, LLC
79. Ogeechee Railway Co.
80. Ohio Central Railroad System/  
Otter Tail Valley Railroad
82. Palouse River & Coulee City Railroad
83. Perry County Port Authority,  
dba Hoosier Southern Railroad
84. Pioneer Valley Railroad
85. Port of Tillamook Bay Railroad
86. Portland & Western Railroad
87. Puget Sound & Pacific Railroad/Railamerica
88. Quebec Central Railway
89. Quebec Gatineau Railway
90. Quincy Railroad
91. Red Coat Road and Rail
92. Red River Valley & Western
93. Red Springs & Northern/Advancement Inc.
94. Sacramento–Placerville Transportation Corridor
95. Saint Maries River Railroad
96. Santa Cruz, Big Trees & Pacific
97. Sierra Railroad
98. Sisseton & Milbank Railroad
99. South Branch Valley Railroad
100. Southern Manitoba Railway
101. Southern Michigan Railroad Society
102. Southern Railroad of New Jersey
103. Southern Rails Cooperative, Ltd.
104. Southwest Pennsylvania Railroad
105. State of California, Railtown 1897
106. Stockton Terminal & Eastern
107. Stourbridge Railroad Co.
108. Sumpter Valley Railroad
109. Tacoma Rail
110. The St Louis & Lake Counties  
Regional Railroad Authority
111. Towanda–Monroeton Shippers Lifeline
112. Tweetsie Railroad
113. US Army/Fort Leonard Wood
114. Village of Oregon
115. Wallowa Union Rail Authority
116. Watco Companies, Inc  
(Kansas & Oklahoma Railroad)
117. Watco Companies, Inc.  
(South Kansas & Oklahoma Railroad)
118. Watco Companies, Inc  
(Stillwater Central Railroad)
119. Wellsboro & Corning Railroad Co.
120. West Virginia Central
121. Western Maryland Scenic Railway
122. Western New York & Pennsylvania
123. Wheeling & Lake Erie Railway Co.
124. White Water Valley
125. Yolo Shortline Railway Co
126. Yreka Western



More from Bulletin 326C, M19 Car Series D

Self contained cooling system: water cools the engine, the condenser cools the steam, drips it back to boil again: no water boy required.



Bulletin 326C  
M19 Car  
Series D



**EFFICIENT FOUR-WHEEL BRAKES**

Rugged parts throughout. Wood insulated, steel-lined aluminum shoes which are pivoted *midway*, distributing brake pressure equally over whole face.

On each side of car, pressure is automatically equalized *between shoes* by flat toggles. A *threaded* toggle on one shoe compensates for wear on both shoes.

Because *threaded*, these toggles can be adjusted to *very closely* equalize pressure *between pairs* of shoes on opposite sides of car, grip all 4 wheels equally.

**SEAT CUSHION F4871** (On car at upper right)

Good for all-day riding; not needed for engine or wheel-on-rail tremor. Fits driver's cross seat; can also be strapped upon any other corner of seat, and interchanges on M9 Series B cars. 13x16 1/4 x 2", Java kapok fiber, covered by brown Dupont Fabrikoid.



**POWER FOR REAL WINDSHIELD**

Car makes schedule with windshield big enough to protect men from freezing gales, preventing illness due to exposure, insuring vigilant inspection at all times.

**WIDE WINDSHIELD M21341** (Above)

Similar to standard windshield opposite, but *wider at top* to shelter man on projecting *side seat*; best for track inspection. Curtain with crossbars interchanges on cars having M21399.



**RAIL SWEEPS M21310** (At left)

Clear rail of small stones or obstructions liable to derail car. Discarded air hose is held in front of wheels by a spring hinged arm raised by setting car off. All but hose included.

Backache due to power impulses is now a thing of the past: belt and springs take the rap, temporarily store, then pass it back as belt pull when the springs rebound, belt contracts.



## **10 Years on the Georgia Northeastern Railroad**

by Kenneth Huffines, photos by John Meier



In October 2003, the celebration of the 10th annual NARCOA excursion on the Georgia Northeastern Railroad was observed in a surprise ceremony. Actually, it mostly a surprise for one person: excursion coordinator Bobby Moreman. Most everyone there had been made aware if it.

The Georgia Northeastern Railroad (GNRR) is the old Louisville & Nashville "Hook & Eye" line from Marietta, Georgia (northwest of Atlanta) to Etowah, Tennessee. Ten years ago GNRR operated the first 66 miles from Marietta to Ellijay. Today they operate an additional 28 miles, stopping at McCaysville on the Georgia-Tennessee Border. Their trackage includes the old "hook," although that sharp curve was taken out years ago. The "eye"—a loop of track—is across the line in Tennessee.

The first excursion was in November 1994. In these early years set-on was at Ball Ground (MP 442). Various trips explored as far south as Woodstock (MP 465) and north to Ellijay (MP 411). The oldtimers remember having to dig the flangeways out at crossings on the seldom-used track on the north end of the line. Back then there trains did not run on the last 10 miles to Ellijay as there were no customers there.

Around 1996 a Friday night run was added, going north from Ball Ground to Talking Rock (MP 425). The group would stop at the other side of Ball Ground for dinner at Two Brothers BBQ. At turn-around, the Talking Rock Fire Department usually had hot drinks waiting. The Friday run has become a tradition, enduring to today.

Saturday's run was changed to shift the excursion to the north, as Canton and Woodstock were getting choked with automobiles due to a new interstate connecting to Atlanta. Typically the run would go south almost to Canton (about MP 452), then turn around and go north to the outskirts of Ellijay (about MP 412), a longer distance than previously traveled.

1997 was a special year. The 15 miles between Ellijay and Blue Ridge, abandoned by CSX in the early 1980s, came under GNRR's control. The line was cleared of trees, weeds, and kudzu by NARCOA members and other volunteers during the heat of summer. Forty cars enjoyed being the first revenue traffic over the newly opened rails. A huge section of the line from the Georgia-Tennessee border (MP 382) south to Woodstock (MP 465) was traveled Saturday and Sunday, except for 1/2 mile out of service due to a mine collapse, making it the most complete excursion on GNRR to date.

In 1998 the set-on was moved to the lonely village of Whitestone as the crossing in Ball Ground was now adjacent to a new and very busy Post Office. A pattern of three runs was set which continues today. Friday is a night run south to Ball Ground, still stopping to eat at Two Brothers, and then stopping for warm drinks at Talking Rock's Fire Department on the return. Saturday is a full day with the schedule calling to go south to Ball Ground and north to Blue Ridge, with stops in Talking Rock for lunch and Cherry Log for snacks. Sunday explores the northern part of the line between McCaysville and Blue Ridge.

Back to Bobby and the 2003 excursion. As planning was under way, Dick Hillman, Safety Advisor to GNRR, realized this was the 10th year, and he arranged a surprise. A gift was purchased and during the morning's safety inspection, each operator was allowed to contribute one dollar so everyone could say they had a part in the gift and presentation.

During Saturday's safety meeting Bobby turned the podium over to Dick, who made us welcome and reminded us to stay focused on operating safely. He then took a minute to remind us that it this was the 10th year NARCOA had operated on GNRR. Bobby was caught unaware. Congratulations were extended and Bobby was presented with a handsome model 4-4-0 steam engine with a clock mounted in the cab. Bobby responded to say that 10 years would not have been possible without Dick's say—so and GNRR's permission, and the help from excursion assistants, safety inspectors, and of course the NARCOA members and

*Dick Hillman (left), Safety Advisor to the Georgia Northeastern Railroad and excursion Coordinator Bobby Moreman (right) pose for a photo at the presentation ceremony on the morning of the 10th year of GNRR excursions. Sunrise lights the treetops in the background.*



guests who come to participate.

The run would not be the success it is without support from many people and local communities. Dick Hillman has been our liaison with the railroad and police in communities along the way. The police aid us at some of the busier crossings. Talking Rock moved their Founder's Day Festival to coincide with the run, thus providing food, entertainment, and antique shopping on Saturday. The folks with the Blue Ridge Scenic Railway (operated by GNRR) open the depot, gift shop, and bathrooms for us on Sunday. And the staff at Two Brothers take us in stride, being use to groups, while the locals are provided with a spectacle and source of mirth.

As we look forward to 2004, we are fortunate and thankful of the relations built in the last 10 years, which have allowed us to return yearly to GNRR. Here's to another 10 years!



*The anniversary gift presented to Bobby.*



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



## 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](mailto:wcoulson@surfbst.net).

### For Sale

**VELOCYPEDE** – Sheffield No. 1, this museum quality artifact has been completely remanufactured from oak and Sheffield hardware. Also included with this piece is an extra three-foot gage extension arm with rigging. Price is \$3,000 FOB Reno NV. Contact Fred Lienhard Tel: (775) 323-0928. JA04

**Two Fairmont MT19As** – These two cars are some of the last Fairmont "flat top" cars on the market today. These cars are railroad condition, fresh off the Utah Railroad. Mechanically sound, good wheels and brakes with CCKB engines. Buy now and be ready for spring. Available in Washington State. Pictures are available upon request. Asking \$3,000 each. Contact Terry Wade Tel: (360) 893-2290 or email: [railstails@yahoo.com](mailto:railstails@yahoo.com). JA04

**FAIRMONT M-19 - Former Canadian National motorcar #133-53.** This car has an early Flexon cab and will need a set of seat cushions and a buzz coil, but otherwise car is complete. Motor has compression. This car also features a unique hot water cab heater with hoses running to and from the motor cooling jacket. This car is a good candidate for restoration. Asking price is \$1,200. Car is located in San Antonio, TX. Photos are available upon request. Mr. Robert Casares Tel: (210) 340-7876 or email: [rj-casares@worldnet.att.net](mailto:rj-casares@worldnet.att.net). JA04

**Fairmont 0307 HY-RAIL** – This equipment is in good condition and comes complete with rubber wheels. We also are including mounts and hardware for a Ford Bronco. Will give directions for installation, set-up, alignment and operation. Asking \$1,200 or OBO. Mr. Stan Conyer (812) 342-0565 or email: [stanconyer@hotmail.com](mailto:stanconyer@hotmail.com). JA04

**CURTAIN SET** – Side and rear curtains for a Fairmont MT 19A. New, still in box. Price \$200. Contact Mr. Paul Beddoe, PO Box 8, Lenni Road, Lenni, PA 19052 Tel: (610) 358-0633. JA04

**FAIRMONT MT-14's, MT-19 cab, RKB, and RQD motors, block signals**  
**Two MT-14s** with one "Les King" - new

never started 20-HP Briggs conversion kit. These cars are rough, but mostly all there. Neither car has their original Onan engine or transmission. All glass is good, intact and usable. The supplied clutch and pressure plate are "used" but appear to be in good condition. The supplied transmission checks good with no bad gears. Price for these two cars and one new engine is \$2,700-OBO and free delivery to any Arizona border. Also offered is a **MT-19 cab** only. This cab is missing one door, but is in fair shape, including the glass. Asking \$150-OBO. Also offered is a **RKB engine**, for an "AA" car. I have not started the engine, but it looks good. The manifolds are not broken, condenser looks great, and it has most of the original equipment. Asking \$1,350 and includes free shipping within mainland USA. Or I will take requests for parts, and let this engine become a "donor." Also available are **two RQD engines**. One is offered at \$500 and one is offered at \$200-OBO. These engines are also offered as a "donors." I also offer motorcar "block signals" like those featured in July/Aug *The SETOFF* These are un-restored projects, but mechanism is guaranteed to work and includes new glass. Asking \$50 to \$100 each. Contact Dave Myers, Tel: (928) 567-6285 or email at [dmyers@verdeonline.com](mailto:dmyers@verdeonline.com). JA04

**Equipment road trailer** - One motorcar 4'x6' equipment trailer, built in the late 60s or early 70s but the actual age is unknown. Trailer has an all-metal undercarriage with a wood deck. This trailer is complete in good condition and is fully functional with hand brake and hitch points for pulling. Photo's of the trailer are available upon request and must be picked up in Sturgis, South Dakota. Asking \$150, contact Alan Drews, tel: (970) 523-2055 (please leave message) or email [ajdrews2@msn.com](mailto:ajdrews2@msn.com). JA04

**FAIRMONT M19** - I have two Fairmont M19s for sale. One is a 1953 model, and the other is a 1943. Both are single-cylinder 2-stroke. See pictures on the NARCOA ad website. Also included is a large lot of speeder parts, all for \$4000. Bill Young, Rt 4 Box 230, Bruceton Mills WV 26525. Tel: (304) 379-7784. JA04

**Fairmont MT14** – This car is an aluminum closed cab car with sliding win-

dows in the doors. Less than 1,000-miles on a freshly rebuilt engine. Professionally painted yellow and includes seat with belts, factory turn table, hunter heater, 2-bell Nathan horns, new brakes, new chain, new towbar and a fire extinguisher. This car is very clean and includes a custom trailer that is equipped with an electric winch and spare tire. Priced at \$10,000. Richard L. Teunia, 2501 Bell Hill Rd, Kelseyville CA 95451. Tel: (707) 279-1914, Fax: (707) 279-2663 or email: [NDTEUNIS@CWNET.COM](mailto:NDTEUNIS@CWNET.COM). MJ04

**Speeder road trailer** - Will carry up to a 14-size speeder. Includes trailer with all the rigging to tie a speeder down, spare tire, wench, 2 new tires, new taillights, all new bearings and races. \$700. Rod D. Whitney, 10 North St., Willits CA. 95490. Tel: (707) 459-2025 or email: [policespeeder@pcmagic.net](mailto:policespeeder@pcmagic.net). MJ04

**Two M19 speeders** - Both cars are NARCOA legal. One car is a 1953 closed cab with sanders, price \$2,500. The second is a 1943 open car with 14-inch wheels and includes a cab that could be installed. Asking \$1,800, but will sell both speeders for \$4,000 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](mailto:sharkman@mountain.net). MA04

**7 motorcars as follows** - Fairmont M9G-2, 1950 New York Central motorcar, good condition, engine number 87569 (\$3,000). Fairmont A3-D-1-9, 1946 New York Central, cab is in good condition with front windshield (\$1,500). Fairmont MT19, BO-D engine with cab and doors (\$1,000). 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

**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](mailto:careyboney@intrstar.net). MA04

**FAIRMONT CR 7** - This rare former Canadian Pacific motorcar has a full fi-

berglass 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 re-wired. 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** - 5-note air horn in good condition, \$500. Matthew Mundis, 1011 Felton Rd, Red Lion PA 17356 Tel: (717) 417-3918. Email: [alcoc430@yahoo.com](mailto:alcoc430@yahoo.com). MA04

**FAIRMONT MT19A w /Tow Trailer** This inspection car comes with Onan CCKB engine and chain oiler. 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 is well maintained, rail ready and will be found to be in good condition and mechanically sound. I have service/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](mailto:jcspeedr@aol.com). MA04

**Fairmont A3 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. Hugh Cain, 510 Austin St., Norfolk VA 23503. Tel: (757) 588-6579 email: for details, [aitchcain@hotmail.com](mailto:aitchcain@hotmail.com). MA04

**Fairbanks-Morse 40B** - Railroad motorcar, 2-cylinder air-cooled engine, friction drive, in running order and original condition as retired from the Winston-Salem Southbound Rwy. Also original turntable goes with car. Asking \$2,150. Ray Hinkle, Box 1127, Welcome NC 27374. Tel: (336) 731-4231 or email: [hinklehere@aol.com](mailto:hinklehere@aol.com). MA04

**Fairmont Railway Motor Car Master M2** - Belt-driven, 20" wheels, metal windshield with 2 windows, metal running boards, an 8-HP, Type HP QBA, group E, special 1, Mak HP 13, engine #82573. In running order and original condition as retired from the High Point, Thomasville & Denton RR. Original turntable goes with car; however, one piece of the turntable is missing. Asking \$2,150. Ray Hinkle, Box 1127, Welcome NC 27374. Tel: (336) 731-4231 or email: [hinklehere@aol.com](mailto:hinklehere@aol.com). MA04

**Fairmont MT19 with tilt trailer** - Car in very good condition. Aluminum cab, side/rear curtains, OEM seats, Les King turn table, 8" stop lights, EMD F7 rear view mirror, 2 roof-mounted strobe lights, 2 alternating ditch lights, horns, railroad radio/antenna. Good wheels, all in "Monon" colors. Many extras. 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. For sale by the piece or lot. Price negotiable. Located in Atlanta GA. Walter Rosenberger, Tel: (770) 923-7506 or email: [walter@railsciences.com](mailto:walter@railsciences.com). MA04

**Wanted**

**New SETOFF Editor** - Person interested in NARCOA and the hobby to assume duties of editor of 6-issues yearly newsletter, 24-32 pages/issue. Experience in Adobe PageMaker and Photo Shop useful. Newsletter currently being produced on a MAC platform with print film being created at local shop for overnight shipment to NARCOA printer in Wisconsin. Need new editor in place June 1, ready to produce July/August newsletter. Contact Pat Coleman or Jan Taylor for details. Contact info inside back cover.

(cont. on p. 35)

# Les King Motor Cars

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

Please, no e-mail orders.

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

## Meets

Members who have organized meets are encouraged to advertise those events here. We will publish all notices received. Include details of the trip such as time schedule, total mileage, costs, restrictions and conditions for attending. State whether or not NARCOA rules will be in effect and whether insurance is required. Send meet notices to: **Bill Coulson, 964 Williams Lake Road Colville, Washington 99114-9617** or email [wccoulson@surfbst.net](mailto:wccoulson@surfbst.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

#### Appalachian Rail Excursions LLC

##### South Branch Valley Railroad Saturday, May 1, 2004

ARE is happy to announce a 1-day run on the SBV RR May 1. We will operate from Petersburg to Greensprings, WV for a total of 104 miles round-trip. This will be a 12-hour trip through the Potomac River Valley in scenic West Virginia. Trip requirements are long pants and over-the-ankle shoes with hard soles. Large cars must be able to turn on the gravel crossing at Greensprings. There is a 40-car limit with a trip fee of 50 per car. This is a NARCOA-insured event, and all NARCOA rules will be in effect. For trip details contact John Gonder, RR #2, Box 426, Ruffsedale PA 15679. Tel: (724) 696-4544 from 6-9:00pm or email: [up3706@aol.com](mailto:up3706@aol.com).

#### Charlie Rausch, Individual

##### Winchester & Western Railroad Saturday & Sunday, April 24-5, 2004

Charlie Rausch is pleased to sponsor a 2-day excursion over the W&WRR, Virginia Division April 24-5. Participants will travel approximately 69 round-trip miles on Saturday, between our set-on site in Winchester, VA and Hagerstown, MD. There will be no facilities at set-on. We will stop twice in Martinsburg, WV for food and restrooms. On Sunday we will travel 34 round-trip miles from our set-on in Gore, VA and travel to Winchester, VA and return. Restrooms will be available at set-on site only. Food will not be available. A trip fee of \$50 per car covers the cost of the 2-day trip only. There is a 20-car limit. This is a NARCOA insured event, and all NARCOA rules will apply. Contact Charlie Rausch, 854 Locust Ave., Charlottesville VA 22902 or tel: (434) 977-7826.

#### Central Pennsylvania Excursions

##### Nittany & Bald Eagle Railroad Sunday, April 18, 2004

CPE is pleased to sponsor a 1-day run on the N&BERR April 18. Participants will travel approximately 70 round-trip miles between Bellefonte, Tyrone or Lock Haven and return. This is the former Pennsylvania Railroad with lots of welded rail. All CPE rides are rain or shine. Proof of NARCOA insurance will be required. This is a NARCOA-insured excursion, and all NARCOA rules will be in effect. Trip fee is \$50. For trip details contact CPE, P.O. Box 145, White Deer PA 17887. Tel: (570) 538-9050 or email: [lmayn@jdweb.com](mailto:lmayn@jdweb.com).

##### Lycoming Valley Railroad Saturday, May 22, 2004

CPE is pleased to sponsor a 1-day run on the LVRR May 22. Participants will travel approximately 80 round-trip miles between Williamsport to Muncy and Avis. This line is the former Reading and New York Central Railroads. Tentatively planned is a tour of a local industry, so bring a hard hat and safety glasses. Proof of NARCOA insurance will be required. All CPE rides are rain or shine. This is a NARCOA-insured excursion, and all NARCOA rules will be in effect. Trip fee is \$50. For trip details contact CPE, P.O. Box 145, White Deer PA 17887. Tel: (570) 538-9050 or email: [lmayn@jdweb.com](mailto:lmayn@jdweb.com).

### Excursion Calendar NARCOA

**Nittany & Bald Eagle RR (CPE)**  
April 18, 2004

**Boone & Scenic Valley RR (FID)**  
April 24, 2004

**Winchester & Western RR (CR)**  
April 24-5, 2004

**Central Montana RR  
Rarus Rwy (PRO)**  
April 29-May 2, 2004

**Central Oregon & Pacific RR (SWRC)**  
April 30-May 2, 2004

**Central Pennsylvania Excursions cont.****Towanda Monroeton Shippers Lifeline Railroad  
Sunday, May 23, 2004**

CPE is pleased to sponsor a 1-day run over the TMSL May 23. Participants will travel approximately 6.5 miles round-trip between Monroeton to Towanda and back. We will make several trips over this interesting little railroad as time permits. Proof of NARCOA insurance will be required. All CPE rides are rain or shine. This is a NARCOA-insured excursion, and all NARCOA rules will be in effect. Trip fee is \$25. For trip details contact CPE, P.O. Box 145, White Deer PA 17887. Tel: (570) 538-9050 or email: [Imayn@jdweb.com](mailto:Imayn@jdweb.com).

**North Shore Railroad  
Saturday, Sunday, July 24-25, 2004**

CPE is pleased to sponsor a 2-day run over the NSRR July 24-5. Participants will travel approximately 86 round-trip miles between Northumberland to Berwick and back. On Sunday, July 25, we will ride 50 miles of the Shamokin Valley RR from Sunbury to Mt. Carmel Jct. and back. Saturday night is a dinner and tour of the White Deer train station. Sunday we will tour the Lower Anthracite model railroad club in Shamokin. Proof of NARCOA insurance will be required. All CPE rides are rain or shine. This is a NARCOA-insured excursion, and all NARCOA rules will be in effect. Trip fee is \$65. For trip details contact CPE, P.O. Box 145, White Deer PA 17887. Tel: (570) 538-9050 or email: [Imayn@jdweb.com](mailto:Imayn@jdweb.com).

**Stourbridge Railroad  
Saturday, September 18, 2004**

CPE is pleased to sponsor a 1-day run over the Stourbridge RR September 18. Participants will travel approximately 48 round-trip miles from Honesdale to Lackawaxen and back. This is the former Erie Railroad line. We will walk across the famous Roebling Delaware Aqueduct, an 1,848' suspension bridge that supported a canal over the Delaware River. Proof of NARCOA insurance will be required. All CPE rides are rain or shine. This is a NARCOA-insured excursion, and all NARCOA rules will be in effect. Trip fee is \$50. For trip details contact CPE, P.O. Box 145, White Deer PA 17887. Tel: (570) 538-9050 or email: [Imayn@jdweb.com](mailto:Imayn@jdweb.com).

**Wellsboro & Corning Railroad  
Saturday, October 16, 2004**

CPE is pleased to sponsor a 1-day run over the W&C October 15. Participants will travel approximately 70 round-trip miles from Wellsboro, PA to Gang Mills, NY and back. This is the former New York Central line. Proof of NARCOA insurance will be required. All CPE rides are rain or shine. This is a NARCOA-insured excursion, and all NARCOA rules will be in effect. Trip fee is \$50. For trip details contact CPE, P.O. Box 145, White Deer PA 17887. Tel: (570) 538-9050 or email: [Imayn@jdweb.com](mailto:Imayn@jdweb.com).

**Union County Industrial Railroad  
Sunday, October 17, 2004**

CPE is pleased to sponsor a 1-day run on the UCI October 17. Participants will travel approximately 25 round-trip miles from New Columbia to Winfield and Mifflinburg and back. This is the former Reading & Pennsylvania. Proof of NARCOA insurance will be required. All CPE rides are rain or shine. This is a NARCOA-insured excursion, and all NARCOA rules will be in effect. Trip fee is \$25. For trip details contact CPE, P.O. Box 145, White Deer PA 17887. Tel: (570) 538-9050 or email: [Imayn@jdweb.com](mailto:Imayn@jdweb.com).

**First Iowa Division****Boone & Scenic Valley Railroad  
Saturday, April 24, 2004**

FID is pleased to sponsor a 1-day ride on the B&SV April 24. Participants will travel approximately 24 miles round-trip with a possibility of 96 miles for the day. Run fee is \$20 plus \$25 annual membership in the Iowa Railroad Historical Society. There is no car limit. This is a NARCOA-insured event, and all NARCOA rules will apply. For trip details contact Carl Schneider, 1302 6th Ave SE, Altoona IA 50009. Tel: (515) 967-5181 or email: [motorcarl@netzero.net](mailto:motorcarl@netzero.net).

**Nebkota Railroad  
Saturday & Sunday, May 29-30, 2004**

FID is pleased to sponsor a 2-day ride over the Nebkota RR May 29-30 at Gordon, Nebraska. Participants will travel between Gordon and Merriman on the evening of

**Excursion Calendar  
NARCOA , cont.**

**South Branch Valley RR (ARE)**  
May 1, 2004

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

**Western Maryland  
Scenic RR (NCRA)**  
May 2, 2004

**Coopersville & Marne Rwy (GLR)**  
May 8, 2004

**St. Maries River RR (PRO)**  
May 15-16, 2004

**Excursion Calendar  
NARCOA , cont.**

**Northern Central RR (NCRA)**  
May 16, 2004

**Lycoming Valley RR (CPE)**  
May 22, 2004

**Towanda Monroeton  
Shippers Lifeline RR (CPE)**  
May 23, 2004

**Nebkota RR (FID)**  
May 29-30, 2004

**Lake County RR (SWRC)**  
May 30, 2004

**First Iowa Division cont.**

the 29th. On the 30th, the trip will cover the entire line between Merriman and Chadron with the starting point in Gordon. Trip total mileage will be 220 miles. Trip fee is \$40, and there is no car limit. This is a NARCOA-insured event, and all NARCOA rules will apply. For trip details contact Carl Schneider, 1302 6th Ave SE, Altoona IA 50009-2002. Tel: (515) 967-5181 or email: [motorcarl@netzero.net](mailto:motorcarl@netzero.net).

**Minnesota Southern Railroad  
Saturday, June 12, 2004**

FID is pleased to sponsor a 1-day ride over the MSRR at Luverne, Minnesota June 12. Participants will travel a total of 90 miles from near Worthington to near the state border of South Dakota. Trip price is \$40 and there is no car limit. This is a NARCOA-insured event, and all NARCOA rules will apply. For trip details contact Carl Schneider, 1302 6th Ave SE, Altoona IA 50009-2002. Tel: (515) 967-5181 or email [motorcarl@netzero.net](mailto:motorcarl@netzero.net).

**Nebraska Northeastern Railroad  
Saturday, June 26, 2004**

FID is pleased to sponsor a 1-day excursion over the NNERR June 26 at Osmond, Nebraska. Participants will travel approximately 120 miles round-trip from Osmond, to near Jackson, NE. Trip fee is \$55 with no car limit. This is NARCOA-insured event, and all NARCOA rules will apply. For trip detail contact Carl Schneider, 1302 6th Ave SE, Altoona IA 50009-2002. Tel: (515) 967-5181 or e-mail: [motorcarl@netzero.net](mailto:motorcarl@netzero.net).

**Iowa Northern Railroad  
Sunday, July 18, 2004**

FID is pleased to sponsor a one-day excursion over the Iowa Northern Railroad July 18 at Shellsburg, Iowa. Participants will travel approximately 100-miles round trip between Waterloo, IA and Cedar Rapids, IA. Trip fee is \$60.00 with no car limit. This is a NARCOA insured excursion and all NARCOA rules will apply. For trip details contact Carl Schneider 1302 6th Ave SE Altoona, IA. 50009-2002 Tel: (515) 967-5181 or e-mail [motorcarl@netzero.net](mailto:motorcarl@netzero.net).

**Great Lakes Railcars**

**Coopersville & Marne Railway  
Saturday, May 8, 2004**

GLR is pleased to sponsor a 1-day run over the C&M May 8. Participants will travel approximately 42 miles in 3 round trips between Coopersville and Marne, MI. Trip fee of \$25 per car includes all railroad costs. This is a NARCOA-insured excursion, and all NARCOA rules will apply. New car owners should attend for formal mentoring activities. For trip details contact Jeremy Winkworth, 1701 West B Ave, Plainwell MI. Tel: (269) 388-5058 evenings or email: [jeremy@winkworth.us](mailto:jeremy@winkworth.us).

**Motorcar Operators West**

**Niles Canyon Railroad  
Saturday, June 12, 2004**

MOW is happy to announce their organization's 12th anniversary and will celebrate on the NC RR June 12. Set-on will begin at 1:00 PM. Participants will travel approximately 15-miles round trip with several afternoon and evening runs scheduled. Also planned at 5:30 PM is a great tri-tip and chicken BBQ dinner, catered by Connie Luna of the Niles Canyon Railroad. Price for this run is \$40, and the dinner is \$13 per person, under 12 years \$8. BBQ RSVP deadline is Saturday, June 5, 2004. No LSASE required. This is a NARCOA-insured event, and all NARCOA rules will apply. Send your remittance to David Towle, 1260 South Bascom Ave., San Jose CA 95128. Tel: (408) 817-9402 (work) or (408) 356-1223 (home) or email [davidtowle@aol.com](mailto:davidtowle@aol.com).

**Pacific Northwest Tour - 2004  
Thursday, June 24-Sunday, July 11, 2004**

MOW is again pleased to sponsor a 2-week "Pacific Northwest Tour" that will include 8 railways in the Pacific Northwest. We will operate on the BG & CM RR (Camas Prairie 2nd Sub) starting on June 25, Camas Prairie Railnet on June 26, Pend Oreille RR on June 28, Kootenay Valley Rwy (CPR-Nelson, BC) on June 29-July 1, Kelowna Pacific Rwy (CNR-Kelowna, BC) on July 3, Okanagan Valley Rwy (CPR-Sicamous, BC) on July 4, Kelowna Pacific Rwy (CNR-Campbell Creek Jct.) on July 5, Cascade & Columbia River RR on July 7-8, and Tacoma Rail on July 10-11.

**Motorcar Operators West cont.**

Participants will travel approximately 1,120-miles on 8 railroads. We will start with western Idaho, looping north through 2 beautiful valleys in southern British Columbia and ending up in western Washington State. All participants must have a 2004 MOW membership and license number. Trip fee of \$1,550 per car includes railroad costs and bus-transfer only. There is a 30-car limit. No postmarks before January 9, 2004. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For full trip details visit the MOW website or contact Ted Hoheisel, Tel: (425)-488-0747 or email: [Speederguy@verizon.net](mailto:Speederguy@verizon.net) or Margaret Hope, Tel: (604) 320-7613 or email: [mhope@lionsgate.ca](mailto:mhope@lionsgate.ca).

**North Central Railcars****Athabasca Northern Railway**

**Monday, June 21 through Thursday, June 24, 2004**

NCR is pleased to announce a 4-day trip over the AN Rwy June 2-4 in beautiful northeastern Alberta. Participants will travel approximately 404 rail miles during the trip. Complete details will be sent upon receipt of the trip fee. Excursion fees are based on one motor car, and the number of people per room. (1 person - \$315 USD total ; 2 persons - \$350 USD total; 3 persons -\$435 USD total ; 4-persons - \$475 USD total) and includes all railroad fees for 3 days, ground transportation, 2 nights lodging in Fort McMurray, a day tour of the Oils Sands region & Syncrude Plant by motor coach, admission to the Oil Sands Discovery Center, Admission to Heritage Park, and more. There is a 25-car limit and a 47-person limit for the Oil Sands tour. NOTE: CHILDREN UNDER 12 ARE NOT PERMITTED ON THE OIL SANDS TOUR, HOWEVER, THEY ARE WELCOME ON THE RAILROAD EXCURSION. CONTACT MIKE FOR PRICING DETAILS IF YOU ARE BRINGING ANYONE UNDER 12. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details, contact Michael P. Ford, 7712 Carpenter Ct., Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: [mpford@iquest.net](mailto:mpford@iquest.net).

**Wheatland Railway**

**Saturday, June 26, 2004**

NCR is pleased to sponsor a 1-day excursion over the Wheatland Rwy, Inc. June 26. This trip is scheduled to immediately follow the Athabasca Northern Railway excursion and precedes the excursion on the Great Western Railway. Participants will travel approximately 90 miles on the former CN Cudworth subdivision between Totzke, SK and St. Louis, SK in north central Saskatchewan. Complete details will be sent upon receipt of the trip fee. Trip fee of \$75 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 Ct., Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: [mpford@iquest.net](mailto:mpford@iquest.net).

**Great Western Railway (SK)**

**Monday-Tuesday, June 28-9, 2004**

NCR is pleased to sponsor a 2-day excursion over the GW Rwy June 28-9. This excursion immediately follows the Wheatland Railway trip and precedes the Red Coat Road and Rail excursion. Participants will travel approximately 260 miles over the Shaunavon and Altawan subs from Shaunavon to Consul, SK; and Shaunavon to Kincaid, SK. Complete details will be sent upon receipt of the trip fee. Trip fee of \$150 (USD) 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 Ct., Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: [mpford@iquest.net](mailto:mpford@iquest.net).

**Red Coat Road & Rail**

**Wednesday, June 30, 2004**

NCR is pleased to sponsor a 1-day excursion over the RCR&R June 30. This excursion immediately follows the Great Western Railway excursion and will precede anticipated excursions on the Southern Rails Coop or CP Rail, as well as the July 3 & 4 event on the Central Manitoba Railway. Participants will travel approximately 144 miles on the former CPR Assiniboia sub between Assiniboia, SK and Pangman, SK in south-central Saskatchewan. Complete details will be sent upon receipt of the trip fee. Trip fee of \$100 (USD) 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 Ct., Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: [mpford@iquest.net](mailto:mpford@iquest.net).

**Excursion Calendar  
NARCOA , cont.**

**Ohio Central System RR (OVR)**  
May 30-1, 2004

**Niles Canyon RR (MOW)**  
June 12, 2004

**Minnesota Southern RR (FID)**  
June 12, 2004

**Alasak by Rail (WT)**  
June 7-17, 2004

**Athabasca Northern Rwy (NCR)**  
June 21-4, 2004

**Excursion Calendar  
NARCOA , cont.**

**Nebraska Northeastern RR (FID)**  
June 26, 2004

**PNW Tour - 2004 (PRO)**  
June 24–July 11, 2004

**Wheatland Rwy (NCR)**  
June 26, 2004

**Great Western Rwy (NCR)**  
June 28-9, 2004

**Red Coat Road & Rail (NCR)**  
June 30, 2004

**North Central Railcars cont.**

NCR is pleased to sponsor a 1-day excursion over the SR Co-op July 1. Participants will travel approximately 90 miles on the former CN Avonlea sub between Moose Jaw and Truax, SK. Registration materials and complete details will be sent upon receipt of the excursion fee. The excursion fee is \$70 per motorcar plus \$10.00 per person for our buffet lunch, at the railroad museum in Avonlea. There is a 25-car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For more information contact Michael P. Ford, 7712 Carpenter Ct., Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: [mpford@iquest.net](mailto:mpford@iquest.net).

**Central Manitoba Railway  
Saturday, July 3 and Sunday, 4, 2004**

NCR is pleased to sponsor a 2-day combined "show and shine" (static display) and excursion on the CEMR July 3-4. We will have a public open house at the CEMR yard on Saturday, followed by a potential trip to downtown Winnipeg and return for a dinner Saturday night. Sunday, participants will travel the Pine Falls Subdivision, which is approximately 130 round-trip miles. 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. The excursion fee will be \$60, which will include all railroad fees, Saturday night supper and other related excursion costs. There is a 25-car minimum for the weekend event. If the car minimum is not reached by March 31, the entire weekend will be cancelled. This is a NARCOA-insured excursion, and all NARCOA rules will apply. To register for the trip or obtain more information contact Michael P. Ford, 7712 Carpenter Ct., Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: [mpford@iquest.net](mailto:mpford@iquest.net).

**Escanaba & Lake Superior Railroad  
Saturday, Sunday, July 31 – August 1, 2004**

NCR is pleased to announce a 2-day excursion over the E&LS July 31 and August 1. Participants will travel approximately 235 round-trip miles between Kingsford and Ontonagon, MI. This line traverses some of the prettiest and remote areas of Michigan's upper peninsula. Trip fee is \$250 with a car limit of 25-cars. Trip fee includes all railroad fees, shuttle and hotel. 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 e-mail: [MPFORD@IQUEST.NET](mailto:MPFORD@IQUEST.NET).

**North Shore Scenic, BNSF, and Lake Superior & Mississippi Railroads  
Sunday, August 8, 2004**

NCR is pleased to announce a one-day excursion over the NSSR/BNSF/LSMR August 8. Participants will travel approximately 88 miles around Duluth and up to the city of Two Harbors, Minnesota. We will be utilizing all three railroads. Complete details will be sent upon receipt of the trip fee. Trip fee of \$100 (based on two people) includes all railroad fees, morning coffee and sweet roll break on the LSMR, buffet bar-be-que lunch at the NSSR shop 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. To register or obtain more information contact Michael P. Ford, 7712 Carpenter Ct., Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: [mpford@iquest.net](mailto:mpford@iquest.net).

**Minnesota Northern Railroad  
Tuesday, August 10, and Wednesday, August 11, 2004**

NCR is pleased to sponsor a 2-day excursion over the MNRR August 10-11. On Tuesday we will operate from Thief River Falls to Roseau (126 miles). On Wednesday, we plan to run a "U" from Crookston to Ada, MN, then Crookston to Perley, MN, for a total of 150 miles. Total mileage for both days is approximately 276 miles. Excursion fee is \$75 per day or \$150 for both days and includes all 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 Ct., Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: [mpford@iquest.net](mailto:mpford@iquest.net).

**Otter Tail Valley Railroad  
August 13, 2004**

NCR is pleased to sponsor a 1-day run on the OTVRR on August 13. Participants will travel approximately 100 round-trip miles from Fergus Falls to Moorhead, MN and return. There could be a scheduling conflict with a shuttle train off the BN at

**North Central Railcars cont.**

Fargo, ND; the trip may have to be moved to Saturday, August 14, with a very remote possibility of Sunday, August 15, 2004. If so there will only be 2- or 3-week notice. Plan your schedule accordingly. Trip fee is \$100 and includes all railroad fees and other related excursion costs. There is a 25-car limit. Information and registration materials will be mailed upon receipt of your trip fee. This excursion is a NARCOA-insured event, where all NARCOA and NCR rules will be in effect. For trip details contact Michael P. Ford, 7712 Carpenter Ct., Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: [mpford@iquest.net](mailto:mpford@iquest.net).

**Canadian Pacific Railway  
Saturday-Sunday, October 2-3, 2004**

NCR is pleased to sponsor a first-time, 2-day excursion over a portion of CP's Latta Subdivision October 2 & 3. Participants will travel approximately 176 miles over 2 days, between Bedford and Terre Haute in beautiful south-central Indiana. Registration materials and complete details will be sent upon receipt of the excursion fee. Each participant is expected to bring and wear a hardhat, safety eyewear/glasses, high-visibility vest, and steel-toed boots. This is a strict CPR rule. No exceptions. Excursion fee of \$250 includes all railroad fees, bus transportation in Terre Haute, hotel room for Saturday night, and continental breakfast Sunday morning. There is a 25-car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For more information, contact Michael P. Ford, 7712 Carpenter Ct., Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: [mpford@iquest.net](mailto:mpford@iquest.net).

**Northern Central Railcar Association****Western Maryland Scenic Railroad  
Sunday, May 2, 2004**

NCRA is happy again to offer a 1-day run on the WMSM RR May 2. Each participant will travel approximately 34 miles from Ridgeley to Frostburg WV and return. Set on will be in Ridgeley, WV. We expect to turn our cars on the old turntable as we wait the arrival of a steam passenger train. We hope to be off the rails by 3:00 PM, giving everyone an early start home. There is a 40-car limit. Trip fee is \$40 per car. This is a NARCOA-insured event, and all NARCOA rules will be in effect. For trip details contact Gary Shrey, 54 Adams Rd., New Freedom PA 17349. Tel: (717) 227-9628 or email: [GShrey@aol.com](mailto:GShrey@aol.com).

**Northern Central Railroad  
Sunday, May 16, 2004**

NCRA is happy to sponsor a 1-day run over the NCRR May 16. Participants will travel approximately 36 round-trip miles from Freedom to Hyde, PA. We will travel through Howard Tunnel, several small towns, past fields and rolling hills and across many trestles. Trip fee is \$25 per car, and there is a limit of 35 cars. This is a NARCOA-insured event, and all NARCOA rules will be in effect. For trip details contact Dean Grote, 4072 Blue Hill Rd., Hanover PA 17331. Tel: (717) 637-7647 or email: [deangrote@hotmail.com](mailto:deangrote@hotmail.com).

**Ohio Valley Railcars****Ohio Central System Railroad  
Sunday & Monday, May 30-1, 2004**

OVR will host a 1-day excursion over the Ohio Central System at Sugarcreek Ohio May 30-1. Participants will travel approximately 140 round-trip miles between Sugarcreek and Zanesville, OH and from Sugarcreek to Harmon, OH. This route will feature a scenic countryside view of the heart of Ohio's Amish country. On Monday we'll depart Sugarcreek and travel north to Harmon, OH. And return. HyRails vehicles will not be permitted. Track security is planned for Sunday night. This is a NARCOA-insured excursion where all NARCOA and OVR rules will be in effect. Trip fee is \$120. For trip details contact Ohio Valley Railcars c/o Dave Verzi, 10059 Aldridge Dr., Columbia Station OH 44028 Tel: (440) 236-3374 between 6-9:00 PM or email: [WM340@aol.com](mailto:WM340@aol.com).

**Western New York and Pennsylvania Railroad  
Saturday, Sunday, Monday, July 3-5, 2004**

OVR will host a 3-day excursion over the WNY&P July 3-5. Participants will travel approximately 376 round-trip miles between Meadville PA, and Hornell, NY. This right-of-way is very scenic and is in excellent condition, having been

**Excursion Calendar  
NARCOA, cont.**

**Southern Rails Co-op (NCR)**  
July 1, 2004

**Central Manitoba Rwy (NCR)**  
July 3-4, 2004

**Western New York  
& Pennsylvania RR (OVR)**  
July 3-5, 2004

**Iowa Northern RR (FID)**  
July 18, 2004

**North Shore RR (CPE)**  
July 24-5, 2004

**Excursion Calendar  
NARCOA , cont.**

**Kootenay Valley Rwy (PRO)**  
July 24-6, 2004

**Escanaba & Lake Superior RR (NCR)**  
July 31–August 1, 2004

**North Shore Scenic, BNSF,  
Lake Superior & Mississippi  
Railroads (NCR)**  
August 8, 2004

**Minnesota Northern RR (NCR)**  
August 10-11, 2004

**Otter Tail Valley RR (NCR)**  
August 13, 2004

**Ohio Valley Railcars cont.**

recently upgraded. Registration dead line is May 15, 2004. Trip fee is from \$350 to \$360. depending on your hotel accommodations. Veteran operators only on this excursion. There is a car limit of 35 cars. This is a NARCOA–insured excursion where all NARCOA and OVR rules will be in effect. For trip detail contact Dave Verzi, 10059 Aldridge Dr., Columbia Station OH 44028 Tel: (440) 236-3374 between 6-9 PM or email: [WM340@aol.com](mailto:WM340@aol.com). Registrations handled by Phil Dawson, 8532 Franklin-Madison Rd., Franklin OH 45005 Tel: (513) 423-3098.

**Indiana Northeastern Railroad  
Saturday, Sunday, August, 21-22, 2004**

OVR will host a 2-day excursion on the INRR August 21-2. Participants will travel approximately 200 round–trip miles between Ashley, IN and Litchfield, MI and then between Ashley, IN and South Milford, IN. Lunch stops will have food services available for Saturday, but plan on bringing lunch for Sunday's run. Restroom facilities will be provided in several locations along trip. No A–series cars will be allowed, however Hy-Railers are welcome. Trip fee is \$130. This is a NARCOA–insured excursion where all NARCOA and OVR rules will be in effect. For trip details contact Ohio Valley Railcars c/o Bruce Carpenter, 10241 Co. Rd. 25, Wapakoneta OH 45895 Tel: (419) 738-5384 or email: [bnsf89@bright.net](mailto:bnsf89@bright.net).

**Pacific Rail Car**

**Central Montana Railroad/Rarus Railway  
Thursday-Sunday, April 29-May 2, 2004**

PRO is again very happy to sponsor a 4-day run over the CMRR and Rarus Rwy April 29-May 2. Participants will travel approximately 230 miles round trip from Lewistown to Denton, MT and then from Anaconda to Butte, MT. On Saturday we will trailer our motorcars and travel to Anaconda, MT. Trip fee is \$185 for both days or \$100 for either run. There is a 25–car limit. This is a NARCOA–insured event, and all NARCOA rules will be in effect. For trip information contact Bill Taylor, 917 Park View Way, Missoula MT 59803. Tel: (406) 721-2351 or email: [btaylor@montana.com](mailto:btaylor@montana.com).

**St. Maries River Railroad  
Saturday & Sunday, May 15-16, 2004**

PRO is again very happy to sponsor a 2-day run over the STMA May 15-16. Participants will travel approximately 160 round–trip miles crossing 2 tall steel trestles and enjoying the scenery of the southern reaches of Lake Coeur d'Alene and the Idaho panhandle country. Saturday cars will run from St. Maries to Boville ID (over the former Milwaukee Road Elk River branch) and Sunday from St. Maries to Plummer Junction ID (over the former mainline). Trip fee is \$125 for both days. PRO membership is required. This is a NARCOA–insured event, and all NARCOA rules will be in effect. Make checks out to PRO and mail to Bill Taylor, 917 Park View Way, Missoula MT 59803. Tel: (406) 721-2351 or email: [btaylor@montana.com](mailto:btaylor@montana.com).

**Kootenay Valley Railway  
Saturday to Monday, July 24-6, 2004**

PRO is pleased again to sponsor a 3-day run over the KVRR July 24-6. Participants will travel approximately 280 miles round-trip from Nelson, BC to Curzon Jct. and back, and then from Nelson to Trail, BC and back. Steel–toe or ankle high boots, safety vests and eye protection are required. PRO membership is also required. Registration must be pre–paid. No payment will be accepted at time of set on. This is a NARCOA–insured excursion, and all NARCOA rules will apply. Trip fee is \$285 USD. There is a 30–car limit. For trip details contact Terry Baumann, Tel: (250) 229-4474 or email: [greenacre@telus.net](mailto:greenacre@telus.net).

**Southwest Rail Car**

**Central Oregon & Pacific Railroad  
Friday–Sunday, April 30-May 2, 2004**

SWRC will be hosting a 2-day excursion over the CO&PRR April 30, through May 2. Participants will travel approximately 230 round–trip miles between Medford and Roseburg, OR. Seton will be in Medford on Thursday afternoon. All operators with current NARCOA license and insurance are welcome. You do not have to be a member of SWRC to participate. Trip Fee is \$330 per car and includes your shuttle trans

**Southwest Rail Car cont.**

portation to and from local hotels. Run fee does not include meals or lodging. This is a NARCOA-insured excursion, and all NARCOA rules will be in effect. Mail check with NARCOA license and insurance numbers to: Tom Phair, PO Box 664, Alamo CA 94507. For trip details contact Tom Phair at Tel: at (530) 713-9582 or email: [tomphair@comcast.com](mailto:tomphair@comcast.com).

**Lake County Rail Road  
Sunday, May 30, 2004**

SWRC is hosting a 1-day Memorial Day weekend run on the LCRR May 30. Participants will travel approximately 104 round-trip miles from Lakeview, OR to Alturas, CA. Scheduled is a Lions Club BBQ. Send no money at this time. The fee for this event is estimated between \$50 and \$75. This is a NARCOA-insured excursion, and all NARCOA rules will be in effect. For trip details contact Joe Porhammer, 1090 Tunnel Rd, Glendale OR 97442. Tel: (541) 832-2614 or email: [porhamr@echo.web.net](mailto:porhamr@echo.web.net) with "Lakeview" on the subject line.

**Central Oregon & Pacific Railroad  
Friday-Sunday, October 1-3, 2004**

SWRC is hosting a 3-day excursion on the CO&PRR October 1-3. There will be one layover day. Participants will travel approximately 230 round-trip miles between Eugene and Coos Bay, OR. Seton will be in Eugene on Thursday afternoon. All operators with a current NARCOA license and insurance are welcome. You do not have to be a member of Southwest Railcar Limited to participate. Run Fee is to be determined. For trip details contact Tom Phair, PO Box, 664 Alamo CA 94507. Tel: (530) 713-9582 or email: [tomphair@comcast.com](mailto:tomphair@comcast.com).

**McCloud River Railway  
Saturday & Sunday, October 23-4, 2004**

SWRC is pleased to sponsor a 2-day run on the MCRR October 23-4. Participants will travel approximately 160 round-trip miles from McCloud to Burney, CA and then from McCloud to Shasta City, CA. Seton will be in McCloud starting Friday afternoon. You do not have to be a member of Southwest Railcar to participate. Run fee will include a Saturday evening meal. This is a NARCOA-insured excursion, and all NARCOA rules will be in effect. Trip fee is \$195. Mail check with NARCOA license and insurance number. For trip details contact Tom Phair, PO Box 664, Alamo CA 94507. Tel: (530) 713-9582 or email: [tomphair@comcast.com](mailto:tomphair@comcast.com).

**California Western Railroad  
Saturday, November 27, 2004**

SWRC is hosting a 1-day excursion over the CW November 27. Participants will travel approximately 80 round-trip miles between Willits and Fort Bragg, CA. Seton in Willits on Saturday morning, You do not have to be a member of Southwest Railcar Limited to participate. This is a NARCOA-insured excursion, and all NARCOA rules will be in effect. Trip fee to be announced later: Mail check with NARCOA license and insurance number. For trip details contact C. Patrick Coleman, 1979 Robin Ridge Court, Walnut Creek CA 94597. Tel: (925) 979-1030 or email: [patcoleman@astound.net](mailto:patcoleman@astound.net).

**Wilderness Tours LLC****Ontario Northland Railway  
Saturday and Sunday May 1-2, 2004**

Wilderness Tours is please to announce their return to the ON Rwy May 1-2. 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. Trip fee of \$200 includes 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 St, Cottage Grove, WI 53527 or email at [wilderness@inexpressnet](mailto:wilderness@inexpressnet).

**Alaska by Rail Excursion  
Monday-Thursday, June 7-17, 2004**

Wilderness Tours is sponsoring an 11-day "Alaska by Rail" excursion June 7-17. Currently there are 6-spots available for this 11-night excursion on the Alaska Railroad. Participants will travel 1,022 miles round-trip, between Seward and

**Excursion Calendar  
NARCOA , cont.**

**Indiana Northeastern RR (OVR)**  
August, 21-2, 2004

**Stourbridge RR (CPE)**  
September 18, 2004

**Rwy of Matapedia &  
Quebec Rwy Corp. (WT)**  
September 25-30, 2004

**Central Oregon & Pacific RR (SWRC)**  
October 1-3, 2004

**Canadian Pacific Rwy (NCR)**  
October 2-3, 2004

**FULL**

**Excursion Calendar  
NARCOA , cont.**

**Windsor & Hantsport RR (WT)**  
October 3, 2004

**Salem & Hillsborough RR (WT)**  
October 5, 2004

**Cape Breton & Central  
Nova Scotia RR (WT)**  
October 7-9, 2004

**Wellsboro & Corning RR (CPE)**  
October 16, 2004

**Union County Industrial RR (CPE)**  
October 17, 2004

**McCloud River Rwy (SWRC)**  
October 23-4, 2004

**California Western RR (SWRC)**  
November 27, 2004

**Excursion Calendar  
Non-NARCOA**

**East Troy Electric RR (ETRM)**  
May 22-3, 2004

**Wilderness Tours LLC cont.**

Fairbanks, AK. Trip fee of \$4,925 per car includes railroad fee, transportation, security, 11-nights of lodging, gas for motorcars & Fairbanks City/Oil Pipeline tour. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details contact Wilderness Tours, 622 Oak St, Cottage Grove WI 53527 Tel: (608) 839-4939, Fax: (608) 893-5595 or email: [wildernesstours@charter.net](mailto:wildernesstours@charter.net).

**Railway of Matapedia (CFMG) and Quebec Railway Corporation (CBC)  
Saturday-Thursday, Sept 25 - 30, 2004**

Wilderness Tours will sponsor a 5-day excursion over the CFMG Rwy and the CBC Rwy September 25-30. Participants will travel approximately 596 round-trip miles on 2 railroads, first on the Railway of Matapedia (CFMG) from Mont Joli, QC to Campbellton, NB, to Matapedia, QC and then we travel over the Quebec Railway (CBC) from Matapedia, QC to Gaspé, QC. We will stop and have one full day to explore Percé, QC where we will spend 3 nights in a hotel overlooking the Atlantic Ocean and Percé Rock. Trip fee is \$1,750 and will include railroad fees, transportation to and from hotels, security, and 5 nights lodging. This is a NARCOA-insured excursion, and all NARCOA rules will be in effect. For trip details see the NARCOA web site or contact Hank or Carol Brown, Tel: (608) 839-4939, FAX (608)-839-5595 or email: [wildernesstours@charter.net](mailto:wildernesstours@charter.net).

**Windsor & Hantsport Railroad  
Sunday, Oct 3, 2004**

Wilderness Tours will sponsor a 1-day run over the W&H RR in Nova Scotia Oct 3. Participants will travel approximately 104 round-trip miles between Hantsport, NS and the Windsor-Jct, where the railroad connects with the CN. This is a NARCOA-insured excursion, and all NARCOA rules will be in effect. Trip fee is \$240. For trip details see the NARCOA website or contact Hank or Carol Brown, Tel: (608) 839-4939, FAX (608)-839-5595 or email: [wildernesstours@charter.net](mailto:wildernesstours@charter.net).

**Salem & Hillsborough Railroad  
Tuesday, Oct 5, 2004**

Wilderness Tours will sponsor a 1-day run over the S&H RR in New Brunswick Oct 5. Participants will travel 21 round-trip miles between Hillsborough, NB and the end of the track. Now a museum railroad, this line once served the paper industry with wood pulp. The railroad will offer a breakfast aboard their antique dining car before we begin our ride along the Shepody Bay. We will have an opportunity to visit the railroad's museum and view the steam and diesel locomotives and antique passenger cars. Trip fee of \$130 includes membership to the museum and breakfast. This is a NARCOA-insured excursion, and all NARCOA rules will be in effect. For trip details see the NARCOA website or contact Hank or Carol Brown, Tel: (608) 839-4939, FAX (608)-839-5595 or email: [wildernesstours@charter.net](mailto:wildernesstours@charter.net).

**Cape Breton & Central Nova Scotia Railroad  
Wednesday-Saturday, Oct 7-9, 2004**

Wilderness Tours will sponsor a 3-day excursion over the CB&CNS RR in Nova Scotia Oct 7-9. Participants will travel approximately 290 round-trip miles between Antigonish, NS, through historic Port Hawkesbury, to Sydney, NS. This is one of the most scenic railroads in Nova Scotia. It parallels the coast for much of the way. We will have one free day to explore the Miners' Museum, the steel mill, take a walk to town or along the harbor or enjoy our hotel rooms overlooking Sydney Harbor. Trip fee of \$750 includes the railroad fee, security, transportation to and from the hotel and 2 nights lodging. This is a NARCOA-insured excursion, and all NARCOA rules will be in effect. For trip details see the NARCOA website or contact Hank or Carol Brown, Tel: (608) 839-4939, FAX (608)-839-5595 or email: [wildernesstours@charter.net](mailto:wildernesstours@charter.net).

**Non-NARCOA EXCURSIONS**

**Appalachian Rail Excursions LLC**

**East Troy Electric Railroad  
Saturday-Sunday May 22-3, 2004**

ETRM is again happy to provide an opportunity to operate under the last 7 miles of overhead wires of the former Milwaukee Interurban System. We will be giving public rides both days in Troy WI. Also scheduled will be a special motorcar-only run, covering the entire railroad and trackage not used for regular excursions. This is a non-NARCOA insured activity, however the East Troy Railroad Museum will

**Appalachian Rail Excursions LLC cont.**

provide insurance coverage to participants. All NARCOA rules will be in effect. We will travel approximately 35-miles each day. There will be no run fees for those attending, but all operators must be museum members at a cost of \$35 for a single annual membership. Contact Craig Bluschke, 10916 Spring Creek Rd., Blue Mounds, WI 53517. Tel: (608) 437-4419 or email: [bluschke@engr.wisc.edu](mailto:bluschke@engr.wisc.edu).



**Wanted cont.**

Looking for **16-inch heavy-duty steel cast wheels**. I can use two, four, or even six of them! Contact: Tom Falicon 1227 Sawmill Creek Rd. Bryson City, NC 28713. Tel: (828) 488-8063 or email: [raildawg@gte.net](mailto:raildawg@gte.net). JA04

**Fairmont "Super-Lite" Lantern - as referred to in Bulletin 708**. Will be happy to negotiate price. Also looking for an **ST2-belt**, part number F6574. Contact Mr. Nic Doncaster, Box 609 North Adelaide, South Australia 5006. Tel: 61 418 807954 or email at [nldoncas@chariot.net.au](mailto:nldoncas@chariot.net.au). JA04

**Casey Jones information** I would like any information available regarding the Casey Jones railcar. Do any exist, if so where? Please advise contact information of their owners. Contact Mr. Stan Rankin, 1212 Foothill Dr., Champaign, IL 61821. Tel: (217) 352-2705 or email [stannr@uiuc](mailto:stannr@uiuc). JA04

I am looking for any information about **"Sheffield" motorcars**. Richard R. Boulet, Box 126, Marine on St. Croix MN. 55047. Tel: (612) 433-3982. MJ04

**"Summer 1988" issue of The SETOFF** 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](mailto: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](mailto:ka9dvl@comcast.net). MA04



**Proposed Change, Rule Book 5.1, Section II, Rule #8 re: Speed**  
by Jim McKeel, Area 9 Director, Rule Committee Chair

The NARCOA Board of Directors, at the last Board of Directors meeting, proposed that a change be made to the NARCOA rule on "Speed" (Rule Book 5.1, Section II, Rule #8). It has been proposed that one sentence be added, just prior to the last sentence in the current rule, that states as follows:

*Motorcars shall not, at any time, be operated faster than a speed that is reasonable and prudent due to existing track conditions.*

With this addition, the rule on "Speed" would read as follows:

*Motorcars shall be moved slowly over frogs, switches, around sharp curves, and when running through interlocking plants. Cars shall be moved very slowly when operating through*

*spring frogs when passing over a diverging route. Cars should also be moved slowly over self-guarded frogs. Go slow and use extra caution when approaching people or animals along the right-of-way. Motorcars shall not, at any time, be operated faster than a speed that is reasonable and prudent due to existing track conditions. Never pass between a station and a train discharging or receiving passengers.*

Please forward any comments you might have on the addition of this sentence to the rule on "Speed" to your area director within 30 days of the date of mailing of this newsletter. The Board of Directors will take a final vote on the addition of this sentence to the rule on "Speed" at the conclusion of the 30-day period allowed for member comments.



**Remember—Mail your NARCOA Insurance Applications.**

*There is a March 31, 2004 cut off date.*

*Download an application at [www.NARCOA.org](http://www.NARCOA.org)*

*or call Tom Norman (406) 772-3012*

**Area Four, cont.****Area News, cont.**

ing" run attendee. The E.C. also ensures that all the cars are safe and pass an inspection and takes the time to inform an operator when they are performing an unsafe act. In addition, a good image must be presented to the hosting railroad in order to keep a pleasant thought in the railroad's mind when they think about NARCOA and motorcar excursions. If you look over the above list of the excursion coordinators' tasks, one can see that with very few changes in wording, an excursion attendee should be performing the same job. If each excursion attendee made it his/her responsibility to understand the excursion coordinator's job and do his/her best to help out, the result would be a safe, pleasant and efficient motorcar experience for all involved.

Spring's here...and it's about damn time! My shop has skylights and I usually don't even turn on the lights, but this winter was different. We had so many "sunless" days those shop lights were on every day. Boy, I'm sure glad the sun is back. Now let's all get out there and enjoy ourselves on these mild spring days!

Our Area Four has a new affiliate called Appalachian Rail Excursions, LLC. The new group is headed by John Gonder, Paul Rujak and Chuck Badger. I've had the pleasure of knowing these fine gentlemen for years and have run on many of their fun excursions. I would like to wish them all the best on their new endeavor in which I know they'll perform flawlessly.

Do you have any **Area 4** news? Please send it to me so I can include it in this column. Anything is welcome, jokes, pictures, news or safety items. It's up to you, this is your column.

In closing, I would like to remind those of you odd-numbered Area Members who are reading this column of the following: this year, due to some current Area Reps not seeking re-election, many of you will have a chance to elect a new representative for your area. Please read the candidates' paragraphs and vote for the man who you think best represents your thoughts and ideas. Area Reps are your voice, so it is important that you choose the "voice" that you are most comfortable with. It was good talking with you, Tom Falicon.

**Area Seven**

**Area 7** has lost a very dedicated member of the First Iowa Division—Elton Freeman of Prole, Iowa. Elton was one of the original board members of the First Iowa Division and was a loyal participant at many excursions. Elton and his Chicago Great Western M9 were a familiar sight and will be sorely missed. He passed away at the young age of 88 on December 26, 2003 after contracting pneumonia. Elton was very active in several hobbies including ballooning and woodworking, but railroading seemed to be his favorite. He was a member of the National Railroad Historical Society and the Iowa Railroad Historical Society.

Elton had just completed building a narrow gauge motor car so he and his son Brian could ride the rails in Colorado. He was very mechanical and could build just about anything so, modifying a motor car to fit the 36 track was no problem for him. He got to ride it on a small track at the Midwest Old Thresher's Reunion at Mt. Pleasant, Iowa this Fall, but he never made it to Colorado. It was Colorado's loss.

One of the things I remember about Elton was his quick wit. He could joke with the best of them. Earlier this year, he mentioned that he was planning on operating his own motor car until he reached 100 years old and then he would park it and mooch rides off others. We were all hoping he would do just that!

With 2004 approaching just hours away as I write this, I would like to extend a very Happy New Year to everyone and many exciting motor car excursions for the new year! Carl Schneider 

It's the end of February, and I've been looking at the excursion calendar for 2004. What a line-up for **Area 10** so early in the season! Southwest Railcar has two CORP runs scheduled and a tentative BC Rail run. Motorcar Operators West's Pacific Northwest Tour has 17 days of excursions on eight different railroads. Pacific Railcar Operators has nine different excursions set for us. And just outside of **Area 10** Hank Brown is running the entire Alaska Railroad, and North Central Railcar's Mike Ford is coordinating runs in Alberta, Saskatchewan, and Manitoba. Sure, Alaska and Canada might require more driving time, but the number of runs in our proximity indicates what a great job our excursion coordinators are doing. Keep up the good work! Without their volunteer efforts, the rest of us would be sitting at home watching TV.

In order to make the excursion coordinators job easier, let's all help out. Get your 2004 insurance card early. Make sure you have a current NARCOA Rule Book Certification card. Pay your NARCOA and affiliate dues on time. Talk to the excursion coordinators early about the runs you would like to attend. Complete the excursion paperwork in a timely manner.

Inspect your motorcar and trailer this spring, giving yourself plenty of time before your first run. Check brakes, wheel profiles, and engines. Lube your motorcar and change engine oil. Check the lights out, including those notoriously finicky trailer lights. Check that roller chain tension or the condition of your endless cord belt. Make sure that battery is in good shape. Do that safety inspection check list before you show up at the excursion. Start the car and run it up and down your driveway, or better yet, attend some of those annual tune up runs scheduled in the spring. Having a well maintained motorcar will make life easier for you and the excursion coordinator, allowing both of you to enjoy the run.

Arrive at the excursion on time. Follow the coordinator's directions for set-on and set-off. Cooperate. Be attentive at safety meetings. Follow the excursion coordinator's instructions, as well as the host railroads. If the host railroad says the speed limit will be 10 mph, comply. If you feel that something needs to change talk to the excursion coordinator not the host railroad.

One item I find very helpful is a railroad radio. If you can afford to, buy one and use it. By monitoring the railroad and excursion coordinator's conversations, you can anticipate the ever changing excursion schedule in realtime mode. The radio will clue you to train meets, slow orders, and track authority. By keeping informed with the radio you can help keep the excursion flowing. For instance if you hear that a car has broken down at the front of the pack and is being put under tow, you can anticipate the pack slowing and coming to a stop. If you do come to a stop you will know if it's appropriate to step out of your motorcar. If the coordinator is putting a car under tow, and you have heard on the radio that we must clear for a train in ten minutes, then now is not the time to exit your motorcar. Stay in your car and be ready to move as soon as the pack does. The radio helps you understand the ever changing dynamics of the excursion.

In summary, plan ahead, maintain your equipment, operate in a safe manor, and cooperate with the excursion coordinator and his/her helpers. Tom Norman, Area 10 Director 

## Area Seven cont.

## Area Ten



*Don Piercy taking pictures on POVA, 2003*

**Area Eleven**



Ah, the enjoyment of motorcars returns for 2004. Two motorcar runs have been held with success in **Area 11** in 2004—the Yolo Shortline run by MOW and the McCloud Winter Fest by SWRC. Many more are in the planning stages by MOW, PRO and SWRC. They can be viewed at the clubs' respective websites and of course the Official NARCOA communication media The Setoff. If you are not aware of all the websites' URLs, please start at <http://www.narcoa.org>, click on Excursion and then Area 11. This will guide you further into each club's website. I also maintain a page of all West Coast runs of which I am made aware at [http://www.southwest-railcar.org/WC\\_runs.htm](http://www.southwest-railcar.org/WC_runs.htm). Coordinators of runs in eleven Western States, Alaska, Hawaii British Columbia, and Alberta are welcome to contact me to add or update a run on this list. My email is [patcoleman@astound.net](mailto:patcoleman@astound.net).

It appears the California Western Railroad sale to Sierra Railroad is not yet in the clear. Various articles have been brought to our attention by Doug Jensen about the lawsuit. I am sure we all hope this will be resolved in a manner that permits NARCOA members to continuing riding those marvelous 38 miles of track on the California Western.

Progress is being made by the Recreational Railroad Coalition on the Linden line and others. Contact Larry Bowler, Tod Hill or Ric Masten for further information and updates. Larry Bowler has also agreed to serve on the Trails to Rails committee chaired by Warren Riccitelli of NERCA. This organization is working to preserve the rails on abandoned lines working with the the local and state governments and trail groups to form a pact that insures rails are retained while walking trails are introduced beside the abandoned line. Warren is making significant headway in this effort with help of a number of other folks.

Our congratulations are extended to Glenn Ford (MOW), Bill Taylor (PRO) and Paul Waegele (SWRC) for their recent elections as president of the respective clubs. And thanks for a job well done Malcolm Frost (MOW), Doug Stivers (PRO) and Linda Best (SWRC) for a past job well done. Thank you also to all the other officials of the clubs for all the work they do. Be safe and enjoy our hobby, Pat Coleman, Area 11 Director, NARCOA President

**Attention Operators**

Do you keep a log of excursion miles you've traveled? If so, please share your 2003 data with me for a future article in The SET-OFF. All that is needed is your name and number of rail miles for 2003. Send to:

Kenneth Huffines  
356 O'Brian Drive  
Stone Mountain GA 30088-1403  
[khuffines@mindspring.com](mailto:khuffines@mindspring.com)  
Tel: (404) 218-5489.

Thanks! Kenneth

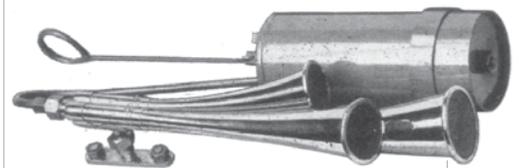


Dan Berg sends along this photo of the speeder shed in Tulelake CA on the ex-Southern Pacific Railroad's Modoc Line.



**AIR HORN M17331 (Below)**

Has loud, long range blast resembling pneumatic warning signal on gas-electric motor cars. Is effective four times as far as 10" gong: really clears track. No batteries or valves. Mounted under seat.



**Bulletin 326C  
M19 Car  
Series D**

# North American Railcar Operators Association (NARCOA)

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**Vice President** Ken Annett | **Secretary** Joel Williams  
**Treasurer** Tom Norman

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**Custom-Built**  
     **Motorcars** Tom Falicon  
**Insurance** Tom Norman  
**Judiciary** Mark Springer  
**Rules** Jim McKeel  
**Rail Preservation** Warren Riccitelli  
**Data & Computer**  
     **Compatibility** Pat Coleman  
**FRA** Ron Zammit  
**Legal Forms** Mark Springer

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

Bulletin 326C  
M19 Car  
Series D

**Performance**  
ON THE JOB  
COUNTS

# The M19, for Comfort, Capacity, Lightness

**DIMENSIONS** Over all length 85"; width 63½" Height (above rail) to top of safety rail 39⅝" seat 26⅝", deck 10½". Seat inside railing 50⅞x23"; driver's projection 12x5¾". Battery and tool boxes, inside, 15⅞x7x2⅝".

Two trays each 54⅞x14⅝" inside, depth 7½" front, 10" on seat side, at outer side 2½" between 7½" wheel guards, rear end 2½".

**WHEEL BASE** 36".

**TRACK GAUGE** 56½" standard; other gauges (36" and up) special.

**WEIGHT** Whole car 535 lbs.: front lift 151 lbs.; lift at rear end most carried and swung in setoffs, only 96 lbs.

**CAPACITY AND SPEED**

Up to 28 miles per hour, net load including men, 750 lbs.

**TOOL KIT** (Standard equipment) Oil can; screw driver; pliers; hammer; conn. rod, dem. wheel, 4 end wrenches; instruction book.

**COLOR AND MARKINGS** Woodwork two coats A.R.E.A. medium chrome yellow. Railings and wheels black. Brake rigging, condenser, tray rear ends, all aluminum parts aluminum. Engine red. Other colors if ordered. Railroad initials on car when requested. Brief directions, car serial numbers on etched aluminum plates.

**CODE WORD** Standard M19 Series D car, Dmmtn.

**HOW TO ORDER** Specify M19 Series D car.

For extra equipment (pages 10, 11) give symbol and it will be applied to car at this factory without labor charge above price of equipment.

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**Fairmont**

**Rail Coaches**  
1100, 2100, 3100, 4100, 5100

**Inspection Motor Cars**  
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**Section Motor Cars**  
M14 (Light)—S2—52

**B & B and Extra Gang Cars**  
A3, A5, A6 (4 or 3 Speeds Reverse). ST2 (2-Speed).

**Shapers, Ballast Cleaners**

**Ballast Drainage Cars**  
M25 Light. M23 5-ton, scarifies rock, discs gravel, blades both.

**Mowers, Weed Burners**

**Extinguisher Cars**

**Power Cars: Air, Electric, Paint Spray**

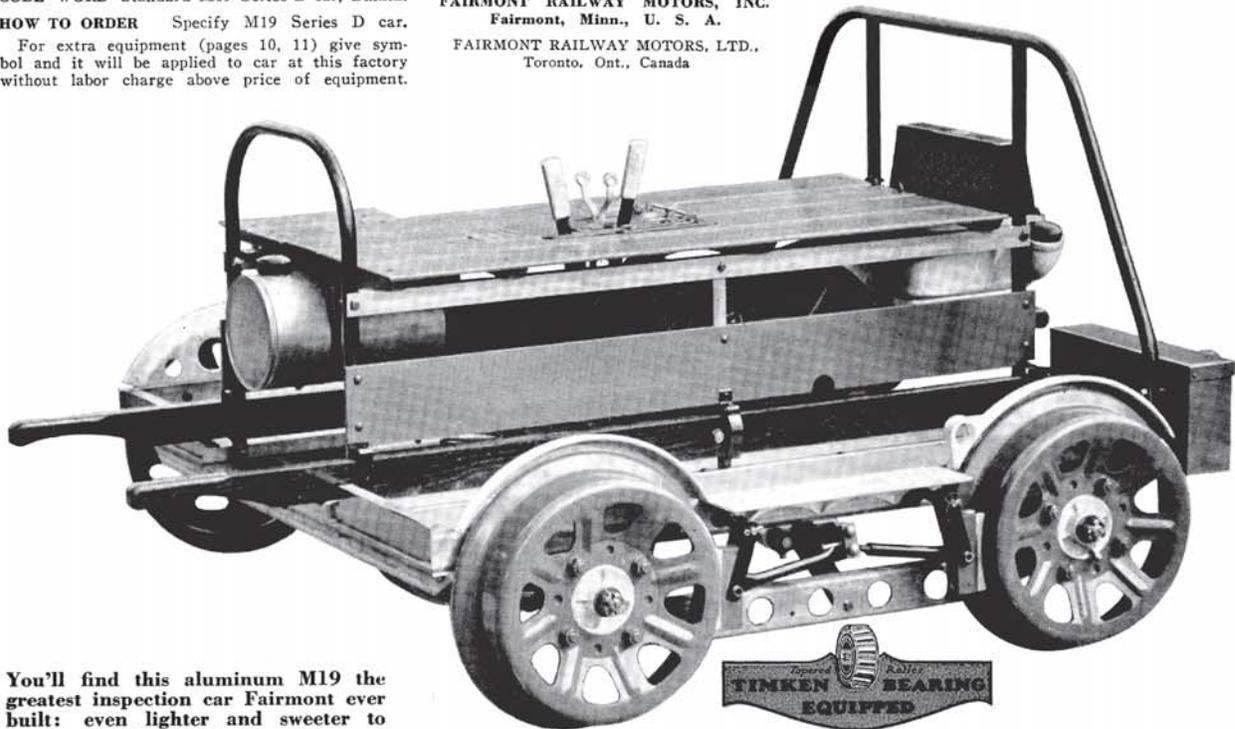
**Motor Car Engines**

**Push Cars and Trailers**

**Roller Axle Bearings**

**Wheels and Axles**

FAIRMONT RAILWAY MOTORS, INC.  
Fairmont, Minn., U. S. A.  
FAIRMONT RAILWAY MOTORS, LTD.  
Toronto, Ont., Canada



You'll find this aluminum M19 the greatest inspection car Fairmont ever built: even lighter and sweeter to handle than it looks.



# Fairmont