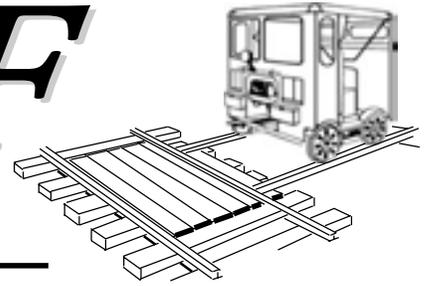


# The **SETOFF**

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

May/June 2004 Volume 18 - No. 2



<i>President's Message</i> .....	2	<i>Camas Prairie Railnet</i> .....	10
<i>Editor Goodbye</i> .....	3	<i>Chattooga &amp; Chickamauga</i> .....	14
<i>Area News</i> .....	4	<i>Mt. Rainier Scenic</i> .....	17
<i>Insurance Facts</i> .....	5	<i>ASSCO Insurance Progress</i> .....	22
<i>The Safety Comment</i> .....	6	<i>Want Ads</i> .....	24
<i>Winchester &amp; Western</i> .....	8	<i>Excursions</i> .....	26

Please submit materials  
for the July/August issue of  
*The* **SETOFF**

by June 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**

Wayne Parsons  
13380 Golden Valley Lane  
Granada Hills CA 91344



## Cover Photo

*This cover image is a John Chase photo taken of the Rarus (formerly Butte, Anaconda and Pacific) Railroad turntable in action. PRO members were able to enjoy this treat again May 2, 2004 when they returned for a day trip.*

## President's Message

This is the last issue edited and polished by Jan Taylor of Montana. Jan and her husband Bill are becoming more involved in the management of the *Montana Daylight*, a local excursion train, and she feels she cannot continue to do the editor's job for NARCOA. Thank you, Jan, for a job professionally done. Our best wishes for you and Bill in your new roles with Montana Rockies Rail Tours and with your family. I believe we have a suitable and appropriate replacement for editor in Wayne Parsons. Many of you know Wayne as the member who started the Speeder List and authored many interesting articles about various runs he has attended. I am working with Wayne and expect we will have the details of his takeover resolved in time for the July/August issue of *The SETOFF*.

Two members have continued to provide a valuable service to your association. Don Pomplun and Rich Stivers collect the names and organize the data for the Electronic NARCOA Roster. Through their continuing efforts they have acquired over 525 names, addresses and car data for your use. You can request a copy of the roster in Excel format from Don by emailing him at [blueflash@comcast.net](mailto:blueflash@comcast.net). Thank you, gentlemen, for your time and continuing efforts.

Tom Norman reports that sign-ups for NARCOA's insurance program set a record for enrollment this year. The number of applications processed was 950, compared to 863 in 2003. Tom recalls, "When I first volunteered to be the insurance administrator in 1995 our insured members numbered only 526." Thank you, Tom, for being both Insurance Administrator and Treasurer for our association.

It is time for Directors' elections. You will find a ballot for the election in this issue if your Area Director is to be elected this year. Please take time to consider the candidates and then vote. NARCOA voting suffers from the same apathy as our political election process. Call the candidates if you have questions about their position on a given issue. If they took the time to put their name forward, I'm sure they will happily take the time to discuss their candidacy with you.

NARCOA business is generally centered around insurance issues. Some other facets arise, but most point towards insurance carrier requirements. Some of you approach me on runs, via email or phone calls about the complexity and addition of rules. As your board we are trying, through various articles in *The SETOFF*, to explain the need for the rules and the occasional assignment of points for breaking the rules. Mark Springer, our Judicial Committee chairperson, wrote an excellent explanation in the last issue of *The SETOFF*. If you haven't had time, please take a few minutes to review that article.

Enjoy your runs, watch the crossings and your speed. Let's have a safe and incident-free operation in 2004.

Sincerely, Pat Coleman,  
NARCOA President



## It Just Wouldn't Have Been Possible

by Jan Taylor, Editor (Ret.)

This issue of *The SETOFF* brings to a close my five-year run as editor. It has been most enjoyable and provided me a deeper understanding of our hobby as well as a larger circle of email friends than I had before I started.

The NARCOA membership has been generous in their support. Many have shared their expertise with articles that instruct how to keep our vintage equipment running. Others have sent along their trips photos so all might enjoy their delight at seeing beautiful scenery, astounding railroad engineering, and local museums. Most member also enjoy the history of railroading and have shared information from their personal collections. Our international members have contributed so that all might follow their progress establishing the hobby in their area. Lastly, excursion coordinators have made an extra effort to begin their planning earlier so that announcements for their runs could be included in *The SETOFF*. Most appreciated are those members who provided a needed photo or how-to article on request—usually on short notice, also—to fill out an otherwise thin issue.

With all that in mind, I thank every Tom, Nic and Kenneth, every Jack, John and Jim, every Bill, Bill and Kathryn and others not named for both your contributions and your patience. It's been a fun ride, and without you, it wouldn't have been possible.



Jan Bill Taylor and their MT19 pause on their way to Darby, Montana on Montana Rail Link (formerly Missoula & Bitter Root Valley/Northern Pacific) rails.

### 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 2

*The SETOFF* Editor Wayne Parsons  
13380 Golden valley Ln.  
Granada Hills CA 91344

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

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

*The SETOFF* is the official publication of the North American Railcar Operators Association (NARCOA) and is published bimonthly to promote safe operation of railroad motorcars and to encourage fellowship and exchange of information among motorcar enthusiasts. Membership in NARCOA, which includes a subscription to *The SETOFF*, is \$24 per year and is available from Membership Secretary Joel Williams at the above address.

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



## Area News

by Tom Falicon, Pat Coleman

### Area Four



Happy Summer **Area Four** members! I hope all of you are planning on attending some nice trips over this season. There sure are plenty of fine excursions all across this land. Mugz and I are sticking pretty close to home this year. We have to finish building our house, I've got a few motorcar orders to complete, and if time permits I'm actually going to lay a few sticks of rail this summer! The Great Smoky Mountains Railroad steam loco #1702 is finally back into passenger service, and even though every time it runs it's wearing out it's parts, I think I will have a few months off before I have to machine more stuff for that beast. Rick Tufts and Les Keegan were both kind enough to send pictures of me hanging out of 1702's cab listening for suspicious noises as newly machined parts meshed and rolled together for their first passenger service run in over a year and a half.

When a NARCOA member bootlegs on a railroad, all of us lose. Say a member gets caught running without permission on a railroad, it reflects badly on our entire organization. The railroad may think that our organization is slack enough to have a member who thinks it's safe and OK to run illegally on a private rail line. We could take that one step further. Say that a NARCOA Excursion Coordinator was in the process of holding talks with that railroad in hopes of changing their mind about them not wanting to host motorcar excursions. Along comes this "bootlegging cowboy," and now the Excursion Coordinator's negotiation talks with the railroad just got harder. Hosting railroads talk with one another, and once the word gets out that not all NARCOA members are safety-minded and conscientious, we all lose! We need to police ourselves from within and help stamp out bootlegging.

Two of our favorite Area Four members have had health scares a few months back, but I'm happy to report that both Susan Cease and "Honest Ed" Kimball had the strength and attitude to kick their illnesses in the ass. I am glad to say that they are now both feeling fine.

Alan Wilber, Robert "Hoppy" Hopkins, Mark Milbourne, Mugz and I all got together at the Doe River Gorge Narrow Gauge Railroad in March with the intention of finally getting that big rock off the narrow rails. Those of you who attended our run up there last November will remember the size of that thing, and for those of you that didn't, Alan has written an article with pictures about our rock-moving experience. It can be seen in this issue of *The SETOFF*. Long story short . . . we all worked damn hard, and with plenty of our muscle the rock was moved. We all had a great time, and everyone's help with this project was really appreciated. Just a few weeks ago Phil Kennedy, Phil Raynes, Dyke Parker, Mark Milbourne and his father-in-law John Furst started laying the replacement rail and ties, so soon there will be an additional mile of trackage to run on.

That's it from me for another issue of Area 4 news. Remember, when you're out on the rails, do everything you can to be aware of your surroundings, be safe and represent NARCOA as the safe and conscientious organization that we are!

Talk with you soon, Tom "Rail Dawg" Falicon



As some of you may have heard, Mike Robinson recently passed away. Mike and I were mentored on the same Yreka Western run one July. We had met the day before in a rest area on Interstate 5 north of Dunningan, California. Mike had a fiberglass cab on an MT14 from the Canadian National, and I had an MT14-L from the Rio Grande. Mike was headed for Shasta City with his dad and son Michael. We had a great time during that stop comparing cars and discussing the coming experience on the Yreka Western and McCloud River Railroad later that weekend. Mike was a good friend, and like many of you, I will miss him.

As those of us in **Area 11** know, the weather has generally treated us kindly during March and April. To my knowledge, nothing has been cancelled because of weather, and most runs have operated under very friendly skies. Let's all hope that the blessing continues for the rest of the 2004 runs.

I am in the middle of the CORP run from Medford to Roseburg, Oregon. We are having a great time with our railroad hosts through the Rogue and Umpqua river valleys. Personally I think this run is even more scenic than the CORP Eugene to Coos Bay, Oregon or Weed, California to Ashland, Oregon runs. We had an especially nice time coming into and through Grant's Pass, as Jon Jordan (Grants Pass) and one of our operators had notified a local radio station of our plans. We had interested people at every crossing and in the middle of town waiting to see and photograph us.

The speeder politics in Area 11 appear to be quiet at both the club and NARCOA level. Several of you have called to discuss and comment on the proposed rule change regarding excess speed. Those comments have been passed on to the other NARCOA board members for consideration. The board will vote on the proposed rule soon with the results to be printing in a future issue of *The SETOFF*.

I am up for reelection as Area 11 Director. If you like how I have conducted myself as a Director, please vote for me. Your support is appreciated. Your ballot is in this issue of *The SETOFF*.

Have a safe and fun time operating, watch your speed and be safe. Best regards, Pat Coleman, Area 11 Director, Walnut Creek, California.

### Area Eleven



---

## **A New High as posted on the NARCOA [Forum]**

by Tom Norman, NARCOA Insurance Administrator

The 2004 NARCOA Insurance Program set a record for enrollment this year. The number of applications processed was 950, compared to 863 in 2003. When I first volunteered to be the insurance administrator in 1995, our insured members numbered only 526.

One figure that always puzzles me is that 10 to 12% of the insured operators from the previous year fail to renew. This year 104 members from 2003 did not renew! We had 25 members from 2002 and earlier who reapplied for insurance. The balance of 166 represent new insured members for 2004.

To summarize:

759 renewals from 2003

25 renewals from 2002 and earlier

166 new insured members

**950 total insured in 2004**

## **The Safety Comment: COW-A-BUNGA**

by Bob Knight, Chair  
NARCOA Safety Committee

Bet I got your attention with this photo! It was taken while on the South Branch (ex-B&O) run in West Virginia with our one-lung, Fairmont M19. The popping noise spooked the cattle, and they made a quick dash for the barn right in front of our motorcar. (Yes, we were stopped when the photo was taken!) This got us to discussing situations—what if we had been moving too fast to stop for the cattle? Or rather than cattle, what if the objects had been farm equipment, an ATV, truck or a car on the right-of-way? If you look closely at the photo, you will note the track is on a curve, and this crossing could have been obscured by high weeds, brush or tree branches.



Anticipation must be given a high priority when safely traveling the rails, whether you're on straight or curved track, a crossing always makes both more dangerous. When reviewing last year's accident reports, the Safety Committee found many of the accidents were caused by traveling too fast for conditions which caused derailments, motorcar damage and bodily injury. These occurred on both straight and curved track, but most were at or close to a crossing. Most of the bodily injuries were minor cuts to hands, arms, legs and head.

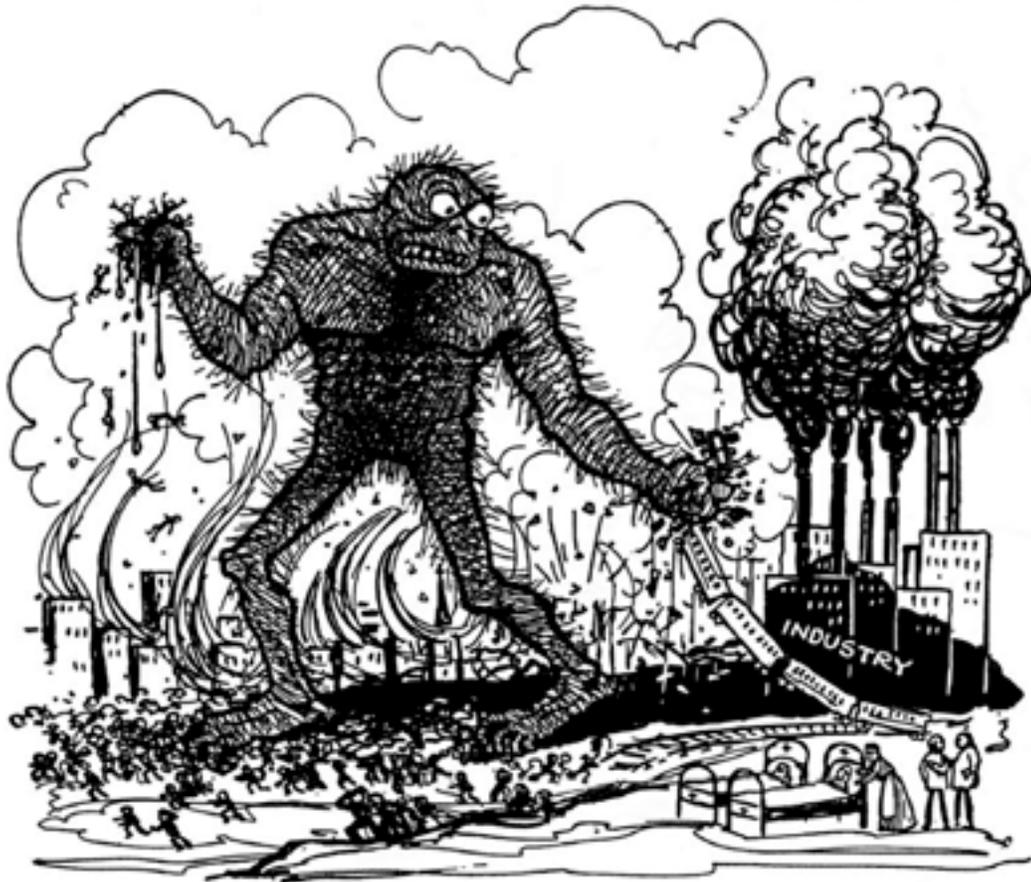
As a group, we have seen increasing numbers of incidents each season, and we need to reverse that trend. By working to keep our hobby accident-free, we all contribute to keeping and adding to the number of railroads that support our motorcar runs, to keeping our insurance costs reasonable and available, and to making our great hobby enjoyable and safe.

So please, this motorcar season, anticipate while riding the rails, and make this the very best and safest motorcar season ever!

P.S. Your Safety Committee welcomes your safety thoughts and ideas. Email by using the website under directors and officers. Use the safety link. BK



**I AM EVERYBODY'S ENEMY**



**I Cast My Shadow Over Every Field of Labor, from  
the Turning of the Grindstone to the Moving  
of Every Railroad Train**

I am more powerful than the combined armies of the world.  
I have destroyed more men than all the wars of the nations.  
I am more deadly than bullets, and I have wrecked more homes than the mightiest  
of siege guns.  
I steal, in the United States alone, over \$300,000,000 each year.  
I spare no one, and I find my victims among the rich and poor alike, the young  
and old, the strong and weak. Widows and orphans know me.  
I massacre thousands upon thousands of wage earners a year.  
I lurk in unseen places and do most of my work silently. You are warned against  
me but you heed not.  
I am relentless.  
I am everywhere—in the house, on the streets, in the factory, at the railroad  
crossings, and on the sea.  
I bring sickness, degradation and death, and yet few seek to avoid me.  
I destroy, crush or maim; I give nothing but take all.  
I am your worst enemy.

**I AM CARELESSNESS**

*Steve Bittinger sends along this item from a 1916 Chicago & Northwestern Railway  
publication "The World's Greatest Battle."*

## **The Apple Blossom Motorcar Event Winchester & Western, April 23-4, 2004**

by Hugh Cain



Charlie Rausch caught me in Georgia on another frequent visit to the Peach State. This trip like so many others was on railroad business. Seems I had forgotten to send in my reservation for Charlie's Winchester & Western event, and he was just making sure I would be there. The paperwork had just been forgotten, and I assured Charlie a check would be in the mail the next day. As soon as my feet were back in Tidewater, I mailed a check to Charlie, then waited for the registration packet and arranged for accommodations in Winchester. By the way, was this the same weekend as their Annual Apple Blossom Festival? Charlie assured me that the festival would be the weekend following our event.

April 22 arrived. My ride partner Percy had gotten our motel reservations, so now it was up to us to get there—spare parts box, tool box, new batteries for the speeder and winch, cooler with Gatorade and ice and water for Percy. The AT-4 worked fine. All lights lit up when they were supposed to, the car cranked and ran fine. Everything seemed OK and ready to travel.

Our Friday noon departure was fast catching up with us. Friday's temperature was in the mid-80s, and the sun was out and hot. Guess the SPF 50 I had brought along might come in handy after all. The weather forecast for the weekend predicted sunny and warm for Saturday, possibility of showers and cooler on Sunday. Perhaps the rain suit might get a workout, too. We gotta get curtains for the motorcar, hopefully by the next event.

Up Route 460, around Petersburg and Richmond on I-295, then onto I-95 North of Richmond. We made good progress that far. We took the Route 17 exit at Fredericksburg and almost immediately started looking for a gas stop. With the upper half of the AT-4's windshield sticking up above the shell on Percy's truck, it was like pulling a sheet of plywood up the road. Gas economy was out the window. "Where's the best price for gas, Percy asked?" I started looking at the signs—\$ 1.89, \$ 1.79, \$ 1.65. Such a deal—\$1.65! We went back to the East Coast station and filled up there.

Tanks topped off and cold sodas in hand, we continued the trek to Winchester. The motel was not where it was supposed to be, and after a few minutes we gave up and called the motel, inquiring of their location. Tommy, our other motorcar adventurer, had given us the wrong exit off I-81. After a slight course correction, there was the sign.

We were to be joined on this outing by two friends from the Roanoke area Rick Rader and Eddie Mooneyham. When the cell phone rang, it was Eddie and Rick wanting to know where we were. "Well, we're in the motel room; where the hecks are you?" They were coming up the scenic route and were still over an hour from Winchester. "OK guys, there's an early call for 5:00 A.M." They eventually arrived and got into their rooms.

We had a hardy breakfast at Denny's. With appetites quenched, it was off to the Cold Storage Warehouse for the set-on. Eileen Shrey had the check-in desk under control, and Gary Shrey was directing the actual set-ons. Car inspections were being done. Everything was well organized and going fairly smoothly.

*Eileen Shrey staffing the check-in desk, Gary Schrey directing set-ons at Winchester.*



At 8:15 Charlie called for a safety meeting. He introduced us to Bill Light, President of the Winchester & Western Railroad and to Mike Glasscock, Roadmaster for the railroad and our railroad escort for the day. Bill Light emphasized the numerous grade crossings, some signaled but most not, that we would be crossing that day. Mike would leap frog ahead of us and have as many of the sets of lights and gates activated as possible. We were to bunch cars at the crossings and proceed only when we had a small group of five or six cars together, trying to keep the single car crossings to a minimum.

Our first scheduled stop was in Martinsburg, West Virginia. We got a snack, refueled the cars and had time for a potty break. After the short regrouping break, it was off to Hagerstown, Maryland for the end of this ride and our turnaround point. Charlie was leading the way, as usual.

We crossed the Potomac River on a high bridge. The wind coming up the river was a welcome relief. Fishermen in the river paid us no attention as we crossed above them. You could tell it was spring as the dogwoods, the red buds and all the other springtime trees and flowers were starting to bloom. Oh yeah, those with allergies were suffering from the pollen. The peaceful landscape was beautiful, even though it was interrupted by lots of sneezing because of the pollen.

Charlie signaled for a stop several miles outside Hagerstown. He had found a country lane that would suffice for our turning point. It turned out the country lane was about as busy as the beltway around Washington, D.C. Flaggers posted, we made the best of the turnaround site, and soon everyone was turned and ready for the trip back to Martinsburg.

On the way back our car started to lose power gradually. Then it became really quiet on the speeder. Everyone looked at everyone else for a split second, then as it on cue, everyone said at the same time, "It's quit running." We got the flags out and signaled for a stop. Rick and Eddie attended to the reason why we had stopped. "Percy, when was the last time you checked the oil in the car?" Percy and I looked at one another and gave the same response back, "We dunno. Thought you were supposed to do that," was the answer. The Onan was almost out of oil. Had not been for Bill Holdren suggesting that I use Castrol products in the motor, we might have had a seized Onan. When he had been involved in sports car racing, Bill had found Castrol products were better under high heat and stress than most other oils and lubricants. That advice many years back paid off that day.

Gary loaned us a couple of quarts of Pennsylvania's finest, and we got the speeder started and on the way again. You see, the motorcar had been idle for two years, and even though the oil level checked good before, Eddie remarked that a ring could have gotten stuck from some gunk in the motor and allowed to oil to blow by and get burned. We hadn't noticed the car smoking, however.

Speaking of smoking, we did have one car in the group that definitely qualified as a mosquito sprayer/smoker. One of the two-cycles was really smoking up the countryside. When a helicopter flew over I



*First scheduled stop of the day at Martinsburg.*

*Anybody lose a motobox cover? Cars being turned short of Hagerston.*



*Charlie and Mike Glasscock discussing upcoming events. cars in front of White House Applesauce plant.*





*Sunday morning, cars bunched up at the Second Rt. 50 crossing, awaiting gates and lights activation and flaggers.*

remarked that it must be the county looking for their lost mosquito control vehicle.

Back in Winchester, everyone got their speeders loaded up quite well. Sunday's event started at Gore, Virginia, and we had to haul the rigs there for that portion of the event.

Saturday had been sunny and warm with a temperature in the mid-70s. Sunday dawned with clouds and a rainstorm in progress at Gore. The wind was blowing, and it was cool. That day we might get a high of 60. The rain suit would get used after all—better than being soaked and cold.

Charlie introduced us to Mike Thompson, Signal Maintainer for the Winchester & Western and our escort for the day. Again, crossing safety was emphasized. Bunching of cars and designating flaggers was covered.

"Was that lightening I just saw?" I wondered what effects lightening might have on a speeder? Where the tracks on Saturday were generally tangents, this section of the W&W had only one tangent that was almost a mile long. The remainder of the 18-mile line was consumed in 70-plus curves and grades.

This portion of the railroad proved to be the more scenic of the two. There were pastures with horses, cows and deer. We even had to make an emergency stop to keep from being run over by a herd of 15 to 20 deer. They came thundering off a small hillside on the right, and had we not gotten the motorcar stopped when we did, we would have been invaded. Nothing short of a locomotive or train was about to change their minds as to where they were going—certainly not a motorcar.

Lots of track work was in progress on this line. Having the line up to the new FRA 286K standards made for a much better ride than we had experienced on Saturday.



*Cars being turned in Winchester, Sunday noon.*

We arrived at the designated turnaround point in Winchester and began to turn the cars for the return trip to Gore. While I was shooting pictures for this story, a Winchester police department sergeant was casting a wary eye towards all the activity. Some thought he might be sizing us up for a ticket of some kind. Guess he was looking the collection over, wondering how to get hy-rail gear under his squad car.

By 3:30 PM everyone had gotten their cars off the track and loaded onto their rigs. Most had already struck out for home. Mike Glasscock summed it up very well on Saturday.

"You guys were most professional in conducting this run, met your schedule and then some, and were a pleasure to have out on the railroad." I reminded him that a lot of that had to do with the meet organizer. There we are, gang, two more round-trip events, no strikes, no errors. Good work to all the participants for making this a safe event.

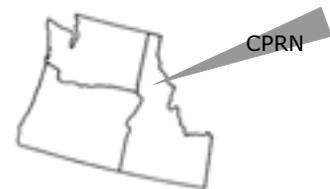
On behalf of the event organizer and the participants, we would like to express our thanks to Bill Light, Mike Glasscock, Mike Thompson and all the other employees of the Winchester & Western Railroad who made this event possible. Thank you!



## **Camas Prairie Railnet Pictorial August 30, 31, and September 1, 2003**

by Dan Berg

Pacific Railcar Operators and their guests traveled to Lewiston, Idaho from as far away as Florida, Ohio, Michigan, Iowa, Nevada, Utah, California, Oregon, Washington, and British Columbia to run the Camas Prairie Railnet. Run Coordinator B.J. King and Chief Engineer Jim Morefield escorted the 27 motorcars over three subdivisions during the three-day, 392-mile event. On Saturday, August 30 the group proceeded from Lewiston down the Snake River Canyon to Riparia, Washington. On Sunday the group journeyed up the Clearwater River to Kooskia, Idaho. Monday a run was made up to Ferdinand, Idaho along the line featuring the famous Camas Prairie trestles and tunnels.



*The motorcar group makes a brief rest stop along the Snake River heading for Riparia, Washington.*



**August 30, 31, and September 1, 2003**

*Leaving the East Lewiston, Idaho rail yard, Paul Zaro leads the group eastbound to Kooskia, Idaho*



*Jim Morefield, Bonnie Andrews, B.J. King, and Clyde Andrews talk while the group takes a break in the small Culdesac, Idaho rail yard.*



*B.J. King's Kalamazoo motorcar waits at Lenore, Idaho. This small town sits beside the Clearwater River and features an abandoned grain elevator and general store.*



*The all steel Lawyers Creek Trestle is 280 feet high and 1532 feet long.*

## **Camas Prairie Railnet**

*The motorcar excursion turns onto the Camas Prairie Branch at Spalding Junction.*



*Merlin Kemper passes the Orofino, Idaho depot. Orofino is the rail junction to the Jaype Branch. The town is located half way between Lewiston and end of the line town of Kooskia.*

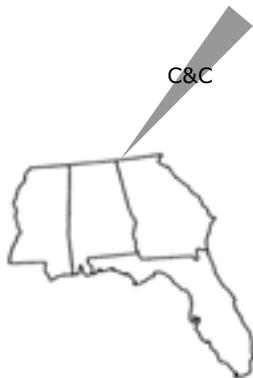


*Camas Prairie Railnet's Chief Engineer Jim Morefield and Terry Baumann chat during a catch up stop west of Almota, Washington.*



## Steam Engines and Motorcars in Georgia

by Kenneth Huffines



Meets with freight trains are not too unusual on NARCOA excursions. On the 2003 Chattooga & Chickamauga excursion, there was a more unusual meet: a passenger train with a steam engine. And it was met twice. It was just one of the extras on a weekend of railroading on the C&C.

The excursion started in Summerville, Georgia, which is the southern end of one of C&C's two lines. This section was part of the Central of Georgia running from Chattanooga, Tennessee to Rome, Georgia. Set-on started Friday. Ms. Nell Farrow of the Summerville Home Town Program had the old depot open for us and served refreshments.

Summerville is also home to a newly installed turn table. The town is very proud of it. It's used to turn the steam engine of the Tennessee Valley Railroad's Passenger Train Specials that operate on this line. The turn table was open for us and everyone got to go for a spin.

Bobby Moreman, the Excursion Coordinator, explained that trip had been moved from summer to fall and it caused a big challenge: we would have to meet TVR's Fall Leaf Train somewhere. That's a problem for this

sleepy branch because it has not had more than one movement at the same time in years, and passing sidings often have equipment stored on them. The railroad took time to move cars and insure switches were in proper order. This day would also stretch railroad personnel thin as they would be managing both NARCOA and TVR.

Bobby said that the usual schedule meshed well with TVR's. Meeting the southbound train would be done in Chickamauga. The afternoon meet would either be in Chickamauga or LaFayette, depending how well each excursion held to their schedule. The motorcars were the lower priority movement for the day.

Saturday morning the rails were slick with dew, and we had to keep our speed down. We fell a little behind schedule. Our goal was to make Chickamauga before the steam train from Chattanooga arrived. We did not stop in LaFayette for a break as in years past. Our only stops were to flag several crossings that had lights and gates.

At Chickamauga we took the siding nearest the old depot. There were some local folks with cameras standing around to get photos of the steam train. They were pleasantly surprised by the motorcars, and to learn the steam train would do a photo run-by right through town. As the last few cars arrived, the train crept in, taking the siding across the main from us, as it has a paved apron for passenger loading. Passengers got off and enjoyed looking at the motorcars as the train backed out of sight. The train's whistle



KEN HUFFINES PHOTO

*Bill Dittman and his Kalamazoo 23 take a spin on the Summerville turn table. Bill Stringfellow hangs on with Charlie Pults at the controls, under Bobby Moreman's tutelage.*

*C&C's engine 103 parked near the end of track at Kensington.*



KEN HUFFINES PHOTO

announced it's approach, and soon it came steaming by at a nice clip, whistle screaming, and camera shutters clicking.

After stopping, the train reversed up the main, backing into the siding. A few folks put pennies on the rail (the horror!) and the slow moving train squished them nicely. As soon as the train was in the siding we were allowed to proceed, giving the shutterbugs something else to photograph.

Just north of Chickamauga the line skirts the Chickamauga & Chatooga National Military Park, site of a major Civil War battle. Several of the monuments could be seen. A little further north, the rails go over a big ridge—Missionay Ridge—and on the downhill side there are excellent views of Lookout Mountain across the valley and downtown Chattanooga on ahead.

Turn-around was in Rossville, a town on the Tennessee border just across from Chattanooga. The first few cars actually got across the state line.

We returned to Chickamauga for lunch. The restaurant was a few doors away from the tracks. There was enough time to explore the museum in the old rock-walled depot across the street.

Our trip southbound was not as hurried because the steam train was running late. At LaFayette, we took the house track which bows around C&C's office. We had enough time to find the ice cream shop nearby. There are several crossings near the depot which we were asked to flag for the steam train so they wouldn't have to slow down too much. When the train came through the passengers were all crowded on one side of the train so they could catch another glimpse of the motorcars.

On the return to Summerville we were asked to keep an eye out for a radio our pilot lost along the way. It was not spotted and is probably still there, buried under the fall leaves. We got back to Summerville at dusk, having traveled about 82 miles.

Sunday morning we did C&C's shorter line, the old Tennessee, Alabama & Georgia RR (The TAG Route) from Chattanooga to Anniston, Alabama, now terminating in Kensington, Georgia. The morning fog lifted before the safety meeting, allowing us to see Lookout Mountain, which the tracks parallel. This was the first time motorcars have traveled this section and we were allowed to back up all the way to the end of active track.



KEN HUPPINES PHOTO

*The station at Chickamauga with its newly installed cupola.*

*Fred Fabian and his M9 pose at a barn painted like the famous "See Rock City" birdhouses.*



LARRY CROWE PHOTO

Sunday's excursion was shorter than Saturday's but the scenery made up for it. There were 10 crossings we had to flag. The railroad folks took on most of that duty by dropping the crossing gates after we were bunched up. There were only a couple we had to flag ourselves. A couple of the shutterbugs we saw Saturday were spotted photographing us again! Near the state line we passed a cornfield maze and a barn painted like a "See Rock City" bird-house, with Lookout Mountain forming the hillside behind, still with a touch of fall color. Across the state line, the tracks made a sharp turn to the east. Way back when, the quaint town of Saint Elmo (now a suburb of Chattanooga) forced those smelly and noisy trains to abandon the route through town, the rails now go around. We got well across the state line. It didn't take long to do this 22 mile out-and-back and we were off the rails in Kensington by one o'clock.

Bobby said thanks are due to C&C's General Manager Harold Holiman and System Superintendent Randal Magnusson for all their support and assistance with the run, and the confidence to schedule us against the steam train. Mr. Holiman extended an invitation to come again in 2004.

It was a great two days on the rails.

*A young lass watches as the passenger train backs up in preparation for the photo run-by at Chickamauga.*

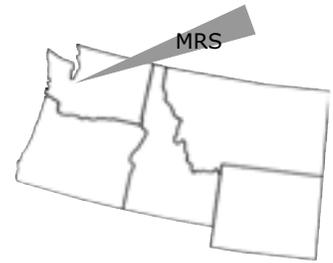


JIM HUGHES PHOTO



# With Pacific Railcar Operators on the Mount Rainier Scenic April 10, 2004

photos by Bill Taylor



*Fabulous spring weather underscores the western Washington scenery around Mt. Rainier. Tall trees and an equally tall trestle are only part of the thrill. Motorcars share the rails with the dinner train, making its inaugural run, providing photos ops morning and afternoon. At the end of this former Milwaukee track sits the Morton depot. Before starting out, Terry Wade switches in the "convenience car."*



## **Big Rock on a Narrow Gauge Railroad**

by Alan Wilber

Doe River Gorge church camp railroad is part of the old East Tennessee & Western North Carolina narrow gauge railroad built back in the late 1800s. During last year's NARCOA excursion on this railroad I saw this rock blocking travel over the last mile of Doe River's rail. The rock had fallen directly into the gauge of the track about two years earlier.

One attempt was made last year to move this rock, but all that was accomplished was a smaller rock that had broken off the main rock was jacked up and rolled out of the way. This wasn't too hard of a job, since the small rock probably weighed under two tons. During this first rock moving attempt, the big rock could not be budged. I thought this rock moving venture at the Doe River Gorge would make a good place to try out my M19 that I installed a RK-B twin in last winter.

The grade going up to the rock is three percent for two miles. Pulling a work trailer with 500 pounds of tools would be the perfect test for my newly installed power. I talked Robert Hopkins into helping with this rock project and told him that it should be a piece of cake since the rock only weighed 35 tons. We later found out the hard way that its weight was closer to 75 tons!

On the first workday, we jacked up the rock and placed old rail underneath it for skids. We tried to jack the rock sideways with little success. After a frustrating first day, I didn't think we had a chance at all in getting the rock moved. That night while lying in bed I was thinking, how are we going to move this rock? Since we were at a church camp I thought maybe I should ask God for some help.

The next day Tom and Mugz Falicon came to help. I was hoping for a 400-pound Sumo wrestler, but had to settle for the Falicons. With Mugz directing us to move the rock this way and that way and Tom helping us with the jacking in the rear, the rock finally started to move. By the end of the second workday we had moved the rock six to seven

feet. At the end of our productive second day, I knew the chance to succeed was in sight.

On the third workday with help from Mark Milbourne, an employee from the Doe River Ministries, our mission was accomplished. We all were really proud of our accomplishment as that this big rock was moved entirely with "human power" and not with the use of any powered machinery! By using a handful of railroad jacks, lining bars, a portapower, a multitude of railroad ties, and plenty of muscle and perseverance, our team finally moved the big rock off the narrow gauge track. (For more info and pictures of the big rock visit: [www.doerivergorge.com/etrr/rock.php](http://www.doerivergorge.com/etrr/rock.php).)



## **from The Encyclopedia of German Tanks of World War II**

by Peter Chamberland and Hilary Doyle  
submitted by Stan Conyer

In late 1942 and early 1943 the German Army modified two Panzerkampfwagen III Ausf N medium support tanks with retractable railroad bogie wheels. The wheels could be retracted into the belly of the tank for normal crosscountry operation. The drive train of the tank was modified so the tank engine drove the rail bogies at speeds up to 60 mph on the railroad, which was 20 mph faster than its speed on land. The tank was armed with a 7.5 cm cannon and a 7.92 mm machine gun.



Also interesting is  
this truck; sorry, no  
information on this.



# THE FEDERAL RAILWAY SIGNAL COMPANY, 1905

from the collection of Jack Hoover



## 38. SEMAPHORE SIGNAL FITTINGS.

—Continued.

	LIST PRICE
Two-arm Block Station Signal Lamp, balanced draught.....	5 25
No. 7 Standard square Semaphore Lamp.....	4 80
No. 8 Standard round Semaphore Lamp.....	4 80
No. 10 Standard Pot Signal Lamp.....	6 75
Steel Semaphore Lamp, top draught.....	6 00
Steel Semaphore Lamp, fitted for Electric Light...	6 50
High Dressel Burner.....	25
Low Dressel Burner.....	20
Long Burning Fount.....	2 25
Long Burning Fount, fitted with 2-way reflector.....	2 70
No. 1 Long Time Burner for Cylinder Chimney.....	1 25
No. 2 Long Time Burner for Beaded Chimney with Split Spring Gallery Chimney Holder.....	1 50
No. 3 Long Time Burner for Beaded Chimney with Spring Chimney Holder.....	1 75

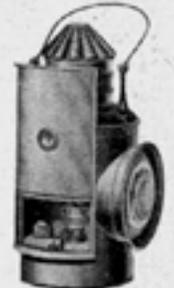
## THE FEDERAL RAILWAY SIGNAL COMPANY



38KZ



38LA



38LB



38LD

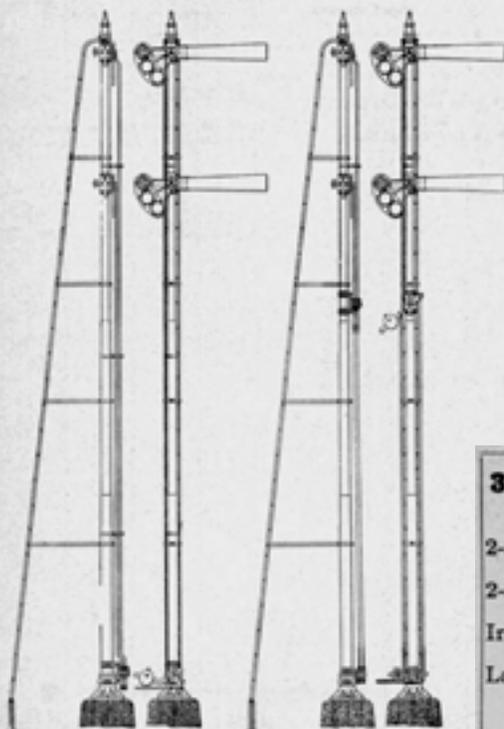


38LE



38LF

Two-Arm Iron Pole Signal



38LG



38LH



38LI



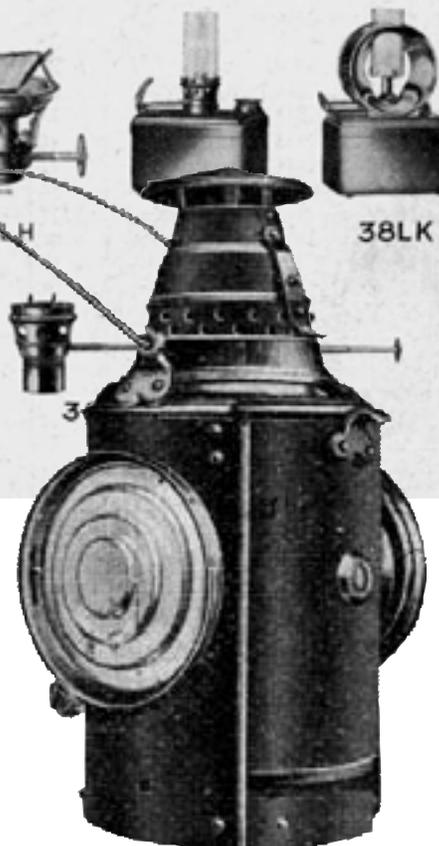
38LK



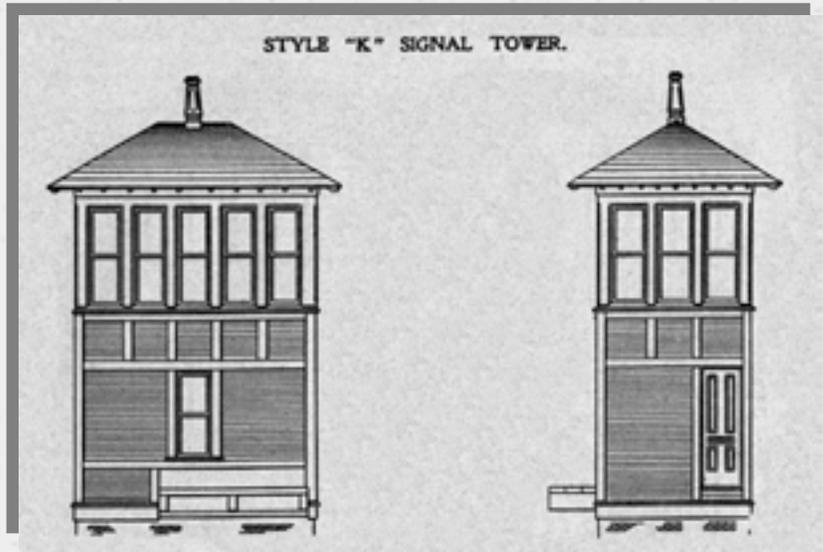
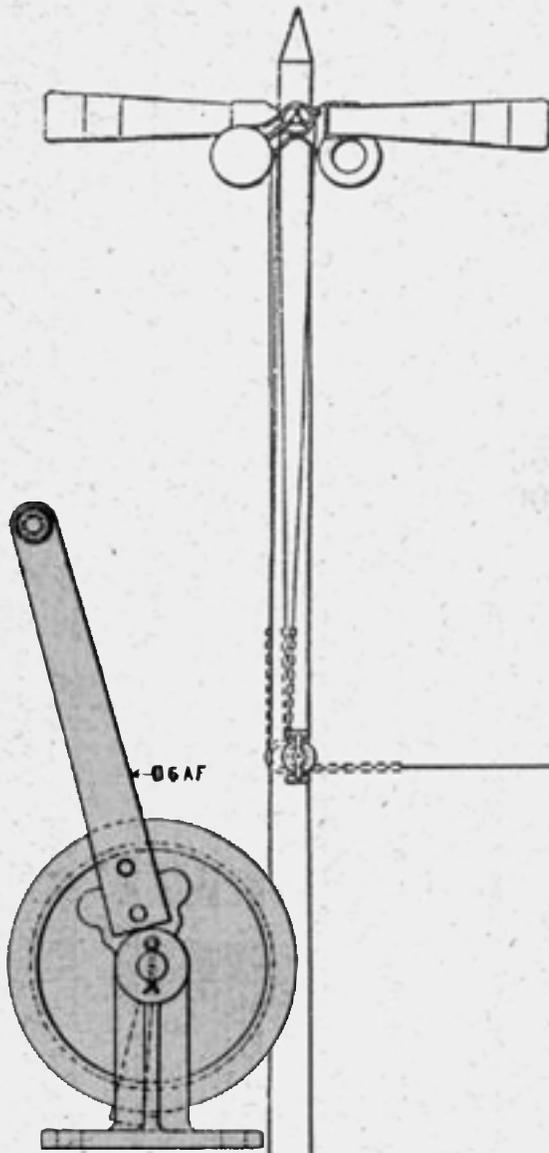
38LL

## 38. SEMAPHORE SIGNALS.

	LIST PRICE
2-arm Wire connected Iron Pole Signal complete.....	126 50
2-arm Pipe connected Iron Pole Signal complete.....	131 00
Iron Pole, Base and Pinnacle for 2-arm Signal.....	56 00
Ladder and Stays complete for 2-arm Iron Pole Signal.....	13 00



# Train Order and Block Signals.



**63. SIGNAL TOWERS.**  
 Style "K" Signal Tower is 10 feet rail to floor, and will accommodate a Standard Interlocking Machine. This Tower is suitable for a Double Track Grade Crossing, also places where the space is limited. 4 to 12 Levers, 9' 4" x 12' 0". 16 Levers 9' 4" x 14' 8 1/2"....  
 (Prices on application.)

TELEGRAPH OFFICE

DOUBLE TRACK GRADE CROSSING

**THE FEDERAL RAILWAY SIGNAL COMPANY**

<b>37. TRAIN ORDER AND BLOCK SIGNALS</b>		LIST PRICE
Two-arm Signal with 27 ft. Wood pole, ladder, lamp, levers and wire connections complete for Signal opposite office.....	65 00	.....
Two-arm Signal with 27 ft. Iron pole, ladder, lamp, levers and wire connections complete for Signal opposite office.....	101 00	.....
Fittings only, no pole.....	51 50	.....



## **Public Liability Insurance - Update**

by Paul Pollason - Chair - Association of Tourist Railways Queensland

Reprinted from the ASSCO April 2004 *Trackside*

As all heritage railway groups around Australia are aware, public liability insurance (PLI) has either become impossible to find or the cost is far beyond the financial constraints of each railway. By now all groups have been affected by the PLI crisis one way, shape or form. Many groups they have had to cease/suspend operations until an affordable and safe insurance policy is sourced.

By the end of 2002, tourist railways from around Australia knew that the cheap PLI premiums that we had all been used to were going to be a thing of the past. Some took cheap premiums from overseas, but some of these are loaded with hidden dangers (such as with Claims Based policies where you pay an excess for each and every claim and not per incident) and uncertainties, while others took out policies that nearly sent them bankrupt. The groups that were able to obtain a sound policy found that the starting price was around \$40,000. This meant that for many railways the only option was to cease operations.

Many small rail groups tried to obtain decent policies but when every door opened, it was quickly slammed shut with either, "We won't insure railways;" "the base premium is \$40,000" or "come back to us when you have a number of groups interested." Many groups also turned to Government bodies to either find an insurer or see if the Government would pay for the insurance. Once again the door was quickly slammed shut.

It became evident that no single railway could fight this beast on their own. It seemed our only option was to form a large group to take out a group insurance policy. The Australian Narrow Gauge Railway Museum Society based in Woodford, Queensland, took the bull by the horns and called a meeting of the heritage and tourist railway groups and museums in Queensland on the 10th May 2003. The Association of Tourist Railways Queensland was then officially formed. At this meeting the services of David Lloyd from SGP Insurance Brokers was retained to seek out a suitable insurance policy for all tourist railways in Queensland including the Australian Society of Section Car Operators, Inc. (ASSCO).

After all the information was gathered from the 17 groups requiring insurance in Queensland some interest was shown by insurers. From here

it became even more evident that even though 17 groups were in this potential insurance scheme, the premium was still not large enough to interest the insurance companies.

The economic climate of the insurance world now dictates that we have to look much wider and form a much larger group. Steps are now underway to bring together all the States in Australia to form a very large insurance group (some 60-70 groups) which may also extend into New Zealand. To achieve this, an Association of Tourist Railways of Australia will need to be formed and be represented by each of the individual State Associations.

SCP contacted all the State bodies and individual railways across Australia and asked them to register their interest in the scheme and at the same time gather all the information that is required to form the submission. The deadline of 30th June 2004 has been set for the insurance companies to come up with a firm offer that the Australian body can vote on and accept.

For this scheme to work for us efficiently we have to display to the insurers/underwriters that we will manage our risks professionally and properly. This means we will have to undertake our own internal process of risk management and ensure all groups are meeting this minimal standard. This will just be an extension of what most railways are already doing as part of their accreditation. This can only be a good thing for our industry.

The other consideration is that many premiums have a sizeable excess. Some are as high as \$50,000. No one organisation could afford this, so one solution is that all groups contribute to a fund and a trust be set up so that any excess can be drawn from this pool. If a claim is made by a group, then it will be its responsibility to repay the trust in a defined time. Over time this pool will accumulate funds so that the excess can be increased thus further reducing the insurance premium. This is only part of the negotiations and we may have an excess which is much smaller.

Recently we have had two other underwriters interested in our proposal. One of those is an Australian underwriter. The premiums are looking much healthier than first quoted and we are retuning to a policy closer to what we were paying

two years ago. Whilst the premium will never match that, it may be cheaper than \$40,000.

Group insurance has a number of advantages and it seems the only long term option for the tourist railways of Australia. Whilst we are not out of the woods yet we are getting closer to a solution. It will rely on all the tourist railways of Australia to come together and form a National Association, agree on a policy, willingly participate in the scheme and then adequately manage our potential risks.

It must be mentioned that our sincerest thanks go to the efforts of David Lloyd and his team to finding our industry a solution. We are fortunate to have David and his rail insurance expertise on our side.

I can only urge everyone to be patient. There is light at the end of the tunnel and the champagne is in the fridge, but we won't be popping the cork just yet, the aim is to have all railways operating in the second half of this year.



*Below, Jim Spicer sends along this image of a speeder shed in Medford OR in the CORP (formerly SP) yards. May 2004.*



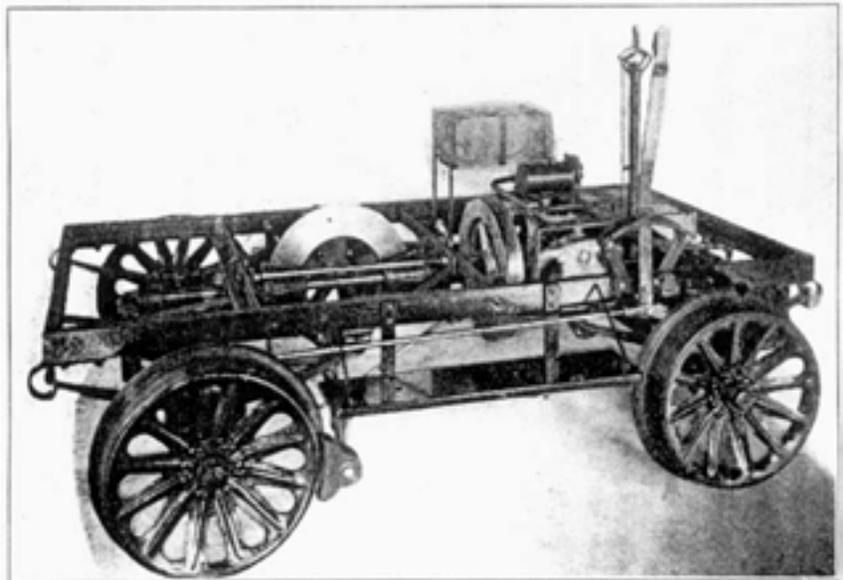
## Letters to the Editor About Our Members

Warren Sheldon sent the front page of the Fairfield-Suisun, California *Daily Republic* with a nice article by Ian Thompson about Mike Mitchell and his motorcars which appeared April 16 this year. I'm afraid the news is out, folks—some of us own more than one motorcar.

Barbara and Pete Kriger of Eureka, California, also sent a piece about a member. The Board of Directors of the Red-

wood Region Logging Conference have named Chris Baldo the 2004 recipient of their Conference Achievement Award. With partner Bruce Burton, Chris owns the Willits redwood Company and is a founding member of the Roots of Motive Power organization. We know him as EC Extraordinaire.

It's always a pleasure to see members recognized for their contributions to both our organization and others.



*Above, "A New Gasoline Motor Car—Frame and Motor." as shown in the August 23, 1907 issue of The Railway Age. Offered by the Stover Motor Car Company, the car boasts a pressed steel channel frame, 2" axles, Hyatt roller bearings, 20-inch pressed steel wheels of 1/4-inch stock, 2-cylinder horizontal opposed motor, a transmission so it can be driven in either direction, and extra heavy chain which has 5/8-inch rollers.*

*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@surfbrst.net](mailto:wcoulson@surfbrst.net).

### For Sale

**Fairmont 1949 M9G** - Car and ROC engine were rebuilt in 1993, all new gaskets in carburetor. Electrical system has been converted to 12 volts with alternator. Car is complete with aluminum flooring, lift handles, belt, brake shoes, wheels, and flashing brake lights. There is a 12-volt halogen headlight installed. Also installed are Fairmont mud flaps and a flat Fairmont side muffler. One seat mounted on the left side, other side is loose. Nice car to convert to NG. Car has been faithfully stored indoors. Asking \$3,000. Also available is an original deep-dish roof for an M9. Asking \$100. Contact Jeff Mast, 43779 Oakbrook, Canton MI. Tel: (734) 459-5181 Monday to Friday 7:00-9:00 pm or weekends or email: [jmascp@wwnet.net](mailto:jmascp@wwnet.net). SO04

**Fairmont Railway Motor Car Master M2** and a predecessor to S2 style. Belt driven, 20" wheels, metal front with 2 windows, metal running boards, 8 HP, Type HP QBA, Group E, Special 1, Mak HP 13, Engine #82573. Car in running order and all in original form as when retired from the High Point, Thomasville & Denton RR Co. Also an original turntable goes with car. One piece of turntable missing. Price is \$2150. for both items. Contact Ray Hinkle, Box 1127, Welcome NC 27374 or Tel. (336) 731-4231 or email: [HINKLEHERE@AOL.COM](mailto:HINKLEHERE@AOL.COM). SO04

**NARROW GAUGE (36") MT-19 CHASSIS & RUNNING GEAR ONLY** - Needs Onan engine, Fairmont transmission, brake shoes, and linkage. Complete with drive sprocket, gas tank, running board extenders, fenders, two seats, and seat belts. Photo available. Asking \$300. Contact R.W. Sackett, Tel: (425) 643-0669. SO04

**Fairbanks-Morse 40-B** Railroad Motor car, 2-cylinder air-cooled engine, friction drive. Car in running

order and all in original form as when retired from the Winston-Salem Southbound Railway. An original turntable goes with car. Price is \$2150 for both items. Ray Hinkle, Box 1127, Welcome NC 27374 or Tel. (336) 731-4231 or email: [HINKLEHERE@AOL.COM](mailto:HINKLEHERE@AOL.COM). SO04

**Fairmont M19 AA** - This car is a rare, original 1963 Chicago, Burlington & Quincy, with the RKB twin cylinder hit & miss engine. Car has the aluminum windshield with roof and appears to have had low usage and no damage. Included is an operations and parts manual plus the build sheet. Call for price. Walter B. Powell, 345 West End Ave.# 9 Manheim PA 17545. Tel: (717) 629-1390. No calls after 8:00 PM, please. SO04

**1993 Chevrolet Hy-Rail** - This vehicle is an ex-BNSF signal maintainers truck equipped with a Fairmont Tamper Harsco guide wheel assembly. These wheels are 9" cast with bonded rubber tires and are manually operated. The truck is a 2500 series, 3/4-ton pickup, with a 350 engine, automatic over-drive transmission and good 8R19.5 tires that are possibly 12-ply and F-rated. Also equipped is a Stal service box that is very well built. Vehicle does have high mileage at 164,000 plus miles, but rides and sounds great. There are a couple of dings on the body Asking \$50,000. Vehicle is located near Abilene TX. I can email pictures and more information upon request. Contact Loren Little Tel: (936) 377-5214 or email [LLITTLE85@ISP.COM](mailto:LLITTLE85@ISP.COM). SO04

**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: [rails\\_nails@yahoo.com](mailto:rails_nails@yahoo.com). JA04

**FAIRMONT MT-14s, 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 its 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. Free delivery to any Arizona border. Also offered an **MT-19 cab** only. Cab is missing one door, but is in fair shape, including the glass. Asking \$150-OBO. Also offered an **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, includes free shipping within mainland USA. Or I will take requests for parts, and let this engine become a "donor." Also available **two RQD engines**. One offered at \$500 and one 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

**VELOCIPEDE** - 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

**FAIRMONT M19 - 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 com-

plete. 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. Contact Robert Casares Tel: (210) 340-7876 or email: [rj-casares@worldnet.att.net](mailto:rj-casares@worldnet.att.net). 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 MT14** - This car is an aluminum closed cab car with sliding windows 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

**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. Contact 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 windows 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. Contact 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

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

**Wanted**

Looking for **16" 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 Nic Doncaster, Box 609 North Adelaide, South Australia 5006. Tel: 61 418 807954 or email at [nlondoncas@chariot.net.au](mailto:nlondoncas@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 for their owners. Contact Mr. Stan Rankin, 1212 Foothill Dr., Champaign, IL 61821. Tel: (217) 352-2705 or email [stanr@uiuc](mailto:stanr@uiuc). JA04

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

# Les King Motor Cars

For a complete listing and photos of all our motorcar parts, see our web site at  
[http://www.hellflight.com/les\\_king.htm](http://www.hellflight.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 [wcoulson@surfbirst.net](mailto:wcoulson@surfbirst.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

##### Allegheny Valley Railroad Saturday, July 17, 2004

ARE is sponsoring a 1-day excursion on the AVRR July 17. Participants will travel approximately 48 round-trip miles between New Kensington and Pittsburgh, PA. There will be a stop at the strip district of Pittsburgh for shopping and lunch. Also we will stop on our way back from Oakmont, PA for ice cream. No hy-rail equipment will be allowed. Trip fee is \$40 per car with a 35-car limit. This is a NARCOA-insured excursion where all NARCOA and ARE rules will be in effect. To register, send remittance to Appalachian Rail Excursions; include your NARCOA membership number and insurance number and car type to: Sally Badger, 1298 Dogwood Ave., Morgantown WV 26505. For trip details contact John Gonder, RR 2 Box 426, Ruffsedale PA 15679. Tel: (724) 696-4544 or email [UP3706@msn.com](mailto:UP3706@msn.com).

##### Southwest Pennsylvania Railroad Saturday, Sunday, September 25 - 26, 2004

ARE is sponsoring a 2-day excursion on the SWP Sept. 25-26. Participants will travel approximately 90 miles between New Stanton and Fairchance, PA over the 2-day period. We will operate over the branch lines of the former B&O, Penn Central and PRR. We have a planned stop at the Youngwood Railroad Museum. This is a NARCOA-insured excursion where all NARCOA and ARE rules will be in effect. No cars larger than an A-4 by the railroads order. Trip fee is \$60 per car with a 35-car limit. For trip details or to register, send remittance to Appalachian Rail Excursions; include your NARCOA membership number and insurance number and car type to: John Gonder, RR 2 Box 426, Ruffsedale PA 15679. Tel: (724) 696-4544 or email [UP3706@msn.com](mailto:UP3706@msn.com).

##### South Branch Valley Railroad Saturday, August 14, 2004

ARE is sponsoring a 1-day run on the SBV August 14. Participants will travel approximately 104 round-trip miles between Petersburg and Greensprings WV. We would like to invite you to attend this annual summer running. Stops include the "The Trough" to see the eagles, and we will enjoy lunch at Romney's Potomac Eagle Wapacomo Station. Trip fee is \$50 per car with a 40-car limit. Large cars must be able to turn on a small gravel crossing. This is a NARCOA-insured excursion where all NARCOA and ARE rules will be in effect. For trip details or to register, send remittance to Appalachian Rail Excursions; include your NARCOA membership number and insurance number and car type to: John Gonder, RR 2 Box 426, Ruffsedale PA 15679. Tel: (724) 696-4544 or email [UP3706@msn.com](mailto:UP3706@msn.com).

##### West Virginia Central Railroad Saturday, Sunday, October 23-24, 2004

ARE is pleased to sponsor a 2-day excursion on the WVC October 23-24. Participants will travel approximately 120 round-trip miles from Elkins to Spruce, WV. Sunday we will travel to Tygart Jct. and return, for an additional 75 round-trip miles. Come and enjoy the fantastic fall color scenery. Trip fee is \$125 per car with

### Excursion Calendar NARCOA

**Caney Fork & Western (DB)**  
May 15-16, 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

**Appalachian Rail Excursions, cont.**

a 50-car limit. No hi-rail equipment will be permitted. This is a NARCOA-insured excursion where all NARCOA and ARE rules will be in effect. For trip details or to register, send remittance to Appalachian Rail Excursions; include your NARCOA membership and insurance numbers and car type to: Paul Rujak, RR3 Box 81, Weirton WV 26062. Tel: (304) 797-9779 or email [rooster26062@earthlink.net](mailto:rooster26062@earthlink.net).

**Central Pennsylvania Excursions****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).

**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: [lmayn@jdweb.com](mailto:lmayn@jdweb.com).

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

CPE is pleased to sponsor a 2-day run over the NSRR July 24-25. 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: [lmayn@jdweb.com](mailto:lmayn@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: [lmayn@jdweb.com](mailto:lmayn@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: [lmayn@jdweb.com](mailto:lmayn@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

**Excursion Calendar  
NARCOA, cont.**

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

**Tacoma Rail (PRO)**  
June 5-6, 2004

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

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

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

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

**Central Pennsylvania Excursions, cont.**

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: [lmayn@jdweb.com](mailto:lmayn@jdweb.com).

**Don Bell, Individual**

**Caney Fork & Western Railroad**  
**Saturday, Sunday, May 15-16, 2004**

Don Bell is sponsoring a 2-day run over the CF&W June 24-25. Participants will travel approximately 110 round-trip miles from McMinnville to Tullahoma TN. Set on will be in Mc Minnville. Trip fee is \$35 with a limit of 15 cars. This is a NARCOA-insured event where all NARCOA and Don Bell's rules will be in effect. For trip details contact Don Bell, 234 Headlyn Dr., Hixson TN 37343. Tel: (423) 842-0330 or email: [bchoochoo@aol.com](mailto:bchoochoo@aol.com) or contact Jim Paty, 115 Oak St., Ashland City TN 37015-1832. Tel: (615) 792-3786 or email: [fpaty@msn.com](mailto:fpaty@msn.com).

**First Iowa Division**

**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 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 MN 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 email: [motorcarl@netzero.net](mailto:motorcarl@netzero.net).

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

FID is pleased to sponsor a 1-day excursion over the IN July 18 at Shellsburg, Iowa. Participants will travel approximately 100-miles round trip between Waterloo and Cedar Rapids, IA. Trip fee is \$60 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 email [motorcarl@netzero.net](mailto:motorcarl@netzero.net).

**Red River Valley & Western Railroad**  
**Saturday, September 4, 2004**

FID is sponsoring a 1-day ride on the RRV & W September 4. Participants will ride from LaMoure, ND to a destination still undetermined and return. Total mileage is estimated at 100 miles. Trip fee is \$40. This is a NARCOA-insured event where all NARCOA and FID rules will apply. For trip details contact Carl Schneider, 1302 6th Ave. SE, Altoona IA 50009-2002. Tel: (515) 967-5181 or email: [motorcarl@netins.net](mailto:motorcarl@netins.net).

**First Iowa Division, cont.**

**Sisseton & Milbank Railroad  
Sunday, September 5, 2004**

FID is sponsoring a 1-day ride on the S&M September 5. Participants will travel approximately 70 round-trip miles from Milbank to Sisseton SD and return. Trip fee is \$40. This is a NARCOA-insured event where all NARCOA and FID rules will apply. For trip details contact Carl Schneider, 1302 6th Ave. SE, Altoona IA 50009-2002. Tel: (515) 967-5181 or email: [motorcarl@netins.net](mailto:motorcarl@netins.net).

**Appanoose County Railroad  
Sunday, September 19, 2004**

FID is sponsoring a 1-day ride on the ACRR September 19. Participants will travel approximately 70 round-trip miles from Centerville to Albia IA and return. Trip fee is \$40. This is a NARCOA-insured event where all NARCOA and FID rules will apply. For trip details contact Carl Schneider, 1302 6th Ave. SE, Altoona IA 50009-2002. Tel: (515) 967-5181 or email: [motorcarl@netins.net](mailto:motorcarl@netins.net).

**Ft. Leonard Wood Army Base  
Saturday, October 23, 2004**

FID is sponsoring a 1-day ride at Ft. Leonard Army Base Oct. 23. Participants will travel approximately 80 round-trip miles representing two trips from Ft. Leonard Wood MO to Bundy Jct. and return. Trip fee is \$40. This is a NARCOA-insured event where all NARCOA and FID rules will apply. For trip details contact Carl Schneider, 1302 6th Ave. SE, Altoona IA 50009-2002. Tel: (515) 967-5181 or email: [motorcarl@netins.net](mailto:motorcarl@netins.net).

**Boone & Scenic Valley Railroad  
Saturday, November 6, 2004**

FID is sponsoring a 1-day ride on the B&SV Nov. 6. Participants will travel approximately 96 round-trip miles representing 4 trips from Boone to Wolf IA and return. Trip fee is \$20 plus a current membership in the Iowa Railroad Historical Society (\$25). This is a NARCOA-insured event where all NARCOA and FID rules will apply. For trip details contact Carl Schneider, 1302 6th Ave. SE, Altoona IA 50009-2002. Tel: (515) 967-5181 or email: [motorcarl@netins.net](mailto:motorcarl@netins.net).

**Great Lakes Railcars**

**Illinois Railnet  
Saturday, Sunday, September 18-19, 2004**

GLRC is sponsoring a 2-day run over Illinois Railnet September 18-19. Participants will travel approximately 115 round-trip miles between Ottawa and Oswego IL on Saturday and on Sunday between Rockford and Flagg Center IL. We will be operating along the Fox River and over the Rockford Line. Trip fee is 140 or \$85 for Saturday's run, and \$65 for Sunday's run. There is a 30-car limit. This is a NARCOA-insured excursion where all NARCOA and GLRC rules will be in effect. For trip details contact Fred Lonnes, P.O. Box 92, Western Springs IL 60558-0092. No phone calls please, but you may email [FredLonnes@Flash.Net](mailto:FredLonnes@Flash.Net).

**Coopersville and Marne Railway  
Saturday, July 10, 2004**

GLRC is pleased to sponsor a 1-day run over the C&M on July 10. Participants will travel approximately 42 miles during 3 round-trips between Coopersville and Marne MI. Trip fee is \$25 per car and will include all railroad costs. No car limit. This is a NARCOA-insured excursion where all NARCOA and GLR rules will apply. 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).

**Coopersville and Marne Railway  
Saturday, October 9, 2004**

GLR is sponsoring a 1-day run over the C&M October 9. Participants will travel approximately 42 miles in 3 round trips between Coopersville and Marne MI. Trip fee is \$25 per car and will include all railroad costs. No car limit. This is a

**Excursion Calendar  
NARCOA , cont.**

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

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

**Coopersville & Marne (GLRC)**  
July 10, 2004

**Allegheny Valley (ARE)**  
July 17, 2004

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

**Excursion Calendar  
NARCOA , cont.**

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

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

**Whitewater Valley (OVR)  
& Indiana Transportation Museum**  
June 26, 27, 2004

**BC Rail (SWRC)**  
July 26-August 7, 2004

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

**Great Lakes Railcars, cont.**

NARCOA-insured excursion where all NARCOA and GLR rules will apply. 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 cont.**

**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 railroads 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. 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).

**California Western Railroad**  
**Saturday, Sunday, August 14-15, 2004**

MOW is sponsoring a 2-day excursion over the CW August 14-15. Participants will travel approximately 120 round-trip miles from Willets to Capella to Fort Bragg, CA. Plans are to set on in Willits, travel north over the steep Ridgewood grade to Capella, turn and return to Willits, then turn west clamber over the summit, through the switchbacks, and down the Noyo River Canyon and overnight in Fort Bragg, returning to Willits on Sunday. Belt cars are welcomed. No minors will be permitted. Make your lodging requirements early. Trip fee is 225 with a 30-car maximum. This is a NARCOA-insured excursion where all NARCOA and MOW rules will be in effect. For trip detail contact Ted Hoheisel, P.O. Box, 45195 Seattle WA 98145 or email: [M9speederguy@msn.com](mailto:M9speederguy@msn.com).

**Nehalem Bay Railway Speeders**

**Port of Tillamook Bay Railroad**  
**Friday-Sunday, August 6- 8, 2004**

NBRS is again pleased to sponsor a 3-day run over the P of TB August 6-8. Participants will travel approximately 160 round-trip miles between Banks and Tillamook OR. On Friday night we will have "dessert on the beach." Saturday we will have a trip to the Tillamook Cheese Factory. Deadline for registration and payment is Thursday, July 15, 2004. Trip fee of \$200 per car includes all railroad costs. There is a minimum of 20 and maximum 30 cars. This is a NARCOA-insured excursion where all NARCOA and NBRS rules will be in effect. For trip details contact Wally Burton, 43400 Carol Dr., Nehalem OR 97131-9513. Tel: (503) 368 6496 or email: [wallyburton@hotmail.com](mailto:wallyburton@hotmail.com) or [bud58@nehalem.tel.net](mailto:bud58@nehalem.tel.net).

## Northern Central Railcar Association

### Athabasca Northern Railway Monday, June 21 through Thursday, June 24, 2004

NCR is pleased to announce a 4-day trip over the AN June 2-4 in beautiful north-eastern 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 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).

### Southern Rails Co-op, Ltd. Thursday, July 1, 2004

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 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).

## Excursion Calendar NARCOA, cont.

**Port of Tillamook Bay (NBR)**  
August 6- 8, 2004

**Great Miami & Scioto (OVR)**  
August 7, 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

**Excursion Calendar  
NARCOA , cont.**

**South Branch Valley (ARE)**  
August 14, 2004

**California Western (MOW)**  
August 14-15, 2004

**Silverton Narrow Gauge (PS)**  
August 20-22, 2004

**Cumbres & Toltec Scenic  
Narrow Gauge (PS)**  
August 24-25, 2004

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

**North Central Railcars cont.**

**Central Manitoba Railway 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 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 Ct., 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 1-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 MN. We will be utilizing all 3 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 MN 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 OTV 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 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).

## **North Central Railcars cont.**

### **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).

## **Ohio Valley Railcars**

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

OVR will host a 1-day excursion over the Ohio Central at Sugarcreek OH May 30-31. 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. Hy-rail 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).

### **Whitewater Valley Railroad & Indiana Transportation Museum Saturday, Sunday, June 26, 27, 2004**

OVR is hosting a 2-day excursion on the WV June 26-27. Participants will travel approximately 80 round-trip miles between Connersville and Metamora IN. On June 27, there will be a predawn set on at Noblesville IN, and we will travel as far south as we can towards Indianapolis. Trip fee is \$55 per car and museum fee is \$45 per car. There is a car limit of 50. This is a NARCOA-insured excursion where all NARCOA and OVR rules will be in effect. For trip details contact Bill Wemhoff, 4350 East 550 North, Decatur IN 46733. Tel: (260) 724-8787 or email: [surveyor@decaturnet.com](mailto:surveyor@decaturnet.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 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.

### **Great Miami & Scioto Railway Saturday, August 7, 2004**

OVR is hosting a 1-day excursion on the GM&S August 7. All participants will travel approximately 100 round-trip miles between Jackson OH and 3 or 4 radial points. The Great Miami & Scioto Railway is comprised of the former B&O, C&O and DT&I lines. Trip fee is \$50 with a car limit of 50 cars. This is a NARCOA-insured event where all NARCOA and OVR rules will be in effect. For trip detail contact Phil Dawson, 8532 Franklin-Madison Rd., Franklin OH 45005. Tel: (513) 423-3098 or 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).

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

**Red River Valley  
& Western RR (FID)**  
September 4, 2004

**Sisseton & Milbank RR (FID)**  
September 5, 2004

**Wheeling & Lake Erie (OVR)**  
September 5, 2004

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

**Illinois Railnet (GLRC)**  
September 18-19, 2004

**Excursion Calendar  
NARCOA , cont.**

**Appanoose County RR (FID)**  
September 19, 2004

**Central Oregon & Pacific (SWRC)**  
September 24-26, 2004

**Southwest Pennsylvania (ARE)**  
September 25-26, 2004

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

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

**Ohio Valley Railcars cont.**

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

OVR will host a 2-day excursion on the IN August 21-22. Participants will travel approximately 200 round-trip miles between Ashley IN and Litchfield MI and then between Ashley 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).

**Wheeling and Lake Erie Railway**  
**Sunday, September 5, 2004**

OVR is hosting a 1-day excursion on the W&LE September 5. Participants will travel approximately 135 round-trip miles between Orrville and Monroeville OH. Available food will be limited. No trailer cars permitted. No attendees under 14 years. Long pants and over-the-ankle work boots required at all times while on railroad property. This includes exiting your tow vehicle to unload your motorcar. Safety glasses or side shields for eye glass wearers required. Hy-rail operators must contact coordinator prior to registration. The registration deadline is August 20, 2004. Trip fee is \$85 with a 40-car limit. This is a NARCOA-insured excursion where all NARCOA and OVR rules will be in effect. For trip detail contact Jeff Levensgood, 2189 Oak Tree Dr., Dover OH 44622. Tel: (330) 343-3407

**Pacific Rail Car**

**Tacoma Rail**  
**Saturday-Sunday, June 5-6, 2004**

PRO is sponsoring a 2-day motorcar excursion on Tacoma Rail, June 5-6. Participants will travel approximately 215 round-trip miles between Chehalis and Morton, WA. This is the former Milwaukee Road main and branch lines. Set-on will be Saturday in the Chehalis steam train yard in West Chehalis. This is a good location with adequate room and good security. On Sunday we will return to Chehalis with an afternoon set-off. Trip fee is \$215 with a minimum of 25 cars and a 30-car maximum. This is a NARCOA-insured event where all NARCOA and PRO rules will be in effect. Pro membership is required. For specific trip details and enrollment instructions contact B.J. King, 28005 203rd Ave. S.E., Kent WA 98042. Tel: (253) 638-7298 or email: [zoocars@yahoo.com](mailto:zoocars@yahoo.com).

**Kootenay Valley Railway**  
**Saturday to Monday, July 24-26, 2004**

PRO is pleased again to sponsor a 3-day run over the KV 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).

**Patrick Smith, Individual**

**Silverton Narrow Gauge Railroad**  
**Sunday, August 20-22, 2004**

Patrick Smith is sponsoring a 3-day motorcar excursion on the D&S August 20-22. Participants will travel approximately 56 round-trip miles per day, between Silverton and Rockwood CO. Set-on will be in Silverton August 19. Car fee is 350 with a 20-car limit. No pets. Registration after April 1, 2004. This is a NARCOA-insured event, and all NARCOA rules will apply. For trip details contact Patrick Smith, 20799 Sumpter Stage Hwy., Baker City OR 97814-7753. Tel: (541) 524-9428 or email [smitty@oregontrail.net](mailto:smitty@oregontrail.net).

**Patrick Smith, Individual, cont.****Cumbres & Toltec Scenic Narrow Gauge Railroad  
Tuesday, Wednesday, August 24-25, 2004**

Patrick Smith is sponsoring a 2-day run on the C&T August 24-25. Participants will travel approximately 128 round-trip miles from Chama NM to Antonito CO. Set-on will be August 23 at Chama. Trip fee is \$300 with a 20-car limit. No pets. Registration after April 1, 2004. This is a NARCOA-insured event, and all NARCOA rules will be in effect. For trip details contact Patrick Smith, 20799 Sumpter Stage Hwy., Baker City OR 97814-7753. Tel: (541) 524-9428 or email [smitty@oregontrail.net](mailto:smitty@oregontrail.net).

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

SWRC is hosting a 1-day Memorial Day weekend run on the LCMay 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.

**British Columbia Rail  
Monday July 26 - Friday August 7, 2004**

SWRC is pleased to sponsor a 13-day run over BC Rail July 26-August 7. Participants will travel approximately 1,529 round-trip miles between Squamish and Mineret BC, Canada. We will set on in Squamish. Trip donation is \$2,895 includes railroad costs, fuel, some meals, and hotel lodging. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details contact Southwest Railcar Limited, P.O. Box 664, Alamo CA 94507 or trip coordinator Tom Phair, (530-713-9582) or email: [tomphair@comcast.net](mailto:tomphair@comcast.net).

**Central Oregon and Pacific  
Friday September 24 - 26, 2004**

SWRC is pleased to sponsor a 3-day run over CORP September 24-26. Participants will travel approximately 161.4 round-trip miles between Weed, CA and Ashland, OR. We will set on in Weed. Trip donation is \$330 includes railroad costs. Fuel, meals and lodging are not included. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details contact Southwest Railcar Limited, P.O. Box 664, Alamo CA 94507 or trip coordinator Tom Phair (530) 713-9582 or email: [tomphair@comcast.net](mailto:tomphair@comcast.net).

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

SWRC is hosting a 3-day excursion on the CORP October 1-3. There will be 1 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, P.O. 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 MCR 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, P.O. Box 664, Alamo CA 94507. Tel: (530) 713-9582 or email: [tomphair@comcast.com](mailto:tomphair@comcast.com).

**Excursion Calendar  
NARCOA, cont.**

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

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

**Coopersville & Marne (GLRC)**  
October 9, 2004

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

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

**Excursion Calendar  
NARCOA , cont.**

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

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

**Ft. Leonard Wood (FID)**  
October 23, 2004

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

**West Virginia Central (ARE)**  
October 23-24, 2004

**Southwest Rail Car cont.**

**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 Ct., Walnut Creek CA 94597. Tel: (925) 979-1030 or email: [patcoleman@astound.net](mailto:patcoleman@astound.net).

**Wilderness Tours LLC cont.**

**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 Fairbanks AK. Trip fee of \$4,925 per car includes railroad fee, transportation, security, 11 nights of lodging, gas for motorcars and 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 and the CBC 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 1 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 website 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 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, October 5, 2004**

Wilderness Tours will sponsor a 1-day run over the S&H in New Brunswick October 5. Participants will travel 21 round-trip miles between Hillsborough NB and the end of the track. This line once hauled gypsum from the local mines and later logs for the area sawmills. It is now a museum railroad offering daily passenger excursions during the summer. The railroad will offer a breakfast aboard their antique dining car before we begin our ride along Shepody Bay. We will also have an opportunity to visit the railroad's museum and view their 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).

**Wilderness Tours LLC**

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

Wilderness Tours will sponsor a 3-day excursion over the CB&CNS 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).

**Excursion Calendar  
NARCOA, cont.**

**Boone & Scenic Valley (FID)**  
November 6, 2004

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

**Fairmont Engine Cover Plates**

Dick Ray reminds all that he still has reproduction metal plates for engine covers available, all profits going to NARCOA. Data/directions plates are prototypic for 1930s to late 1960s cars and are \$4 each. Dick also has smaller, member plates for \$2.

(See full-size images in March/April 2003 issue.)



Make checks payable to NARCOA and include a self addressed envelope (one stamp per plate, three-plate limit per envelope). Send to:

Richard C. Ray  
5 Hemlock Place  
Randolf NJ 07869

## **SUES NORTHERN PACIFIC FOR \$20,000 DAMAGES**

**Arcade Prezeau Claims  
He Was Injured.**

The sum of \$20,000 for personal injuries is sought by Arcade Prezeau, in a suit filed yesterday in the district court here against the Northern Pacific Railway company.

Prezeau was employed on the section by the Northern Pacific railroad. In the filing of the suit Prezeau alleges that on the day of December 16, 1919, he was employed on some work between Iron Mountain and Spring Gulch. He further states that while going from one part of the work to another on that day on a gasoline speeder, the car jumped the track at a point one-quarter of a mile west of Spring Gulch. The plaintiff alleges that the accident was caused by a broom, which Frank Walter, the foreman of the crew, had tied on the front of the motor, dropping down on the rail in front of the wheels. When the car left the track the plaintiff claims that he was thrown off, then hit by the car and dragged for several feet. He states in the suit that his legs were badly lacerated and bruised, internal organs injured, his right hand and arm paralyzed and that since that time he has suffered continuously and that he will never be able to work again.

The plaintiff further alleges that he was 50 years of age at the time of the accident and earning \$1,500 a year. He asks for \$20,000 as settlement from the railroad.

*Missoulian*

October 23, 1920

## **ROADMASTER MAKES HARD TRIP**

**MURRY REDUCES HIS WEIGHT  
BY GOING TO M'QUARRIE  
WITH MOTHER CAR**

Thursday was a beautiful day. The sun was shining and everything looked bright. Roadmaster John Murray of the Northern Pacific felt the influence of the weather and remembered that he should go to McQuarrie. Consequently, he hauled the gasoline motor out from the shed and prepared himself for a nice trip to McQuarrie's and return.

'Twas not to be so, however. Having placed the car on the rails, Mr. Murray applied his poundage and moved up the track. Mr. Murray pushed and pushed, but there was no answering chug. Curses and malediction! The spring ride was not to be without its drawbacks. He examined the engine carefully and pushed some more. By the time he had discovered that there was nothing he could do to make the engine run, he was nearly to McQuarrie. It is reported the Mr. Murray was hot. Both mentally and physically. He pushed a while and then he rested. Then he pushed some more. He finally go back to Missoula minus several pounds of avoirdupois. He had forgotten to open the needle valve and there was no gasoline entering the carburetor. With that exception the machine was in good running order, but the trip was spoiled.

*Missoulian*

March 23, 1912

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

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

Mr. [Marius R.] Campbell will leave in his 10-foot passenger train at 9 o'clock this morning to continue his trip west. The car is operated on regular train orders, having a pilot, one of the regular men, over each division.

### **The Motorman.**

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

*Missoulian*

June 256, 1914

# North American Railcar Operators Association (NARCOA)

## OFFICERS

**President** Pat Coleman  
**Vice President** Ken Annett

**Secretary** Joel Williams  
**Treasurer** Tom Norman

**Area 1 Director**  
(ME, NH, VT, NY, MA, CT, RI)  
Warren Riccitelli  
39 Jacksonia Drive  
North Providence RI 02911  
Tel: (401) 231-5640  
[wriccitelli@ids.net](mailto:wriccitelli@ids.net)

**Area 2 Director**  
(NJ, PA, DE, MD)  
Joel Williams  
67 Julia Drive  
Lock Haven PA 17745  
Tel: (570) 893-1610  
[joel.williams@earthlink.net](mailto:joel.williams@earthlink.net)

**Area 3 Director**  
(IN, OH, Lower MI)  
Stan Conyer  
9333 West State Road, 46  
Columbus IN 47201  
Tel: (812) 342-0565  
[stanconyer@hotmail.com](mailto:stanconyer@hotmail.com)

**Area 4 Director**  
(WV, VA, KY NC, SC, TN)  
Tom Falicon  
1227 Sawmill Creek Road  
Bryson City NC 28713  
Tel: (828) 488-8063  
[raildawg@gte.net](mailto:raildawg@gte.net)

**Area 5 Director**  
(MS, AL, GA, FL)  
Bobby Moreman  
3520 Cold Springs Lane  
Chamblee GA 30341  
Tel: (770) 457-6212  
[moreman@mindspring.com](mailto:moreman@mindspring.com)

**Area 6 Director**  
(MN, WI, IL, Upper MI)  
Pat Rock  
6745 County Road A  
Amherst WI 54406  
Tel: (715) 824-6285  
[patrock@ieee.org](mailto:patrock@ieee.org)

**Area 7 Director**  
(ND, SD, NE, IA)  
Carl Schneider  
1302 - 6th Avenue S.E.  
Altoona IA 50009  
Tel: (515) 967-5181  
[motorcarl@netins.net](mailto:motorcarl@netins.net)

**Area 8 Director**  
(Canada, Mexico, Australia)  
Ken Annett  
3483 Church Street  
Windsor ONT N9E-1V6  
Tel: (519) 969-8695  
[kannett@mnsi.net](mailto:kannett@mnsi.net)

**Area 9 Director**  
(CO, KS, MO, AR, LA, TX, OK)  
Jim McKeel  
9742 Yosemite Ct.  
Wichita KS 67215  
Tel: (316) 721-4378  
[jdmckeel@prodigy.net](mailto:jdmckeel@prodigy.net)

**Area 10 Director**  
(WA, OR, ID, MT, AK, WY)  
Tom Norman  
1047 Terrace View Drive  
Alberton MT 59820  
Tel: (406) 722-3012  
[alb4961@blackfoot.net](mailto:alb4961@blackfoot.net)

**Area 11 Director**  
(CA, NV, UT, AZ, NM, HI)  
Pat Coleman  
1989 Robin Ridge Court  
Walnut Creek CA 94597  
Tel: (925) 979-1030  
[patcoleman@astound.net](mailto:patcoleman@astound.net)

**Director at Large** (non-voting)  
Mark Springer  
143 North Arcadia  
Wichita KS 67212  
Tel: (316) 721-4804  
[lospinos@cox.net](mailto:lospinos@cox.net)

**Director at Large** (non-voting)  
Dave Verzi  
10059 Aldridge Drive  
Columbia Station OH 44028  
Tel: (440) 236-3374  
[WM340@aol.com](mailto:WM340@aol.com)

**Recording Secretary**  
Lee Wilhite  
8505 East County Road 300  
Plainfield IN 46168  
Tel: (317) 838-7240  
[LBW1@indy.net](mailto:LBW1@indy.net)

*The SETOFF*  
Wayne Parsons  
13380 Golden Valley Lane  
Grenada Hills CA 91344-1118  
Tel: (818) 368-5942

**Nominations, Elections**  
Carl Anderson  
1330 Rosedale Ln.  
Hoffman Estates IL 60195  
[CarlAnderson@sd54.k12.il.us](mailto:CarlAnderson@sd54.k12.il.us)

**Safety**  
Bob Knight  
1212 Vale Street  
Sandwich IL 60548  
Tel: (815) 786-3096  
[lmk1212@indianvalley.com](mailto:lmk1212@indianvalley.com)

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

**Rule Book Certification Test**  
Al McCracken  
2916 Taper Avenue  
Santa Clara CA 95051  
[ALNETHIE@aol.com](mailto:ALNETHIE@aol.com)

**NARCOA Web Master**  
Bill Stringfellow  
204 Lake Court  
Woodstock, GA 30188  
(770) 751-1257  
[webmaster@narcoa.org](mailto:webmaster@narcoa.org)

**NARCOA Forum & Communications**  
Rich Stivers  
1548 Fuchsia Dr.  
San Jose CA 95125-4833  
[rich@stivers-bros.com](mailto:rich@stivers-bros.com)

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

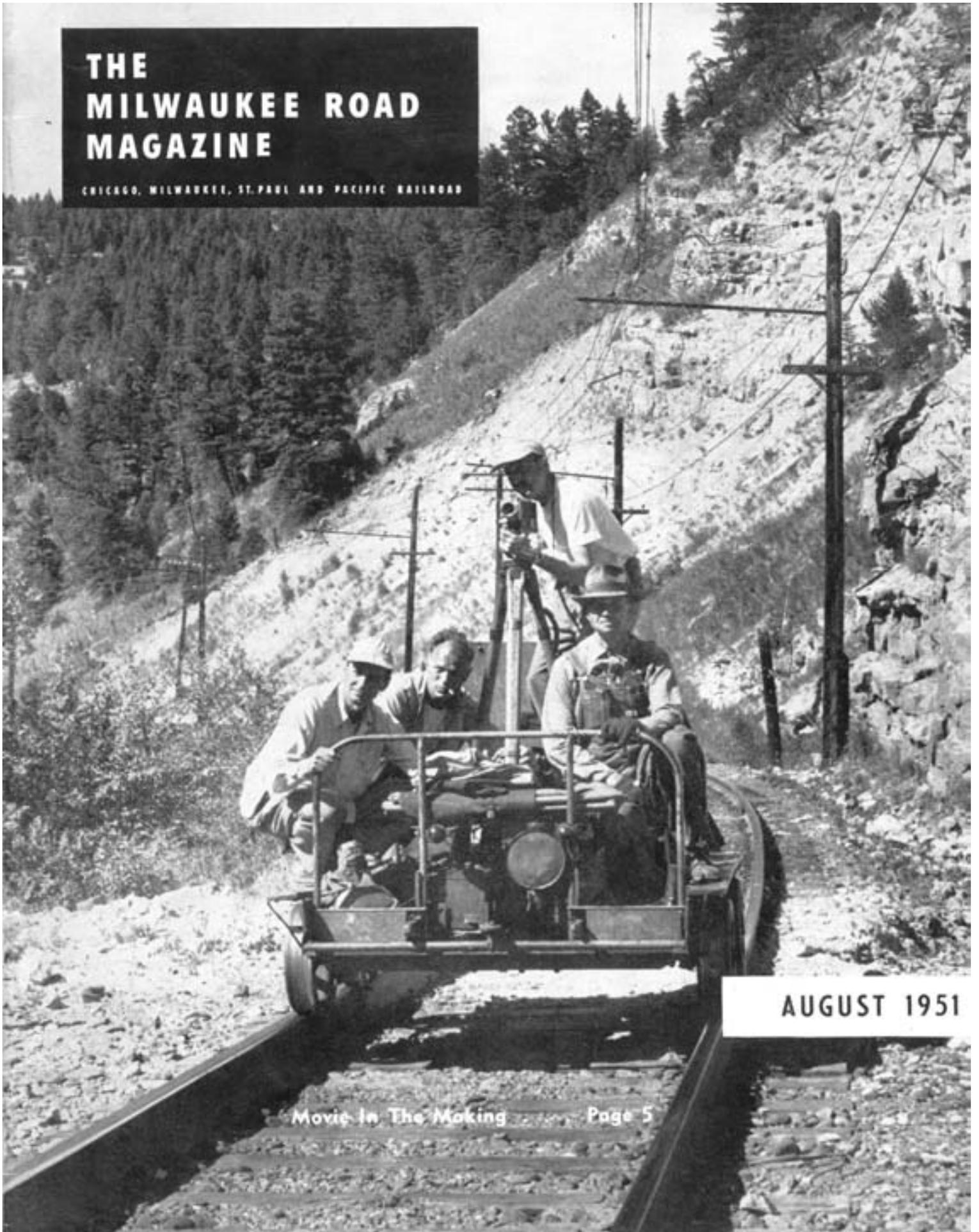
**Rules**  
Jim McKeel  
9742 Yosemite Ct.  
Wichita KS 67215  
Tel: (316) 721-4378  
[jdmckeel@prodigy.net](mailto:jdmckeel@prodigy.net)

**Committee Chairs:**  
**Affiliates** Dave Verzi  
**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**

# THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



AUGUST 1951

Movie In The Making Page 5