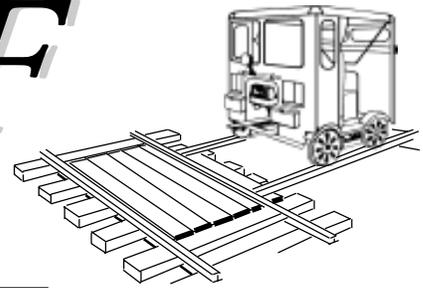


The **SETOFF**



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

November/December 2004 Volume 18 - No. 5



SWRC Tour Group Picture at Dorreen, BC, Canada

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Please submit materials

for the January/February
issue of

The **SETOFF**

by December 15
as follows:

Classified Ads

Excursion Announcements

Bill Coulson
964 Williams Lake Road
Colville, WA 99114
wcoulson@surfbest.net

Letters to the Editor

All other materials

Photos

Charlene Morvay
17825 Route 8
Union City, PA 16438
setoff@velocity.net



Cover Photo

Taken on the Canadian
National Run by
Pat Coleman
(see article, page 7)

President's Message

Welcome to another issue of our great publication, *The SETOFF*. The Board and I hope you are enjoying the publication now edited by Charlene (Charlie) Morvay in Pennsylvania. Her knowledge of the hobby and the software used to publish our publication is most professional and helpful. Thank you, Charlie.

I wish to remind you that our new format of a two-day Board meeting occurs December 3 and 4 in Chicago, IL, at the Radisson Hotel near O'Hare Airport. Members are welcome to attend and participate in the session discussions. If it's convenient for you to join us, please do so. If you cannot attend and have an issue you would like discussed, please contact your Area Director. They are listed with their contact information in this publication.

A roster appears to be possible in the near future. I am working with Joel Williams and Don Pomplun to make this happen. Kudos go to Warren Riccitelli and Tom Falicon for their continual support in getting this accomplished.

Today I had a moment of brain fade and misaddressed an email meant for the NARCOA Board Members to the NARCOA Forum instead. This piqued the interest of several of you as to what incident I was referring to in the email. I wish to thank those of you that asked for more information on the incident for respecting the privacy of those involved, and accepting that, as a matter of policy, we do not make these reports public. We have and continue to try to use incident information in an informative manner while not airing dirty laundry. There is no question that we can use this information to better educate ourselves, but improperly presented, it can (and has been) used against us to prevent us from running a railroad. If you wish to better understand the Judicial Committee workings in incidents, take a look at the excellent article by Mark Springer in the January/February issue of *The SETOFF*.

I noted with interest the email discussion on the Speeder list about run attendance, and I thought a little known fact should be made available regarding costs. Railroads, like others involved in use of steel, are being hit with steel cost increases in the double digit range. I sell commercial greenhouse buildings, and our steel costs have gone up 45% in the past six months, and still rising. Fuel in California is now in the \$2.50 per gallon range. Hotels are up 40-50% in rates. These are my observations during my personal and business travels. Excursion Coordinators are working with railroads and other vendors to provide you the best possible run at a fair price. It is unfair, in my opinion, to blame anything but inflation and rising costs in all sectors of our economy.

I welcome your comments and input - feel free to contact me by email at patcoleman@astound.net or by mail at 1989 Robin Ridge Court, Walnut Creek, CA 94597. Or you may call me at 925-979-1030.

Respectfully submitted,

C. Patrick (Pat) Coleman
NARCOA President



Annual Board Meeting

NARCOA members are welcome to attend the upcoming Annual NARCOA Board Meeting held at the Radisson Hotel O'Hare on December 3rd and 4th, 2004, starting at 8:00 a.m.

The hotel is located near O'Hare Airport at

6810 North Mannheim Road
Rosemont, IL 60018.

Phone: (847) 297-1234.

For reservations or more information, contact Hank Brown at (608) 839-4939.

NOTE: If you are unable to attend, you can send your ideas or comments to any of the board members so they can pass them on at the meeting.

We wish to extend our condolences to the family of the Rev. William Hurtig. The following obituary was sent by his son.

Obituary William "Bill" Hurtig

DELPHOS - The Rev. William (Bill) Hurtig, 74, Delphos, died Sunday, Oct. 10, 2004, at his residence. He was born Aug. 10, 1930, in Delphos, to Alfred F. and Lillian Durst Hurtig. The Rev. Hurtig was a retired United Methodist and Presbyterian minister. He was preceded in death by a brother, Armon Hurtig. He married Doris Jean Kind on Dec. 23, 1951, in Herington. She survives. Other survivors include two sons, Frank S. Hurtig, Eagle, Idaho, and James E. Hurtig, Manhattan; a daughter, Janet L. Rinehart, Topeka; a sister, Dolores Gowdy, of Manhattan; and eight grandchildren. A memorial service will be at 2 p.m. Thursday at Delphos United Methodist Church. Private family inurnment will be at a later date in Delphos Cemetery. Visitation will be from 9 a.m. to 8 p.m. today at Shields Funeral Home in Minneapolis. The family will greet friends from 7 to 8 p.m. Visitation will also be from 9 a.m. to noon Thursday at the funeral home. Cremation will follow the visitation. In lieu of flowers, the family suggests memorial contributions to Delphos United Methodist Church, Delphos Presbyterian Church or the Delphos Museum.

(Published in the Topeka Capital-Journal on 10/13/2004.)

Submitting Materials for Publication

- 1 Materials received by the 15th 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 be substituted when the letter is published. All such letters will be printed as discussed in the NARCOA policy book.

The SETOFF

Volume 18 Number 5

Editor	Charlene Morvay 17825 Route 8 Union City, PA 16438 setoff@velocity.net
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>

Letters To The Editor



Do you have a comment, suggestion, or complaint? Here's the place to air it.

Send your input to:

setoff@velocity.net

Please put LETTERS in the subject line.

NOTE: Any views expressed or implied in this column are not those of the editor.

REMINDER: When submitting photos and articles electronically, please reduce the size (from megabytes to kilobytes). My old country phone lines will not handle big files.

ALTERNATIVE: Burn a CD and snail-mail it to:

Charlene Morvay
17825 Route 8
Union City, PA 16438



I hope no one but me read Rail Dawg's statement in the Area 4 report. "At excursions that I host, it is required that each car come to a complete stop at each crossing, no matter what size it is."

Oh boy!! Now, please don't look at the NARCOA website trip listings for the next few months. His list of "stops" will blow your mind! Has he lost it?

Let's now watch as other Board Members try to be bigger "wheelers and dealers" and will have us stopping at small gofer holes, calf crossings, and wee rabbit trails, and no telling what else. This list of "stops" will grow and grow.

It has taken eight to ten years to get the seat belt usage off the NARCOA Board table. Now we have "Safety" chains on "A" cars. Forget 'em - when my "A" car leaves the rails - I'll leave the car - like you with the wind. No way an "A" car will roll over on me. Think about it! Oh yes - who required it? Yep - the railroad. Bull!!

As Pat Coleman says, "no new rules"! Good. Just let the excursion coordinators THINK. Watch out; soon you'll be pushing that motor car down the track. Take the light bulbs away from the excursion coordinators and some of the so-called new rules will go away!

STOP-STOP-STOP - what are you looking for? More rear-enders and mangled bodies along the right-a-way?

In these times, I don't care to be on the individual committee. Let's hope the Board comes to its senses soon (on the hobby), as we senior NARCOA citizens see it is gone forever. It is time to "clean the Board."

Tom Johnson, AHC
115 Ridgecrest Road
Asheboro, NC 27203-5835
1-336-629-2404
rrtom@triad.rr.com
NARCOA Director, District #4, 1994 and 1995

P.S.: No outcries, gentlemen. You have made your bed, now lie in it! Enjoy!

The following is a rebuttal to the above letter from Tom (Rail Dawg) Falicon:

Tom,

As I've said in the past, as an excursion coordinator, I feel it is my responsibility to ensure that my run attendees have a fun, safe trip. After making note of the numerous blind crossings on my runs, and also how the local population enjoys speeding across those crossings, I determined that in order to prevent an incident, it would be in our best interest to slow down and stop at the crossings.

I know back when you used to run 'em, obtaining insurance coverage wasn't as difficult as it is today. But it's a new day, and in order for our organization to be able to purchase insurance each year, we must make safety our biggest concern when it comes to running on the rails. It's your way of thinking that will get someone hurt or jeopardize one of the fine relationships that we enjoy with our hosting railroads.

Tom Falicon
NARCOA Area 4 Rep

Area News

by Tom Falicon



Area Four

Happy Holidays Area Four Members!

I'd love to build a motorcar test track. Sort of a motorcar proving ground. The facility would be totally fenced in to keep animals, pedestrians, and vehicles away from the rails. The track would have all new ties and ballast with continuous welded rail, and no turnouts or crossings to worry about. There would be long level straight-a-ways for "high speed attempts" and long sweeping elevated curves so the motorcar being tested would feel like a race car rounding a banked curve. Only one vehicle at a time would be allowed on the track, and the vehicle would be overseen by a control tower.

Unfortunately, we don't operate our motorcars on safe, private proving grounds. We run them in a very complex and busy railroading atmosphere. How do we compensate for all this complexity and busyness on the rails? We do it by operating our cars at safety conscious speeds, and by being aware of what is happening at all times! I bet if most of you think back on a time that caused your butt to pucker up on your motorcar's seat, you could attribute it to excessive speed, or by not being alert. The point of this story is to remind you that we operate in a very dangerous environment with our vehicles being very light when compared to most things they could come in contact with. So, since we do not have our own private "test track", we have to keep safe by watching our speed, and always being aware. Keeping track of these two items should keep you incident-free and keep your "butt-puckering" to a minimum!

I would like to thank all of you that took the time to respond to the letter I mailed each area four member. Your response is important so I can do what the majority of you guys want. As of October 15, I have received 57 responses out of approximately 155 from area four members. 55 of you have asked that we once again publish the NARCOA Roster, and two said that they did not need a printed roster, but would like to be able to download one from the website if they liked. Things are looking very positive for us to get a printed roster in the near future.

Well, the holidays are here and once again it's my pleasure to wish you guys the most enjoyable holiday possible. The holidays are a great time to get family and friends together, to renew old friendships, and to rekindle relationships that may have gone astray over the years. We're only on this earth for a short period of time, so why not make it as pleasurable for each other as possible. Make sure you invite a person to your Thanksgiving feast that may not be as fortunate as you to have family and friends to share the holiday with. Also don't forget to share the happiness of the Christmas season with others.

Until we talk again, have fun on and off the rails.

Tom Falicon
Area Four Rep



The season is still going strong in Area 11. Runs continue at McCloud, Niles, Santa Cruz, Big Trees, and two runs coming up at Sierra Railways Skunk Train.

I continue to hear that Arizona and California will not let us run in 2005. Others in PRO and MOW are working on a revived SW Tour. The tour is a great way to start the season if you have the time.

Have something you would like to see discussed in this section, please contact me with the information.

I welcome your comments and input - feel free to contact me by email at patcoleman@astound.net or by mail at

1989 Robin Ridge Court
Walnut Creek, CA 94597.
Telephone 925-979-1030.

Respectfully submitted,

C. Patrick (Pat) Coleman
NARCOA Area 11 Director
NARCOA President



Area 11 Message

by C. Patrick Coleman



Canadian National – Prince George to Prince Rupert

by Pat Coleman



Bonnie and Clyde Arriving at Dorreen

Approximately 450 miles of track connect Prince George and Prince Rupert, once a well used sub for the Canadian National Rail. The sub is now the home of one or two freights and a VIA train each day. The tracks follow Highway 16 between the two cities, and a number of towns provide convenient layovers for the motorcar trips along the way.

Our trip was coordinated by Tom Phair of Alamo, CA, under the auspices of Southwest Railcar Limited or SWRC. Tom is a very experience coordinator on the BC Rail (now CN), Canadian National and McCloud River Railway. The last several trips Tom has divided the duties among Rudie Niemi, Tom Ferrier, and the author. Rudie, with the flexibility of his Yukon Hy-Rail,

is Assistant Coordinator of off-track activities; Tom Ferrier and I have been on-track coordinators. This allows Tom to better oversee the entire operation while the rest of us deal with day-to-day details.

In 2003, our first day in Prince George saw us busily unloading motorcars from all over the west, midwest and east coasts. Our motorcars varied from MT-19, MT-14, A-3, A-4, A-6 and Rudie's Hy-Rail. Each car was put over a pit in the Prince George Railway & Forestry Museum shops leased from CN. John Armstrong, Brent Gordon and Bill Andrews checked suspensions, brakes, wheels and turntables from the pit and then came topside to inspect the vehicle from the top. Minor issues were found and corrected and I believe that close scrutiny allowed us to have the trouble free eleven days we had on the rails. Preparations were completed for the transportation of fuel by Hy-rail in a 250 gallon blivet tank securely tied down in John's CN Hy-Rail.

The first day John hosted our safety meeting and a thorough discussion was held about CN expectations of apparel and operation on the run. He also presented two videos on operation safety prepared by CN. Those videos were a true wake up call to be alert and safe.

The first day we went east to McBride for an overnight stay. Much of the track parallels the Frazier River At one point in the trip we crossed over a bridge that is shared by highway as well as railroad traffic. A bridge tender ensures that highway traffic is stopped at each end and then gives the all clear for the train to proceed across. On this leg we passed through Penny, BC one of last remaining Canadian Postal Office between Prince George and McBride. Of course, many of us had to send post cards to family and friends from this truly small facility in the wilderness. As we entered McBride, we were



Clyde Andrews and Millie Rudie present Bonnie Andrews with a 49th Wedding Anniversary Cake

**Canadian National –
Prince George to Prince
Rupert . . . cont'd.**

greeted by the towering Canadian Rockies in their grandeur and fury. Shortly after arriving and settling in for the evening, a thunderstorm over the Rockies and in town treated us to a beautiful display of lightning. Many of us ate our dinner in the dark at the motel's restaurant.

Back on the rails the next day to return to Prince George, as on-rail coordinator, I was advised by Roadmaster Olie Schultz that we were going into the hole to clear the main for the Eastbound VIA. As it was after lunch and a cup of coffee

sounded good to me, I called Olie on the radio and asked, tongue in cheek, if a Starbucks was nearby. Olie laughed heartily and then said, "No, but I think we can take care of you all." The next thing I hear is Olie talking by radio to the VIA engineering. The VIA train pulls up beside our siding, a platform is raised, and one of stewardess brings down a couple of carafes of coffee. That started the rush by all with cups to get coffee. A great time was had by VIA passengers watching motorcar folks talking and meeting for a few brief moments. As the train started to pull out, we noticed that this was a special VIA with five private cars on the end. We then had more fun pointing our cameras up to photograph the railcars as they were pointing cameras down to take photos of our train. Betcha AMTRAK wouldn't do that. Back into Prince George for a good dinner and night's sleep before heading West to Prince Rupert.

Our itinerary to Prince Rupert had layovers in Burns Lake, Smithers, and Terrace with a day layover in Prince Rupert, and then back to Terrace. Out of Terrace we went south for a one day trip in to Kitimat returning to Terrace for the night. Back through Smithers and Burns Lake. And on into Prince George.

We had beautiful weather, great scenery, and lots of fisherman to watch catching salmon on the rivers and lakes along the way. The BC'ers tell me that on holidays you can walk from boat to boat there are so many. Our week day passage saw boats that you could hop, skip and jump between in the more heavily fished areas. We stopped at a restored salmon cannery outside of Prince Rupert. Like the thousands of timber mills, there were many canneries in B.C. All but a handful are closed now. The automation and life style was well presented at the cannery museum.



The Ferry

Along the way we stopped for a bus trip to an authentically recreated Indian Village, lunch at Kitimat Country Club, a catered lunch each way in Houston and a bus trip to a great dinner by a lake after crossing over Tchesinkut Lake on a ferry. The crew of ferry was very informative and told us how they keep the ferries running all winter through 3-4' thick ice.

Oh yes, the West Bound VIA delivered a couple of cheesecakes

continued . . .



Face On The Wall



Two Tunnels



Cathy and Pat Coleman on Curved Trestle North of Kitimat



Prince Rupert at Dusk

**Canadian National –
Prince George to Prince
Rupert . . . cont'd.**

from our friends at McBride. They also sent cloisonné pins for all participants. What lovely people the folks in BC have proven to be over the years.

We saw black bears, moose, eagles, deer, and many varieties of floral. The trip is truly a little populated area with great people, scenery, and track that you will enjoy running. John and Debbie Armstrong prepared a daily quiz for us folks from the United States that hits many interesting points about Canada and United States history. Prizes, laughter, and good camaraderie accompanied us for the trip.

CN requires seat belts in cars with seats, long pants, ankle high supportive boots, and orange with yellow safety stripe vests. SWRC requires a functioning mobile radio (not handheld) capable of being heard clearly over operational noise.

All of the Roadmasters were very helpful, informative, and worked hard to provide us with a great trip.

Tom Phair and Rudie Niemi prepare a very informative pre-trip brochure, and Tom's safety meetings each morning had Tom or John discussing operational safety as well as the day's highlights.

Tom is preparing a trip for 2005. Please keep an eye on the SWRC web site www.southwest-railcar.org for more information. SWRC and Tom do other BC trips and all are a great experience.



Georgia Northeastern Railroad and Blue Ridge Scenic Railroad

by Charlene Morvay,
Editor

I had the pleasure of attending the Georgia Northeastern and Blue Ridge Scenic Railroad excursions held on October 15 through 17, 2004. This was my first time in Georgia, and one I won't forget.

The event, hosted by Bobby Moreman, began Friday evening with set-on in Whitestone. The dinner trip to Two Brothers Restaurant, where many of us feasted on BBQ, was the main event.



Railcars proceeding through the Georgia Marble Company

Saturday found us traveling to Talking Rock for the Ninth Annual Founders' Day celebration, and Volunteer Fire Department's BBQ lunch. Enough can't be said about the great food that was available here.

It's also nice to talk with so many different people who find themselves in awe when we pass through. The children are especially mystified with our "little train cars".

Many crafters were also selling their wares at the festival. I got a chance to browse in some of the unique local stores featuring antiques and memorabilia.

Kenneth Huffines provided me with a history of the area as we proceeded through different places. Thanks, Kenneth, for sharing your knowledge.

Sunday's set-on was in Blue Ridge. The Blue Ridge Scenic Railroad Gift Shop graciously opened their doors for us to shop. And shop, we did! This was one of the most well-stocked depots I've seen.



*Bobby Moreman, Charlene Morvay,
Kenneth Huffines*

Our journey took us from Blue Ridge to McCayesville, following along the Tacocca River. It was a breathtaking trip, complete with sunshine, good company, and great scenery. I got a chance to see the Georgia and Tennessee borders which actually divides a building in two! There is even a blue dotted line in the parking lot of a grocery store indicating the border line. Another first for me.

Heading downstream, we came upon a weir, which had a unique story. Being an inquisitive person (and since I also didn't know), I just had to ask what a weir was.

continued . . .



The Weir

I was told that the Indians placed rocks in a V-formation, then proceeded to wade in ankle-deep water, making lots of noise to frighten the fish downstream. When the fish reached the rocks, they got stuck and were caught. Seems like quite a process in order to get dinner!

My thanks go out to Bobby Moreman, Bill Stringfellow, Kenneth Huffines, and the rest of the wonderful people who made these excursions possible. It's always nice to see what life is all about in different parts of the United States.

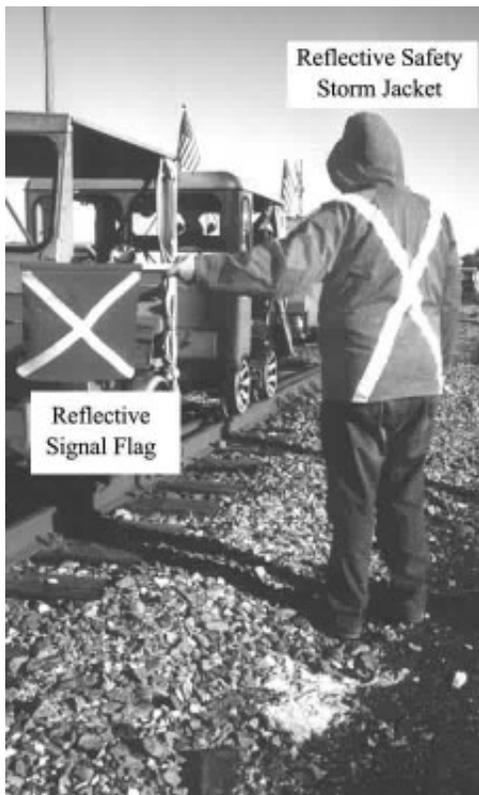
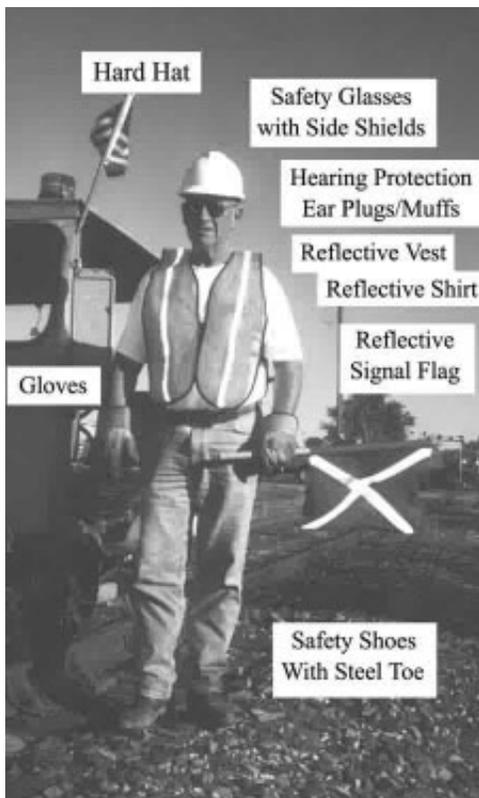


Brenda and Bobby Moreman, accompanied by Sophie

SAFETY COMMENTS

Holiday Gift Ideas

by Bob Knight, Chairman, NARCOA Safety Committee



Here is a NARCOA first – holiday shopping list of ideas for your favorite motorcar Ferroequinologist! Maybe your new to the hobby or a seasoned veteran and need to update or purchase some new safety items for the next motorcar season. Here are some suggestions you can add to your “Santa Wish List.”

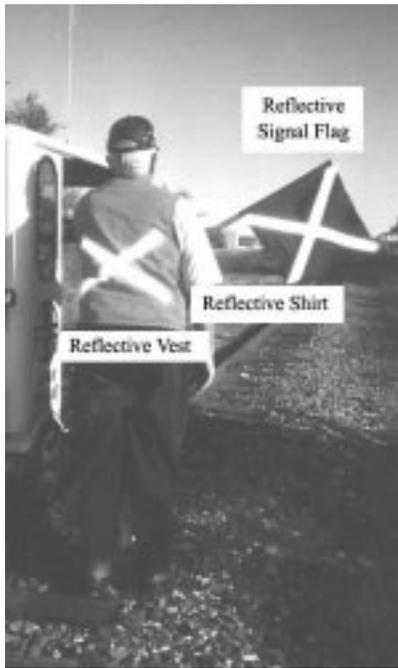
- * A well constructed hard hat for the motorcar operator and passenger(s).
- * Gloves to handle hot spark plugs, and related motorcar parts.
- * Safety glasses (don’t forget side shields).
- * Safety glasses to fit over your regular eyeglasses (also with side shields).
- * Ear plugs for both you and your passenger(s).
- * Safety orange or safety green “T”-shirts.
- * Safety vest with reflective strips. Suggestion – get one with an “X” on the back. (This type is being required on some railroads.)
- * New flags with reflective tape, for day and night runs.
- * Safety orange jacket with hood and safety strips, for cold weather runs.
- * Safety shoes (boots) that go over the ankles and have steel toes.

This list above is by no means a complete list, but it should get you well on your way to having a very good safety inventory for operating your motorcar. If you have read the excursion notices this last summer, you should have observed that more runs are requiring the use of safety gear like the items listed above.

The Safety Committee would like to thank Jim Dragstrem, Fred Lonnes, and Mike Sholtis for volunteering to be our safety examples for your visual benefit. If you need help with your purchases, e-mail the Safety Committee by using the NARCOA website (use safety area). You are also welcome to call or write.

If you have knowledge of a good safety equipment website, safety equipment retail store or other source please also contact the Safety Committee with your information so we

continued . . .



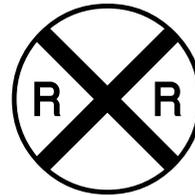
can share it with other members. (See Officers page in this “SET-OFF” for contact reference.)

Don't forget to check the items in your First-Aid kit, check the charge in your fire extinguisher, and get new batteries for your motorcar flashlight.

Have a great and safe Holiday.

Bob Knight
Chairman, and your Safety Committee

P.S. WOW—Now you veterans have mentored 69 new members as of this date!!!!



Change to Speed Rule

by Jim McKeel, Chair, Rules Committee

The NARCOA Board of Directors, at the last Board of Directors meeting (December, 2003), proposed that a change be made to the NARCOA rule on “Speed” (Rulebook 5.1, Section II, Rule #8). It was proposed that one sentence be added, just prior to the last sentence in the current rule, that states as follows:

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

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

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

In accordance with NARCOA policy, a notice of this proposed rule change was posted in the March/ April 2004 issue of *The Setoff* to make the membership aware of the proposed rule change and to allow a thirty day period for comments from the membership to their respective Area Director. After allowing more than sufficient time for member comment, the Board of Directors conducted a final vote on this proposed rule change in September and the rule change was adopted as proposed. This rule change is in effect upon it's publication in this issue of *The Setoff*.

The Board of Directors vote on whether or not to adopt this proposed rule change was as follows:

Area 1 - Warren Riccitelli	Yes	Area 7 - Carl Schneider	Yes
Area 2 - Joel Williams	Yes	Area 8 - Ken Annett	Yes
Area 3 - Stan Conyer	Abstain (No vote)	Area 9 - Jim McKeel	Yes
Area 4 - Tom Falicon	Yes	Area 10 - Tom Norman	Yes
Area 5 - Bobby Moreman	Yes	Area 11 - Pat Coleman	No
Area 6 - Pat Rock	Yes		

Hints and Tips

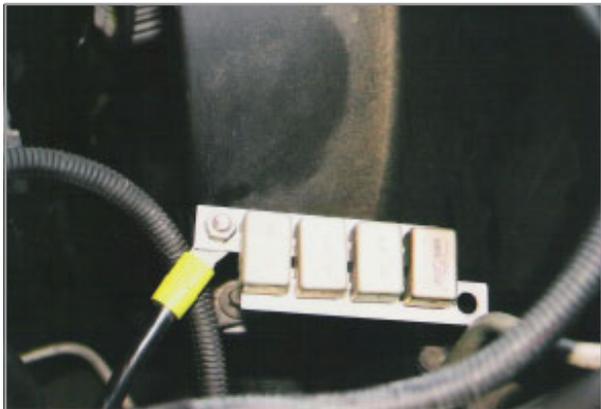


Photo #1



Photo #2

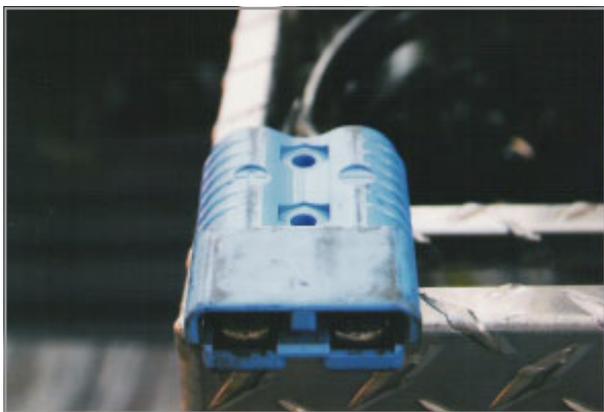


Photo #3

Remote Wiring for a Trailer Mounted Winch

by Rick Tufts

I mounted a 3500 pound winch to my Les King tilt trailer and devised a wiring hookup for ease of operation.

The winch came with a breaker panel (shown in photo #1) that is attached to the battery (but not in this picture). I ran AWG #2 copper wire from the breaker, down the frame rail and to the rear bumper (shown in photo #2).

I used AWG #6 red stranded wire for the ground wire. The ground wire is attached to the frame at the rear of the truck.

Photo # 3 shows the “plug-in” type connector I bought from my local golf cart dealership. I live in a golf community, so they are easy to find. I believe your welding supply store and NAPA also have these type of connectors. These come in different sizes so I used the larger size to accommodate the large diameter of wire selected. I soldered the wire ends to the lugs inside these connectors instead of crimping them. The crimping doesn't seem to be as strong and the solder offers better electrical contact.

Photo #4 shows the complete hookup from the rear of my truck and over to the winch. I made the winch cable from the same size wire as what I ran from the breaker to the rear of the truck. I cut the winch cable to four feet in case I ever wanted to remount my winch to another location.

When the two cables are disconnected, the truck mounted cables are neatly tucked away under the rear bumper. I used a 6013 welding rod, chipped the compound off the rod, and formed the majority of it to the shape of a large U. I bent the other end around so I could bolt it to the truck frame. This is what holds the cable and connector out of sight and out of the way. I simply reach up under the bumper, lift the cable off the welding rod, hook them together, and I'm ready to winch.

This was a trial and error setup that worked out pretty well. You can perfect this setup if you like,

continued . . .



Photo #4



Photo #5

using whatever type of wire or components you find that works best for your truck and winch.

Here is a list of supplies I used:

Choices of wire from Lowes Hardware:

AWG # 2 copper wire, Item # 72611

AWG # 4 stranded thin black copper wire, Item # 72610

AWG # 6 red stranded wire, Item # 72687

Your choices of breaker panels from NAPA:

782-3027 w/6 - 15A 782-3002 breakers included

782-3028 w/6 - 20A 782-3106 breakers included

782-3032 without breakers included, but has slots for six breakers.

I listed three different wire sizes from Lowes Hardware and three different breaker panels from NAPA that you can choose from.

In photo #5, I replaced the stock Les King winch stand with a 20 inch tall, thin walled square tubing. This increased winch elevation, lessens the strain of the winch and cable angle when my trailer is tilted. In picture #5 you can also see I mounted an "I" bolt in the winch stand and used that to clip the end of the winch cable to. I used a rolling block in-line that I hook to my motorcar. This doubling of the winch cable really improves the pulling capabilities of my winch.

If any of you are looking for a way to wire up your winch trailer and do it easily, this is one way to do it. If you need any extra pictures, drop me an email (rtufts@nc.rr.com) and I'll get them in the mail.

Rick Tufts



**NARCOA
Insurance
Coverage for 2005**
by Tom Norman,
NARCOA Insurance
Administrator

NARCOA insurance coverage expires on January 31, 2005. Last year, I was able to have insurance applications inserted in the November/December issue of *The SETOFF*. However, with the new cut off date of October 15th, the underwriter was not able to finish his renewal proposal on time.

My current plan is to have the applications inserted in the January/February issue of *The SETOFF*. If all goes well, that issue should reach everyone by December 31st. United Shortline will have some changes to the insurance program, and I'm sure we will have a premium change. I will report on those changes in the next issue of *The SETOFF*.

The 2004 insurance year (2/1/04 though 1/31/05) was another record year for participation. We have 982 members compared to 863 in 2003, a 14% increase. California has the most insured members with 19% of the total. Pennsylvania has 7%, Ohio 6%, with Washington and Iowa having 5% each. Slightly over 3% of the insured are Canadians.

We issued 170 Certificates of Insurance through 10/15/04 compared to 178 total for 2003. With three and a half months remaining we should set a new record for certificates issued. Thanks excursion coordinators for doing such a good job! We appreciate your hard work and sacrifices.

NARCOA is offering a special run of Star Head-light and Lantern LED Trainman's lanterns. These lanterns will differ from our normal stock halogen lanterns in that they will offer, in addition to the normal halogen lamp, the following features:

- * Battery saving LED light.
- * Revised graphics featuring the current NARCOA logo.
- * Orange color for the housing.

Order deadline is December 31st, 2004 and these lanterns must be prepaid prior to our Star order being placed. Delivery is expected to be in mid February 2005.

Cost is \$36 each plus \$5 shipping for the first lantern, \$1 for each additional lantern.

Any and all proceeds will benefit NARCOA's general fund.

Orders are payable to:

NARCOA
c/o Dave Verzi
10059 Aldridge Dr.
Columbia Station, Ohio 44028

or email:

WM340@aol.com



Want Ads

The SETOFF is happy to print all ads received from members. There is no charge for placing an ad. All ads will run for three issues; please notify if item is sold. No full page ads are accepted.

Send ads directly to **Bill Coulson, 964 Williams Lake Road, Colville, Washington 99114-9617, or email wcoulson@surfbest.net**

For Sale

Two FAIRMONT MT19As – These two cars are some of the last Fairmont “flat top” cars on the market today. These cars are railroad condition, fresh off the Utah Railroad. Mechanically sound, good wheels and brakes with CCKB engines. Buy now and be ready for spring. Available in Washington State. Pictures are available upon request. Asking \$3,000 each. Contact Terry Wade Tel: (360) 893-2290 or email: railstails@yahoo.com. ND04

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. ND04

For Sale

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 ND04

Fairmont MT-19 with trailer – Car has a fiberglass cab shell. Asking \$1,500. Contact Carlos Bast 2503 Pheasant Ridge Trail apartment # 4 Madison, WI 53713, or telephone: 608 274-9881 MA05

MOTOR CAR PARTS ASSORTMENT-I am closing out some of my last remaining motorcar parts: One, former Canadian MT-19 fiberglass cab body in good condition. Includes doors and windows. Could be adapted to make either an enclosed “M” or “MT” 19. Price \$250.00 FOB Norfolk, VA; One, Fairmont M-19 frame, frame members are straight and have good floor pans. Has front and rear safety railings and includes the motor box tunnel enclosure. Does not have axles or wheels. No top panel. Could be converted into a MT-19 or used to start a home-built speeder. Price \$500.00, FOB Norfolk, VA; Two railroad shop built trailer-car frames with axles and wheels. No bodies on either. Price \$750.00, FOB Blue Ridge, Ga. I Have pictures of all items for highly interested buyers. Contact Hugh Cain, e-mail: aitchcain@earthlink.net MA05

Fairmont Sale – I have several M19 and M14 cars for sale at \$5,000 each. Also available are several cabs and turntables. Cars are in the 254800 S/ N series and from the Union Pacific Railroad. I also have one ST2AA4-2 car available. Contact Richard Erickson, P.O. Box 220 Wallsburg, Utah 84082. Tel: (435) 654-3570

MA05

For Sale

Fairmont MT-19 – Retired Southern Pacific car with good running engine. 40-psi oil pressure, Fairmont hydraulic turntable, new seats, brakes, engine cover, battery. Car is NARCOA ready with excellent wheels (1/4”), flashing stop light, headlight, horn, fire extinguisher, electric fuel pump and tow bar. Doors and frames are included, just needs paint and you’re ready to go! Price \$5500 Firm. Please email for more info and photos. Contact Richard Pope Apple Valley, CA Tel: (760) 240-3485 or email: popeman@verizon.net MA05

Fairbanks-Morse 40-B Railroad Motor Car, two cylinder aircooled engine, friction drive. Car in running order and all in original form as when retired from the Winston-Salem Southbound Railway. Also an original turntable goes with car. Price is \$2150.00 for both items.

Fairmont Railway Motor Car Master M2 and a predecessor to S2 style. Belt driven, 20 inch 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. An original turntable goes with car. One piece of turntable missing. Price is \$2150.00 for both items. Contact Ray Hinkle, P.O. Box 1127, Welcome, N.C. 27374 or Tele- 336-731-4231 or email HINKLEHERE@AOL.COM.

MA05

For Sale

Two Fairmont - M19's - The first is an open car with spare cab. Price \$1500 firm, and the second M19 is a closed cab with sanders. Price \$1900 firm. Both cars ran last year. Contact Bill Young, R4 Box 230 Bruceton Mills, WV 26525 Tel: (304) 379-7784 or email: sharkman@mountain.net JF05

OEM Fairmont brake shoes – for 16 inch wheels. These are original new Fairmont brake shoes, shoes only, no wood blocks with Fairmont part numbers. I have four different shoes, M16397 for MT-14, MT-19, M-14, M-19, M-19-W for icebreaker wheels, M16411 with steel insert, and M16385 for A3, A4, and A5 cars. I have many shoes in all four sizes. Price is \$7.50 each for M16411, \$10.00 each for M16397 and M-19-W, and \$15.00 each for M16385, plus shipping. Contact Dave Sigafoose P.O. Box 5328, North Branch, NJ 08876-1303. Tel: (908) 625-6282 or email: davesigafoose@yahoo.com JF05

Parts etc. – MT-14 parts car, SP motor car semaphore block signals (see July/Aug 2003 SETOFF), MT-19 Canadian cab, new 20 HP briggs and transmission, near new brake shoes for MT-19, complete M-19, and US&S style "B" semaphore parts. Call or write for prices. Dave Myers 928-567-6285, dmyers@verdeonline.com JF05

Fairmont A-3 D-2 – This small gang car is equipped with all required safety equipment. It also comes equipped with rotating beacons and a loud air horn. It has a metal roof with front, rear and side curtains. Out front is an extra large running light for tunnels. Inside there is ample overhead stowage, safety belts for all seats, and wiring for a radio. This car has been operated on over 20 runs with no breakdowns. Asking \$6,500. Contact Keith Trouette at Fax: (707) 468-7484 or email: ktrouette@adelphia.net JF05

For Sale

Four Fairmont motorcars – M-19 open "flat-top", barn stored 10+ years. Compression and spark tested. Price \$1200. **CR-7**, built 7-2-43. Open "flat-top." Engine rebuilt, car rebuilt. New wire, brakes, sheet metal, lights, horn, paint. 12-volt system. No seats. Nice car with no problems. Price \$1800. Have front and roof for same, \$200 each. **M19AA** built 7-1-81. As found on the British Columbia Railroad, Kootenay Division. Road Master's car. No curtains. One seat. Alternator missing. Needs work. Price \$1400. **M19AA** built 5-20-58. Chicago, Burlington and Quincy Railroad. New gaskets/seals. Ports cleaned. Honed out. New timing. Frame apart and sandblasted. Front and top. No curtains. No seats. Ready to put back together. Will be nice \$2000. All cars are located in Everett, WA, 30-miles North of Seattle. Contact Bruce Ferguson (425) 277-5228. JF05

Fairmont S-2 motorcar – Parted out, the engine, frame, wheels and axels are gone. I have the cab parts, rear safety rail, control panel and brake idler pulley parts etc. All parts reasonably priced and serviceable. Also available is a new S-2 blade pulley (M-37071A) price \$60.00 and a rear hitch (48745) for \$15.00. All items are FOB Reno, Nevada. Contact Fred Lienhard Tel: (775) 323-0928. JF05

Electric Winch – Superwinch model S4500 rated at 4500lbs. This 12-volt electric winch is capable of lowering and raising your MT-14 or MT-19 or any car or item up to 4,500 lbs. Winch has power in and out. Located in the San Francisco Bay area. Asking price \$350.00. Contact Rich Corbell Tel (650) 756-5435 or email: richardcorbell@worldnet.att.net JF05

For Sale

Fairbanks Morse 40B – This ex Norfolk and Western Railroad car has new brakes, wheels, wheel bearings, chain, friction wheel, spark arrestors, carburetor and fork lift seats. The engine was overhauled and has new rings, bearings, valve job and an overhauled magneto. This engine starts easily and runs very well. Car includes railroad added cab front and roof. I've operated this car on several excursions in California with no problems at all. This car is ready to go and only needs some bodywork and paint. The asking price is \$4000 for this most interesting and unique car. The car is located in central California. Marv. Weber Tel: (831) 425-5467 or email PatMarvW25@Hotmail.com JF05

Woodings CBL - Motorcar comes complete with a Tecumseh 18HP engine, good profile wheels, all brake riggings, wiper motors, running lights and a complete dash cluster. This car is all-original but does need lift bars and slight fiberglass work. Photos are available. Asking price is \$1,600 US or CND equivalent. Car is located in southern British Columbia, 3.5 hours north of Spokane, Washington. Car is "sold as is where is". Please do not hesitate to contact me for further details. Contact: Terry Baumann Nelson, BC Canada Tele: (250) 229-4474 or e-mail greenacre@telus.net JF05

For Sale

Canadian Fairmont MT-14L/trailer - Railcar includes an Onan CCKB two cylinder four-stroke engine, two-speed transmission, a double chain drive and a fiberglass cab with tinted glass windows installed. This car will be found with good profile wheels, new double drive chain, fuel pump, strobe light, new carburetor, new battery, new brake riggings, USFS spark arrestor, new bumpers, hitches, tow bar, aluminum lift bars, seats and seat belts. This excellent retired Canadian Pacific unit has completed thousands of miles. Car has a PRO safety decal and comes NARCOA ready with all mandatory items installed. Car comes with many spare parts and complete Fairmont and CP histories. Serial and engine numbers match. Also available is a factory built 2003 12' tilt single axle trailer, 3,500 lbs axle, treated deck with 12" sides, front mounted winch, 15" tires with white spoke wheels, two inch coupler, front tongue jack, seven-way RV plug and two good tie straps. The MT-14 is priced at \$4,500 and the trailer at \$1,100. Take the whole set-up home for \$5,600 for a ready to roll package deal. The installed two-way radio and antenna are not included at this price. Both items are "sold as is where is" condition. All sales are in US funds or CDN equivalent. Car is located in southern British Columbia, 3 .5 hours north of Spokane, Washington. Please do not hesitate to contact me for any further details and pictures. Contact: Terry Baumann Nelson BC Tel: (250) 229-4474 or email greenacre@telus.net JF05

For Sale

2001 Nomad Sport Wagon 5th Wheel Travel Trailer - This is a 34 foot toy box trailer manufactured by Skyline Homes. The 9300 lb trailer has a 15000 GVWR rating that offers a spacious bedroom with a double bed and closets. The center compartment provides a full accessory kitchen; four seat dining area, and a couch. The rear section is equipped with standard and narrow gauge rails with an electric winch that can accommodate "A" type motorcars. The Chuck Harrison family wishes to sell the trailer for \$22000. However, the selling price is negotiable. The trailer was used three times and is located in Las Vegas, Nevada. Interested persons can contact Jeanie Karadanis at (775) 849-7741 or Cel (775)-250-6012 for details. JF05

Fairmont MT14 L2 and Trailer - This is a narrow gauge motorcar. Car is painted red. It is in wonderful shape and comes with lots of goodies. Included is a Les King turntable, new wheels, LED lighting, wigwags, strobe beacon, side curtains and a narrow gauge trailer. Asking \$10,500 for both of them. I can deliver to the Wheeling and Lake Erie area. Please call if you are interested. Contact Jaime Samuell Tel: (740) 427-4444 or email Jaime@gambierandwestern.com JF05

For Sale

Fairmont MT14 with trailer - Motorcar has the original aluminum closed cab and has been painted professionally bright yellow, custom sliding windows have been added in the doors. This car includes two seats with safety belts, factory turn-table, hunter heater, two bell Nathan horns, new brakes, new chain, new tow bar, fire extinguisher and less than 1000 miles on rebuilt Onan engine. Car is very clean and meets all NARCOA regulations. Included is a custom trailer equipped with an electric winch and spare tire. Priced at \$8,000. Contact Richard Teunis 2501 Bell Hill Road Kelseyville, CA 95451. Tel: (707) 279-1914 Fax: (707) 279-2663 or email: ndteunis@cwnet.com JF05

Fairmont MT19 B1 - Solid good running unrestored Canadian car with the newest Onan engine. Car tracks great and is completely NARCOA ready. Comes with a one-car trailer. Asking price \$4500.00. Car is located in Iowa. Contact Brian Freeman Tel: (515) 287-3599 or email Motorcarm19@hotmail.com JF05

Fairmont M9 G - Ten year old restoration on an ex IC car. Good solid ROC motor that still runs the correct 6-volt positive ground system. Complete with new side curtains. A good solid dependable car with a one-car trailer. Asking price \$3500.00. Car is located in Iowa. Contact Brian Freeman Tel: (515) 287-3599 or email Motorcarm19@hotmail.com JF05

Les King Motor Cars

www.leskingmotorcars.com - Your source for parts and remanufactured motorcars

Box 164, N. Lawrence, Ohio 44666 - Toll Free (Orders Only) 888-833-7989

Tech Support & Info 330-833-2868 - Fax 330-830-5213

For Sale

Original Fairmont Motorcar Owners Manuals

Available manuals and their copyright dates:

- MT-19AA October 1954
- S2-F August 1941
- S2-E May 1941
- S2-E May 1941
- S2-K September 1960
- ST2-H December 1957
- ST2-H February 1947
- ST2-K-1 August 1960
- M9-G September 1950
- M9-G-2 September 1950
- M9-G-2 July 1950
- M9-G-2 September July 1950
- M9-G-2 September 1950
- M9-G-I-6 August 1946
- M9-G-2 July 1950
- M9-G-2 September 1950
- M9-G July 1950
- RO-C Engine July 1952
- RO-C Engine September 1951
- QBA Engine July 1947
- QBC Engine September 1947
- A3-D-2 December 1948 (Gang Car)
- A3-D-2 December 1948
- A5-C-3 October 1955
- A5-C-3 September 1945
- A5-C-3 September 1945
- A3B-1-8 January 1937
(Includes Hercules Manuals)
- M19-H-1 Sept 1959
(Covers G/H cars)
- M14-H-1-1 May 1946
- W83-B-1 Tie Nipper Feb 1957
- MT-14M - January 1985
(Onan Engine) (8.5 x 11)
- MT19A2-14 February 1981
(Onan Engine) (8.5 x 11)
- MY19 Series A February 1981
(8.5 x 11)

All manuals are original and in "good original" condition. \$23.00 each post paid. Contact Randy Rundle (785) 632-3450 or email fifthave@oz-online.net MA05

For Sale

Fairmont MT-19B – With trailer. Retired D&RGW, car is rail ready. Car will meet all NARCOA and local club equipment requirements. Price \$4250.

Fairmont M-9B – Car is restored, has an aluminum front and new top and upholstery. Price \$3450.

Wooding CBI – Car comes with extra transmission, rear axle and new transmission and differential gears. Price \$1750.

Beaver BC-2M – Roadmaster re-engine by the factory with a large 23-HP Kohler engine. Car has rebuilt hydraulics, new hoses, and extra set of new air ride bags. Historically one of only two cars known to exist Price is negotiable.

Also available are several CN style MT-19A and MT-14L's. Several D&RGW MT-19A's and MT-19B's. Pictures, prices and more information upon request. Call between 5:00 p.m. and 8:00 p.m. PST on weekdays or anytime on weekends. Contact Sal Jacobs 31 Boardwalk One, Larkspur, California. 94939. Tel: (415) 924-4701. MA05

Fairmont - MT14 – Will carry up to four passengers. Car is equipped with factory turntable. Price \$4000.00.

Aluminum Frame Push Car – Car has 16" wheels and has been converted to a passenger car. Has roof and room enough for 4 adults. Price \$500.00

Set of new 16" Fairmount wheels. Price \$500

Gas heater - for newer Fairmount Motorcar \$50.00

Contact: Gene Lott Blue Rapids, Kansas Tel: (785) 363-7953 after 6:00 p.m. MA05

Wanted

Looking for any information about "Sheffield" motorcars. Mr. Richard R. Boulet PO Box 126 Marine on St. Croix, MN. 55047. Tel: (651) 433-3982 or Mobile (612) 433-3982. JF05

FAIRMONT MT19A - New member looking for MT19A located in the Pacific Northwest. I will pay premium price for the right NARCOA ready car. Trailer not needed. Contact Jerry Bates Tel:(208) 858-2103 or e-mail: jerrybates@sheepskinsnyarn.com JF05

Fairmont A-6 or A-8 motorcar – Restorable, running or not. Must have complete drive train and be suitable for rebuilding. Contact Steve Patterson 4019 Perry Street Denver, CO 80212-2171. Tel: (303) 256-8494 or email: stevieb4019@comcast.net JF05



Anyone looking for a Beaver car?



Excursions

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@surfbrst.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.

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

Coopersville and Marne Railway

Saturday – November 6, 2004

GLRC is sponsoring a 1-day run over the C&M November 6. 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 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

California Western Railroad

Saturday – Sunday, November 6-7, 2004

MOW is pleased to sponsor a two-day run on the California Western Railroad on November 6-7, 2004. Participants will travel approximately 80 round-trip miles between Willits, CA and Fort Bragg, CA staying over night at Fort Bragg. Requirements are: Pre-registration, MOW license or mentor form and spark arrestor. Trip fee is \$135.00 per car and includes railroad costs only. There is a no car limit. This is a NARCOA insured excursion where all NARCOA and MOW rules will apply. To register, send a large SASE and check made out to MOW for \$135.00 to: Bill Owen, 24601 Voorhees Dr, Los Altos Hills, CA 94022. Tel: (650) 949-4564 or email: wowen@hotmail.com

Caney Fork & Western RR

Sunday – November 7, 2004

Don Bell is sponsoring a one-day run over the Caney Fork and Western Railroad on Sunday, November 7, 2004. Participants will travel approximately 100 round trip miles from Tullahoma, TN. to Rock Island, TN. Set on will be in Tullahoma at 8:00 a.m. with departure at 9:00 a.m. Trip fee is \$35.00 with a limit of 15-cars. This is a NARCOA insured event and all NARCOA 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 or contact Jim Paty 115 Oak St. Ashland City, TN 37015-1832. Tel: (615) 792-3786 or email: fpaty@msn.com

Excursions

California Northern

Saturday – November 27, 2004

SWRC is pleased to sponsor a one-day run over California Northern on Saturday – November 27, 2004. Participants will travel approximately 78 round-trip miles between Willits, CA and Fort Bragg, CA. We will set-on in Willits CA. Trip donation is \$110.00. Fuel, meals and lodging are not included. This is a NARCOA insured excursion and all NARCOA rules will apply. For trip details contact Coordinator – Pat Coleman 925-979-1030 or email patcoleman@astound.net – check payable to SWRC Ltd. Please mail to Pat at 1989 Robin Ridge Court, Walnut Creek, CA 94597. This run is open to all licensed and insured NARCOA operators.

North Shore Railroad

Saturday – December 11, 2004

Central PA Excursions is pleased to sponsor a 1-day winter ride on the North Shore Railroad. Ride the 86 mile round trip from Northumberland to Berwick and return. Prizes given for the best Christmas decorated cars. Don't put your car away yet. Enjoy 1 more ride. This is a NARCOA excursion, NARCOA insurance required, NARCOA rules apply. Trip fee is \$50. Send check to: Central PA Excursions, PO BOX 145, White Deer, PA 17887

Non-NARCOA Excursion:

Oregon & Fitchburg Railroad

Friday through Sunday – April 29,30, May 1, 2005

Green County Wisconsin is happy to sponsor "Depot Days" in Brooklyn, WI. over the Oregon & Fitchburg Railroad Friday, April 29 through Sunday, May 01, 2005. Set on will be Friday night in Brooklyn, with an evening run from Brooklyn to Oregon, WI leaving at 7:30 p.m. We will be giving rides to the general public on Saturday and Sunday from 10:00 a.m. – 5:00 p.m. weather permitting. Car will be leaving every hour. Lunch will be provided to those who help operate motorcars and to those who help flag at crossing. This is not a NARCOA event and insurance is not required. For more information contact Al Lesko Tel: (608) 897-4855.



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

Area 2 Director

(NJ, PA, DE, MD)
Joel Williams
67 Julia Drive
Lock Haven PA 17745
Tel: (570) 893-1610
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

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

Area 5 Director

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

Area 8 Director

(Canada, Mexico, Australia)
Ken Annett
3483 Church Street
Windsor ONT N9E-1V6
Tel: (519) 969-8695
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

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

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

Director at Large (non-voting)

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

Director at Large (non-voting)

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

Recording Secretary

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

The SETOFF

Charlene Morvad
17825 Route 8
Union City, PA 16438
Tel: (814) 438-7104
setoff@velocity.net

Nominations, Elections

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

Safety

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

Operations

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

Rule Book Certification Test

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

NARCOA Web Master

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

NARCOA Forum & Communications

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

Rules

Jim McKeel
9742 Yosemite Ct.
Wichita KS 67215
Tel: (316) 721-4378
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 and Computer
Compatibility Pat Coleman
FRA Ron Zammit
Legal Forms Mark Springer

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