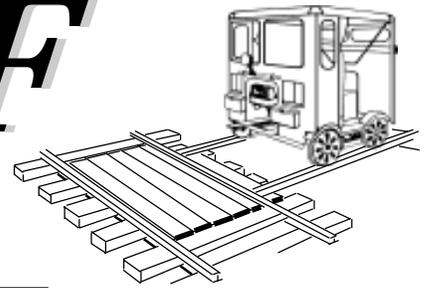
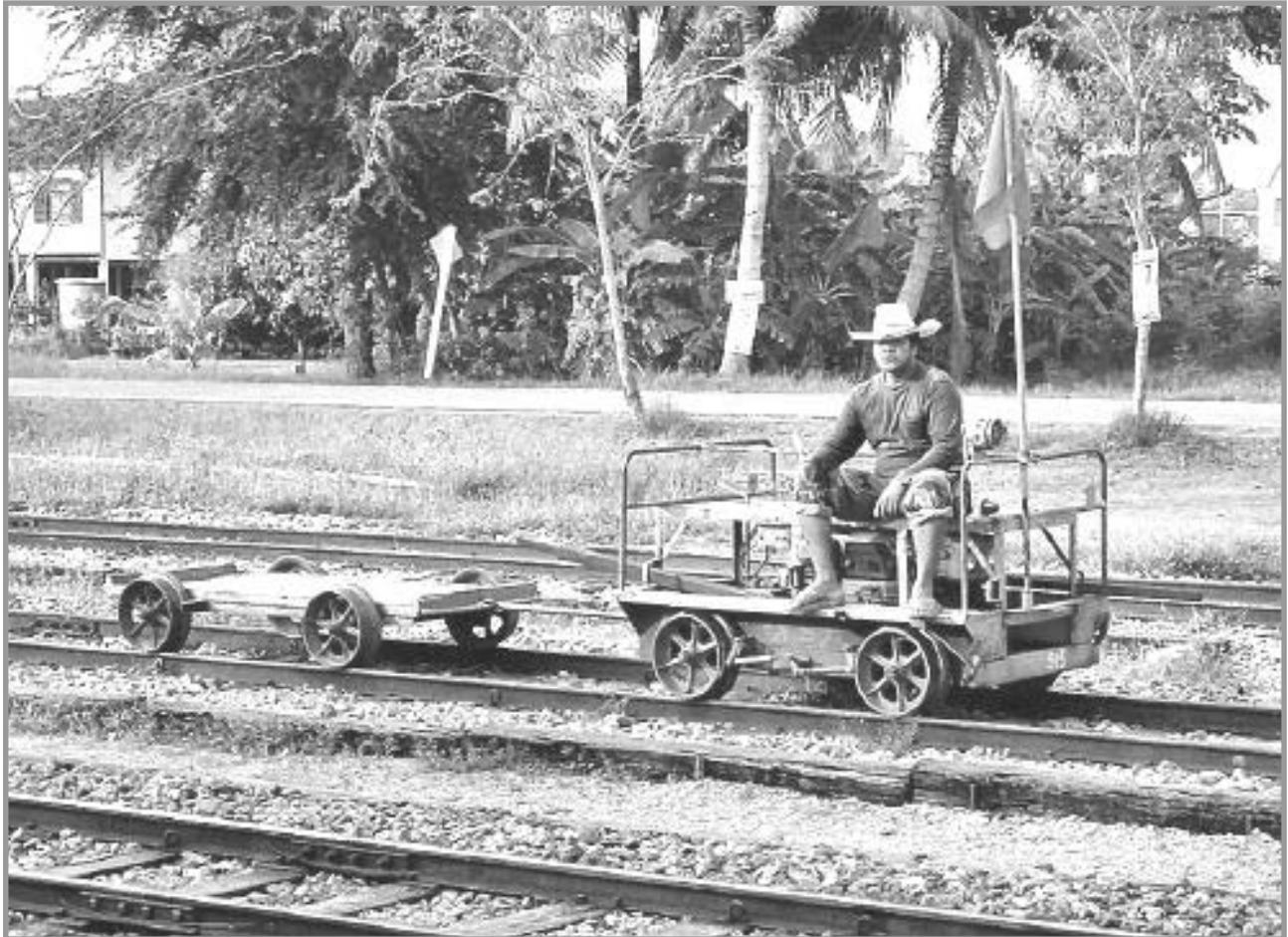


The **SETOFF**



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

March/April 2005 Volume 19 - No. 2



Thai Track Car (see article on page 11) - photo by Sam Powers

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Please submit materials

for the May/June issue of

The **SETOFF**

by April 15
as follows:

Classified Ads
Excursion Announcements
Letters to the Editor
All other materials
Photos

Charlene Morvay
17825 Route 8
Union City, PA 16438
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President's Message

Hopefully by the time you read this we will have the Liability Insurance policy issues resolved and we will be beginning our operations for 2005. It seems some additional information is needed regarding insurance. Our policy is a type of insurance that is not secured through the typical consumer insurance markets. Only a limited number of firms provide this coverage and like many niche insurance markets, firms have been pulling out of this market. Some of you wondered why we could not just go to another insurance broker for our insurance. There are several reasons. The broker must be licensed in all 50 states; the brokerage must be willing to receive our premiums and pay the insurance company; and the brokerage firm must have the knowledge of our association to properly represent us to the underwriters. Some of you suggested other brokerages that carried your local rail historical, or museum liability policies. In checking those firms we found that your brokerages were purchasing their policies through our broker United Shortline. While that insurance came through USL, your policies were typically in the \$1,000,000 coverage range, and our policy is for \$10,000,000.

Also I noticed many Speeder list discussions suggesting that we could use our Home Owner's umbrella policies to provide this coverage. The umbrella policies were of too small a coverage value to satisfy the \$10,000,000 needed for the majority of the railroads we operate on. The administration of individual umbrella policies to insure coverage for the railroad would be a nightmare for the excursion coordinators. Can you imagine a 30 car run with the excursion coordinator trying to secure 30 different certificates from potentially 30 companies? We have been told by a number of railroads that they

would not be willing to accept multiple individual certificates of insurance. The Speeder list discussion seemed to end when it was noted on line by several individuals that many of the umbrella policies did not provide coverage of our motorcar operations.

At this time Tom Norman is working closely with two firms that have agreed to insure us. We are awaiting their policy terms and conditions and premium quotes. Tom and the Board will then review the total premium and develop the yearly premium per operator. Hopefully the individual premium will be in the range of past premiums. However, as the quotes have not been received, I cannot guarantee the actual cost at this time. Our policy premium is an amount quoted to use by the insurance company. It is a flat amount for the association and is not quoted per

operator. Therefore, I encourage all of you to seriously consider continuing your insurance coverage. Not only is the coverage necessary for continuing operations, the greater number of insured operators will result in lower premiums.

Last, it should be noted that the association does not make a profit from the sale of insurance. We cannot receive and deposit the funds to our bank account. Failure to handle the insurance premiums in this manner can cause the IRS to pull our non-profit tax status.

One of the best ways to understand the policy and its coverage and limitations is to carefully read the insurance documentation provided to you in the policy offering, and also read the NARCOA and your local affiliate's agreements.

An extension of the insurance coverage that the insurers have mandated we have in place is the Judicial Committee. There is an excellent article in the January - February 2004 issue of *The SETOFF* by Mark Springer.

Thank you for your patience during this insurance crisis. I know it has been traumatic for many of you. However, it has been necessary to have a calm face during this period. Laments of what are we going to do only serves to hinder negotiations with the insurance firms, and possibly increase our premiums.

I have confidence in Tom Norman's and the Board's ability to weather this issue, and we will be running soon in 2005.





Tommie Joe Johnson

In Memory

Tommie Joe Johnson, Sr., 69, of 115 Ridgecrest Road, Asheboro, NC, passed away Wednesday, February 2, 2005, at his home.

A memorial service was held on February 5, 2005, at the First Baptist Church.

Mr. Johnson was born February 8, 1935, in Greensboro, NC. He attended North Carolina State University, was a U.S. Army Veteran, and a member of the First Baptist Church in Asheboro. He was a retired Architectural Hardware Consultant and Salesman, having worked

for Hardware Distributors, Inc., in Greensboro for a number of years.

Mr. Johnson was an enthusiastic "ferroequinologist", a student of anything and everything pertaining to trains. He was a member of a number of train and motorcar organizations over the years.

Mr. Johnson is survived by his wife of 46 years, Irene Waters Johnson, a retired teacher, and his children, Dr. Mary Helen Johnson, a Pediatrician, of Asheboro, and Tommie Joe Johnson, Jr., a pilot for American Eagle, of Yanceyville. He has two surviving brothers, Bruce Marvin Johnson, of Irmo, SC, and Reid Cochran Johnson, of Kernersville.

Memorials may be made to the Building Fund at First Baptist Church, 133 North Church Street, Asheboro, NC 27203.



To order these inspection tools, contact (please make checks payable to NARCOA):

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

INSPECTION TOOLS

Wheel profiles are \$6.00 plus \$4.25 for shipping; wheel calipers are \$10.00 plus \$5.65 for shipping. You can purchase both for \$20.00 (includes shipping).

The wheel profile is necessary to determine whether the wheel is flat. Often the wheel is very thin in the flange area and the profile will show that. It will show any wear that the wheel has between the flange and the flat section of the wheel.

The gauge is necessary to determine whether there is enough thickness in the flange area to give a safe ride. NARCOA rules say that you must have at least 1/8" in throughout the wheel to have a safe wheel. However, this does not guarantee that you will not "hunt" on the rails if you have a wheel that is flat or has no profile.

JA 05

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, photos 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 19 Number 2

Editor	Charlene Morvay 17825 Route 8 Union City, PA 16438 setoff@velocity.net
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The SETOFF is the official publication of the North American Railcar Operators Association (NARCOA) and is published bimonthly to promote safe operation of railroad motorcars, and to encourage fellowship and exchange of information among motorcar enthusiasts. Membership in NARCOA, which includes a subscription to The SETOFF, is \$24 per year and is available from Membership Secretary Joel Williams at the above address.

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

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

K

Letter FROM the Editor:

Several NARCOA members have contacted me in January regarding the distribution of *The SETOFF* and change of address notifications

I want to take this opportunity to let you know that I am the Editor only of *The SETOFF*. I do not print, distribute, nor maintain mailing lists associated with this document.

If you have a question regarding **distribution** of *The SETOFF*, please direct it to Ernie Jeschke at:

ejaske@tc3net.com

Please direct all **change of address notifications** to Joel Williams at:

joel.williams@earthlink.net

I would also like to thank the many people for the kudos sent to me with praise for a job well done. I appreciate them, as they make up for criticisms that I also receive.

If you have any suggestions or recommendations for making *The SETOFF* a better publication, please do not hesitate in letting me know. Each and every recommendation will be taken into consideration.



2004 NARCOA Annual Report
Prepared by: Pat Coleman, President
February 2005

Membership:

At years end, NARCOA membership was over 1,800 members. This number has increased from 1,701 members in 2003. Of the total memberships, 1,750 plus represent paid memberships and the others are complimentary to railroad operators who have helped and supported NARCOA. There were 982 insured NARCOA motorcar operators in 2004.

Excursions:

NARCOA issued 182 Certificates of Permission for 128 host railroads in 2003. There were a total of over 178 NARCOA insured excursions run in 2002. In 2002, 26 new railroads hosted motorcar runs by NARCOA affiliates in 2003, another 28 were operated over railroads new to NARCOA clubs. In 2004, 23 new railroads were run by our members.

Board Meeting:

The annual board meeting was held December 3-4, 2004, in Chicago, at the Wyndham O'Hare. Arrangements were provided by Hank Brown. The election of directors from odd numbered areas was ratified, with some changes to the Area Directors. Jim McKeel retired from the Area 9, and Mark Springer was elected to replace him. Stan Conyer from Area 3 also retired, and Bruce Carpenter was elected in his place.

Pat Coleman, Area 11 director, was re-elected by the board to the office of President. All other officers remain the same. Dave Verzi and Mike Paul are the Appointed Directors at Large for 2005. Committee Chairpersons remained as assigned.

Committee reports were made by the head of each committee and various new and old NARCOA business was discussed.

Affiliates:

There are now 29 affiliates and individuals qualified to host NARCOA insured excursions in 2004. No new affiliates are known to have applied for 2005.

Excursion Coordinators:

There were 139 certified excursion coordinators in 2004. Of these, only about 55% are very active in setting up and hosting excursions. The total of 139 also includes members who help the main excursion coordinators. The Board is concerned that some coordinators have not been adequately mentored in the excursion coordinator process and is looking into methods to improve this procedure.

Operations:

Hank Brown continues to offer wheel profile gauges and measuring calipers to our membership. Expense for this program is now minimal.

Insurance:

Tom Norman administers the insurance program. Our liability policy was continued by the same carrier in 2004. Due to more insured operators we were able to reduce the 2004 premium by \$5.00 per operator. All area insurance representatives remain in their jobs.

Director and officers insurance was renewed in October, 2004.

continued . . .

2004 NARCOA Annual Report . . . continued

As of the writing of this report, the 2005 Liability Policy has not been resolved. This is a issue that Tom Norman is working very diligently on resolving for all of us.

Publications:

The SETOFF bi-monthly publication remains the official media of communication to the NARCOA membership. *The SETOFF* is augmented by our website and the NARCOA Forum on Yahoo. These are the only official means of communication for NARCOA.

Charlene (a.k.a. Charlie) Morvay is the Editor of *The SETOFF*.

Over 1,800 copies of *The SETOFF* are printed every two months.

Average cost is \$3,000.00 per printing.

Rich Stivers continued as NARCOA Forum List Manager and assists Don Pomplun with the electronic roster.

Bill Stringfellow continues as the NARCOA webmaster. He is assisted by Keith Mackey. The website size is 20 MB, and the site had over 3 million hits in 2004.

A change was made in the manner in which want ads and excursions are submitted for 2005. The intent is to provide a direct communications link to both the web site and *The SETOFF*. It is anticipated this will facilitate more current excursions listings for our members.

The electronic roster under Don Pomplun's guidance continues to grow with over 530 listings by NARCOA members. A decision has been made to print a new roster for all members that wish to be included.

Financial:

The insurance broker, United Shortline, handled all insurance funds in 2004. Any new broker (should a change be made) must be capable of carrying forward the management of insurance funds.

The NARCOA Financial Statement for 2004 was prepared by an outside accountant (Galusha, Higgins & Galusha of Missoula, MT). A copy of the full statement is available from our Treasurer, Tom Norman. A summary of the report is as follows:

SUPPORT and REVENUE:

Dues	\$39,476
Excursion Program Set-Up Fees	11,684
Sales of Nameplates, Lanterns, etc.	1,631
Other income	878
Total:	\$53,669

EXPENSES:

Publications	\$23,564
Bank Charges	33
Excursion Program	15,573
Nameplates, Lanterns, etc.	5,297
Total:	\$44,467

CHANGE IN NET ASSETS: **\$9,201**

NET ASSETS:

Beginning 2004	\$29,717
Ending 2004	\$38,918

2004 NARCOA Annual Report . . . continued

Safety Program:

Safety is always of the utmost importance to NARCOA. Most of the concerns that are addressed by NARCOA officers and directors are safety concerns. It is realized that it would be impossible to secure hosting railroads if it were not for NARCOA's exemplary safety record, and we strive to keep our record intact.

NARCOA upgrades and refines its safety program throughout each year. Any accidents are reviewed by the Judiciary Committee and members that are found to be at fault are given points and informed of what they could have done to prevent the incident. NARCOA has an operator certification program in place that tests each NARCOA member's knowledge of the NARCOA Rule Book.

A new Member Mentoring Program continues to be developed. The Board approved the mentoring program for full implementation on June 1, 2005. Area directors are still working with affiliates in their areas to ensure a smooth transition to this change in licensing policy.

Rule Book Certification Program:

The expiration date of **all** currently certified operators has been extended one year to January 31, 2006. This program is administered by Al McCracken. We will publish renewal procedures for 2006 later this year in *The SETOFF* and at our web site.

2005 Goals:

Complete implementation of the Mentoring Program.

Safe and accident-free excursions throughout the entire year.

Timely response and distribution of membership applications and services.

Complete the process of developing and adopting Custom-Built Motorcar Inspection and Building Guidelines.

Continue working on moving the coordinator, membership, and insurance data into one common database.

Continue to grow electronic based roster to assist members in locating similar makes and models of motorcars.

Conclusions:

NARCOA continues the growth of a mature and successful organization. Liability insurance is a major issue for 2005 that we must resolve satisfactorily.

With more awareness on the part of operators, and a continuing low frequency and magnitude of accidents, we should be able to continue providing insurance at a reasonable cost.



From The Director's Desk

Area 2 (DE, MD, NJ, PA)

by Joel Williams

Here are some of the upcoming excursions presently scheduled for Area 2. More excursions will be added as the year progresses.

At the time this is being written, all of the listed excursions are tentative pending insurance. I'm keeping our excursion coordinators informed as to the latest insurance developments as they occur.



Central PA Excursions – Larry Maynard

Nittany & Bald Eagle - May 1 (Sunday)

Lycoming Valley - June 4

Union County - June 5

North Shore - July 23

Shamokin Valley - July 24

Wellsboro & Corning - October 8

Towanda - Monroeton - October 9

Toys for Tots on the North Shore - December 10

Northern Central Railcar Association – Gary Shrey

Everett RR April 30 – (Saturday) Precedes Nittany & Bald Eagle

Appalachian Rail Excursions – John Gonder

I recently sent mailing labels to John Gonder who will be mailing flyers to our members for excursions he's holding.

Area 2 Election

Soon we will be holding elections for directors in all even-numbered areas including Area 2. The last Area 2 election turned out the largest number of voters in NARCOA history and I hope you will take the time to return your ballot. As always, I enjoy representing this Area's interests.

Rulebook Sticker

A wording change has been approved to the speed rule in our rulebook. Included with this issue is a printed sticker with the change. Paste it over "8. SPEED" on page 11 of your rulebook.

joel.williams@earthlink.net

(570) 893-1610





From The Director's Desk
Area 4 (KY, NC, SC, TN, VA, WV)
by Tom Falicon

Hi Area 4 Members!

Well, it's winter and there's not a whole lot going on in Area "4sville" right now.

As I write this it looks like our insurance will be in place shortly, and I'm sure many of us are making plans for a great 2005 excursion season. Even though our winter has been mild here, I'm still anxious to get outside on the rails again. The freight train that I run on does not run in December, January or February, so between no motorcar runs and no freight runs, I'm really ready to get back to railroading.

I am sad to announce that Area 4 has lost one of it's more colorful members. Tom Johnson of Asheboro, North Carolina has passed away.

Tom would stop by my shop when he would make his monthly rounds through my neck of the woods selling hardware. I would hear his old pickup coming up my drive and know that I would be in for a good talk about NARCOA or motorcars in general. Although I have been off Tom's Christmas card list for a while, I still would enjoy a heated discussion with him every now and then. We're going to miss you Tom "you know what I mean?"

OK guys, let's get out there and make sure our cars are in tip-top shape, and then lets hit the rails and have a damn good time this year!

See ya!



From The Director's Desk
Area 10 (AK, ID, MT, OR, WA, WY)
by Tom Norman

I have been your Area 10 Director since 1994, and have decided that it is time to step down. I will continue to serve as NARCOA Treasurer and Insurance Administrator, as the bylaws do not require these positions to be held by a director.

After 10 years I feel that new representation on the board is desirable. Jim Spicer from Eugene, Oregon, has agreed to run in my place.

Nominations for Area 10 Director are open until March 30, 2005. If any other Area 10 member would like to run for director, contact **Carl Anderson, Nominations/Elections Chair**. His address information is listed on the back page of *The SETOFF*.

It has been a privilege to serve as your director for the past 10 years. Thank you.



From The Director's Desk
Area 11 (AZ, CA, HI, NM, NV, UT)
by Pat Coleman

Not much to report this issue.

The last runs of 2004 and the January runs of 2005 all seemed to have been completed without incident, and we all anxiously await news of liability insurance for 2005.

Our Area 11 clubs are proceeding with run plans for the balance of 2005 and I heartily recommend that you go ahead and sign up for those of your choice. Most runs have a car limit, and it is my belief that when the insurance issue is resolved, there will be rush to sign up for the runs.

Be safe and we hope to see you on a run in 2005.





Thai Track Car



Kwai Bridge Just Before Train



Kwai Bridge With Train

Thailand

by Sam Powers

I took a trip to Thailand recently, and of course took more than a few fun train trips. The last one was a six hour (200 miles) jaunt that cost all of \$1.75. I was also pleasantly surprised to spot a number of track cars. While waiting at a station, one would inevitably appear about five minutes before my train was due . . . i.e., clearing the meter-gauge single track mainline just in time! They must have had radio contact, as the trains themselves weren't terribly punctual.

Thai Track Car (*SETOFF* cover photo) shows a single cylinder crank-start diesel unit with twin V-belt drive of unknown manufacturer. Note the sturdy footwear of the operator . . . standard operating procedure for Thailand. Thai Track Car photo (above left) shows a similar rig with a turntable.

The famous Bridge over the River Kwai sees lots of tourists, and everyone is free to walk wherever they want, whenever they want, as the "Kwai Bridge Just Before Train" photo (left) shows. Note that to pass a person walking the other way, one of you must step to the side on the wobbly plank. Ladies in flip-flops and heels are a common sight. What you can't see is that if you slip off the end of the ties, it is a 35' drop to the river. The "Kwai Bridge With Train" photo is for real. When a train comes along, all sightseers retreat onto special platforms to the side between the trusses. Yes, the train was going only 5 mph, but could you imagine this scene on a U.S. railroad?



THE SAFETY COMMENT: EXCURSION SAFETY

by Bob Knight, Chairman, NARCOA Safety Committee
and Guest Author, Margaret Hope, Director, Motorcar Operators West and
Meet Co-Coordinator Pacific Northwest Tour 2005

As a member of MOW, I am always intrigued by the interesting articles in MOW's publication, "The Lineup", about operating a motorcar in the Western part of the U.S. and Canada. A recent article on their Pacific Northwest Tour 2004 was written by Margaret Hope entitled "*Lessons Learned As A Meet Coordinator*". I found her comments and thoughts concerning safety and thought this would be of interest to our membership, so I asked her to write an article concerning safety from the excursion coordinator's viewpoint. She has written two articles for *The SETOFF* entitled: "Excursion Safety Officer" (which appears below), and "Critical Incident Coordinator", which will be in the May/June *SETOFF*.

EXCURSION SAFETY — Excursion Safety Officer

If there is one aspect of excursion coordination that causes me to lose sleep, it is safety. There are two safety roles that I believe valuable to any excursions: Excursion Safety Officer and Critical Incident Coordinator.

Excursion Safety Officer

Faced with my first solo as an excursion coordinator last summer, I decided to appoint two Safety Officers for the duration of our 13 days on the rails. Their role was to watch out for safety issues and either bring them to my attention, or deal with them directly as needed. During a train meet they were to ensure all participants were well away from the live track. Being a rookie I wanted safe operation for our group, and I wanted to assure the host railroad personnel that we take safety seriously.

Our Safety Officers possessed several attributes I felt were important. They were:

- Experienced operators who were respected by their peers
- Entirely capable of assessing a situation to determine if it warranted attention.
- Willing to bring concerns to my attention or directly discuss a problem with an individual operator if that were more logical.
- They were not the sort who would frivolously intervene or morph into policemen.

Under their watchful eye, we were blessed with safe operation throughout our tour, and several of our railroad hosts specifically expressed appreciation for the role.

Marg Hope
Director, Motorcar Operators West

P.S.: Please keep it safe on the rails and enjoy our great hobby!



Marg Hope In Action

Speeders On The Small Screen

By Hugh Cain

I don't know how many of my fellow NARCOA members have a small dish satellite receiver, nor do I know how many subscribe to and receive DIRECTV. Those that do not have either service miss out on some real good railroad programs on RFD-TV, channel 379 on my particular system.

RFD-TV has two shows, one is entitled "Machines of Iron", and is usually an hour long. It is a mixture of video tapes that have a wide variety of subjects. The second program is entitled "Trackside", and usually has a half-hour show that was originally produced by a local PBS group in the Chicago area. Both programs have telecast shows in the past that have been excellent viewing from all the other programs on commercial TV.

In December 2004, we received a new issue of RFD-TV's printed schedule magazine. My habit is to look up both railroad shows and highlight each and every one. Then I make a small note on our desk-top calendar to ensure that I see the programs when they are broadcast. I was looking through the offerings for January and February, 2005, and noticed that "Trackside" was supposed to air a program on our hobby, speeders, railcars and track cars, on February 10th at 7:00 p.m. EST.

I called and emailed Rick Tufts and Tom Falicon as soon as I saw the schedule hoping that they might be able to find out some information ahead of the airing of the content of the program. On Thursday night about 6:30 p.m., I called Tom and he said he was already set to watch the show.

Seven p.m. rolled around and my receiver was automatically set to switch up to channel 379, which it did. On come the host of the show, Dave Reed, and he started off by saying this episode will show motorcars, track cars, and speeders at a Railroad Days celebration being held in Wisconsin.

There was a small clip of the cars, then the show went through it's opening credits, etc.

The opening clip was more than enough bait to keep the average speeder operator's eyes glued to the TV screen for the next half hour. Opening credits completed, Dave reappeared and started the narration of the event.

During the next half hour, NARCOA was mentioned at least twice. The safety rules were mentioned, the process for joining NARCOA was described, our liability insurance was covered, as well as a lot of other information that presented a very positive light on NARCOA. The speeders that were in operation were conducting themselves in a very commendable manner, signaling for stops, slowing for road crossings and proceeding through those that were flagged, good coverage of the turnaround point, etc.

Basically, I felt that the image presented about the hobby and NARCOA was done in a very positive light. This particular show and the Trains Magazine article from several years back, have shown that the speeder operators have a hobby that is well governed, can produce some interesting rides, and promotes an atmosphere of wholesome fun for the hobbyist and the others in attendance.

You all that missed this show might want to contact RFD-TV and see if the program can be re-broadcast at a later date. You missed a good show.

By the way, this might be a way for NARCOA to supply RFD-TV with some other material to show on either program. I know there are several real good videotapes that members out there produced about some of the better trips. The Mexican Copper Canyon trip is one.



Casey Jones Railcar

by Stan Rankin

Here are some photos of my "Casey Jones" railcar. It is powered by a 1926 Model-T Ford engine and it uses all Ford parts: gas tank, dash, and controls.

These pictures were taken at the Illinois Railway Museum, where I operate streetcars and interurban cars during the summer.

We ran it up to 40+ MPH and it still was not topped out.

It is chain driven and will run forward and reverse at the same speeds.

The only other one I know of is in the New York Museum of Transportation in Rush, NY.

Technical Specifications:

Engine No.: 15162118

Car S/N: 3752

Type: 551

Builder: Northwest Motor Co.

Eau Claire, WI

Horsepower: 20

I also own a Woodings, and M14 and M19 Fairmonts.

Editor's Note: My apologies to Stan for taking so long to include these great photos in *The SETOFF*. They were originally sent to Wayne Parsons in May, 2004, and eventually made their way to me.



THE WEST VIRGINIA CENTRAL MOTORCAR RUN OCTOBER 23-24, 2004

by Paul Rujak



High Falls - photo by Charlie Morvay



Bald Eagle - photo by Paul Rujak



The Salamander - photo by Charlie Morvay

The 9th motorcar run on the West Virginia Central Railroad was held on October 23-24, 2004. Saturday set-on started at 6:00 a.m., on a foggy, dark morning.

After the thirty motorcars were set-on and car inspections completed, it was time for the safety meeting. During the meeting, Mayor Judy Guye gave everyone a warm welcome.

As we headed southbound, the tracks were wet from the morning dew and crushed leaves, making for slippery travel. We stopped for the first crossing and, as we started out, the rear wheels just spun.

The first stop was High Falls. The leaves in this area were a little past peak but were still beautiful. There is a 34° curve here. Some took the short trip down the hill to view the falls.

We headed southbound again. The next stop was Linan siding. This was the site of one of the many coal mines on this line. Our track warrants had us waiting for the *Cheat Mountain Salamander* (rail bus). Tom Proud was the engineer. The passengers on the Salamander were in awe when they saw the string of motorcars sitting on the siding.

The group again headed south and we had only traveled two miles when my eye caught the site of a large bird landing in a tree across the river. It was a Bald Eagle. I radioed Jim and Charlie Morvay to let them know I was stopping to take pictures of the eagle. I put my telephoto lens on my digital camera and snapped. The eagles are starting to migrate into this valley.

The group's next stop was at Cheat Bridge for lunch. We met Mark Smith from the Old Pike Grill in Durbin. He had the box lunches we had ordered which I thought were pretty good.

From here we took the trip through Spruce and up the grade into Summit Cut. Summit Cut (or Big Cut as some call it) was once the highest mainline railroad east of the Mississippi River. We were able to go to milepost 89. Another mile down the track is a 40-foot wash out.

We then backed the cars down to Spruce where we turned and waited on the siding for the arrival of the *Cheat Mountain Salamander*. Tom finally arrived but about 20 minutes late.

continued next page . . .

I then took the group north. To make up time, I decided to run straight to High Falls. I could not wait for MP 59 where the welded rail started again. It was just like our cars magically got a suspension under them. We stopped at High Falls for a short break.

We weren't under way long when I found out that one of the cars had light problems. I stopped the group at Harper Siding so he could get the lights fixed.

The rest of the trip was done in the dark. It was great to ride after dark because how often do you get the chance to do that. The last car arrived at the set-on at 8:00 p.m. We tied them down for the night and an armed security guard showed up to watch the cars.

Day two started in a downpour. Everyone arrived to gas up their cars and load all their belongings. The rain let up for the safety meeting. Mayor Judy Guye took us up on the offer on going for a ride. During the safety meeting, Mayor Judy gave me the key to the city.

The group started with six less cars. A few set off Saturday and a couple set off Sunday.

The rails were wet and greasy but the rain let up and in a short time we arrived in Belington, WV. This is the home of the West Virginia Central and *The New Tygart Flyer*. All of the repairs are made in a small engine house that was built on a siding.

We boarded *The New Tygart Flyer* where we bought souvenirs and coffee. The coffee tasted good on this cold, damp morning. The Flyer backed down to the loading platform. After boarding, the Flyer headed south. We headed north, out of the siding.

Ten miles later we were at Tygart Junction. John Gonder operated the switch, and I went to the junction, where we have a crossing to turn the cars. They turned quickly and we were under way heading south.

We arrived at Belington at noon for lunch. After lunch, we were under way again, heading south.

As we arrived in Elkins, our track warrant had us in the south leg of the wye. We cleared the switch and backed in. The group waited for an hour for *The New Tygart Flyer* to come off the mountain. After the Flyer passed, we proceeded across Davis Avenue. Most of the people set off for the long trip home. A group of about 10 cars made the 10-mile trip to the campground and back.

I would like to thank all that attended this great run. I am hoping that more tracks are open in the near future. Hope to see you next year on this great railroad.



Mayor Judy Guye presents the Key to the City to Paul Rujak - photo by Charlie Morvay



photo by Charlie Morvay



At the Summit - photo by Charlie Morvay



How To Make A Friend - Finger Lakes Railway

by Warren Riccitelli

This is a story about working with a railroad and becoming the best of friends.

In early 2001, I approached the Finger Lakes Railway about the possibility of North East Rail Car Association sponsoring a NARCOA excursion on the Finger Lakes Railway. The person I finally contacted was the Trainmaster/Operations Manager – Kevin Bucklin. He listened as I described our organization, NARCOA, our insurance program and our operators qualifications. He was not impressed, but he said he would run it up the ladder to the owners. He got back to me a week later and responded that everyone in his organization said “GO”, that we are great people and know what we are doing and we will have a great time. But he was not convinced. We finally scheduled a date and our first excursion on the Finger Lakes Railway would happen that fall.

Now it is September 2001, and our first event on the Finger Lakes. At the safety meeting, Kevin made it perfectly clear that he did not want us on his railroad and that he did not want to be there. Our safety meeting was completed and we were on our way on the Syracuse Line. I still did not know how to take Kevin, so I was more than watchful of everything that was happening.

About twenty miles out, an MT14 had engine problems and decided to setoff near a NAPA dealer where he could get some parts and work on his car. I got Kevin and the owner of the car together, told them both what our plan was, and then read the “riot act” to the car’s owner. I told him to stay there till we got back, under no circumstances was he to get back on the rails and try to catch up, and that, if necessary, we would tow him back on our return. Kevin looked relieved that we could handle situations like this.

At our turn around, it was raining and we had a rubber crossing. The hy-rail was proceeding and finally derailed. I had stopped our procession at the crossing and had everyone backup to the previous crossing that had less traffic. The hy-rail was still on the ground and they finally reported that they were in the clear, back on the rail, and would meet us. A little adversity and we were proving ourselves to the man that did not want us there.

On Sunday, we set-on at Himrod and headed south to Watkins Glen. I knew we had three high bridges and that this would be a focal spot on this branch. At the safety meeting, I went over the plans for the day and the rules about bridges (no one is to stop and no one is get out of their cars). I repeated myself six times to get the point across. I then gave Kevin the podium and he reiterated the part that he did not want to be there. He further went on to say that his thoughts have now changed. First, he wanted every car to stop on the high bridge so he could get pictures. I shook my head and walked away. I couldn’t believe he just went against everything I just said. He further said that what other people said about us was true. He went on to say that everyone was obeying all of our rules, the meet was going smoothly and he was having a great time with some great people.

Now things have changed. Kevin has taken those pictures and slides to regional railroad gatherings and meetings. He is now an advocate of NARCOA and has told (and shown) other railroads that we are safety conscious, and everyone can have safe fun. We have had excursions there for the past three years and have been asked by the railroad if we could come twice a year.

To the others at the Finger Lakes that made this possible (Mike Smith and Bruce Habberfield), we thank you. Relationships are important, and to work with a railroad and people like this makes the difference.

I wish to also thank all the participants of the excursion over the past three years, first for the safe operations of their motor cars, for the respect of the railroad and its property, and also for being a positive sign to the public for the railroad.



News from Australia

by Nic Doncaster, Group Coordinator
Australian Society of Section Car Operators, Inc.

It's been some time since I put something together for *The SETOFF* – probably because I have been a little busy, as has the rest of the ASSCO team, getting things back on track.

We were able to renew our insurance back in July. The state based heritage umbrella group, the Council of Historic and Tourist Railways of South Australia Inc (www.chrtsa.org.au) worked with our state government to create a pooled insurance scheme.

This ensured that almost all of the tourist and heritage railways were able to keep operating, with reasonable insurance. As many will be aware, tourist railways in Australia were subject to massive increases in premiums, anywhere in the range of 200 to 3000%. In one hit.

One heritage railway in South Australia has stopped operating, but this appears to be related to longer-term organizational issues, of which insurance was the last straw.

ASSCO was invited into the premium pool at the last minute. We took this lifeline. The value of our policy doubled to \$20 million per claim, and our premium went up 300%. This was far better than the 2000% we were offered in the public market place.

ASSCO's management committee worked out ways to pay this, in addition to another \$2000 required to cover indemnity and volunteer insurances: All necessary in the current regulatory environment.

In the end our insurance is charged out in a way not dissimilar to the NARCOA scheme, and a charge for members at a flat rate for insurance for the year was agreed. Our members have enthusiastically supported this.

Speaking of which, since ASSCO has resumed operations, there has been solid growth in our member numbers. As this is finalized, we will break the 100-member barrier.

More importantly, the opportunity to be out on the track has been enthusiastically supported.

We have approached a number of railways for access, and all have responded very positively.

Our first trip was on the **Kingaroy** line, in Queensland.

Queensland Rail (QR) was very supportive in getting us back out into the field, and went to extreme lengths to ensure that all was in place.

This was not the first time that we had run this line, it being our first corridor owned by QR that we had run, just prior to our insurance expired last year.

Our AGM was scheduled for the same weekend, September 18 and 19, and eleven cars and thirty people came. Kingaroy 2004 is the largest trip managed by ASSCO to date.



Our first big stop – Kilkivan siding. This is to the east of Goomeri. Morning tea was provided by the local progress association. - Steve Overmyer



Kev Horstens ST2-Z42 697 at Murgon. Passengers are (L-R) Don Smith (SA), Tom Callow (QLD), and Kev Horsten (QLD). - Steve Overmyer



The group of M15s have just crossed the Dickabram Bridge. This is a joint road and rail bridge. Cars belong to Peter and Anna Burdens (316), Alan Greenwoods (518), Greg Wagners (428) and Brian Huntings (244) - Steve Overmyer



My own M19-Z63 at the 212km post on the YP rail line. This is not far from Mona, a siding removed many years ago. - Nic Doncaster



Bute Yard: (L) John Boswell, president of the Lions Club of YP rail and (R) Don Smith, a foundation member for ASSCO. - Nic Doncaster



Sam Wittwer (new member) joined me on the Sunday for a run to Bute. - Nic Doncaster

This railway is an agricultural line, with peanuts being the main commodity out, and cattle for the local abattoir being the product in. The line carries only a few trains a year, although QR seems to like running trains at the same time we want to run.

Since our trip last year, QR has put in some 35,000 sleepers, meaning that the track is in good condition, and should be around for a number of years. The track changes all the time, from 42lb rail up to 80lb rail, and back down.

It runs from open plains, down a range, and across a mountain. There are numerous bridges to cross, and numbers of deep cuttings with tight curves.

This year we were welcomed into the small hamlet of Kilkivan. This is a siding about an hours run west of Goomeri, where we set up a base camp.

The locals put on a really great spread for a late morning tea cum early lunch, including things such as cakes, sandwiches and cold drinks. There is a small group of volunteers who are trying some new ideas with the railway precinct. They usually run a market that has been quite successful, and were hoping we may have been able to tie in with this. It didn't quite work out that way.

On the way home, the ladies were again present, but this time they had less food and more drinks. The frozen bottles of rainwater were eagerly snapped up and enjoyed as we rode east into the sun, and into Goomeri.

Our cars continued on to the west the following day, arriving at the terminus of Kingaroy around lunchtime. We returned back to Goomeri early afternoon and debriefed.

A few weeks later we arranged a trip on the **Wallaroo** line, run by the Lions Club of Yorke Peninsula Rail. Yes, you read that right, Lions Club.

The last time ASSCO ran this line it was simply YPRail. The insurance issues we all faced were dealt with in typical YP style – out of the square.

The group used its local relationships with Lions, and was able to become the first special interest group of Lions to run a railway.

The response to this trip was dismal, but as the work had been done previously, I took the opportunity to run under an access agreement and ASSCO's accreditation. This was the smallest run to date (just the one car), but to me, the second most fun.

Foundation member Don Smith came over for the Saturday, while on the Sunday one of our new members, Sam Wittwer, took the chance to enjoy a ride.

This was the third time my broad gauge (63") M19 had been out for a run.

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News from Australia ... continued

Two weeks later, on the weekend of October 30th, and 31st, the Queenslanders accessed Queensland Rails **Wallangarra** Line.

This track used to be the main railway between Brisbane, capital of the state of Queensland, and Sydney, capital of the state of New South Wales. Wallangarra being a change of gauge station (Queensland runs 42" gauge trains, New South Wales 56.5" track).

This route was bypassed with a direct line of standard gauge track between Sydney and Brisbane, in the 1930's. It is still maintained in first class condition by QR, although it sees only a couple of trains a year. It is an extremely pretty run through a National Park, up a mountain range, across numerous deep bridges and through small towns.

The group consisted of 10 cars, including a Tamper TMC2 and a TMC 6, ST-2s, M15s and an MT14.

It was a well-organized weekend, with only one or two minor mechanical problems. Initial work in planning this event was done by our Queensland coordinator Jerry Jirasek, assisted by Ken McHugh.

It was interesting to compare the railways at Wallangarra: on one side of the platform was QR's well maintained track, while on the other side was the New South Wales track that hadn't seen a track worker for some 20 years. The line is effectively closed because of some poor bridge conditions.

As I write this, Ken is in the final stages of organizing a trip on the Yeppoon Line. This is about 600km north of Brisbane, and will require me flying up to provide the operational support as well as assisting several members with their accreditation.

Yeppoon is a light branch line that is under the threat of closure and is likely to be removed in the New Year. Its main traffic is pineapples, and this traffic has been lost to road.

As we look forward to the New Year, we already have a return trip to Leigh Creek planned for around April 25th, and are scheduling as far ahead as September, with a proposed run in NSW.

Before that, we hope to return to Pichi Richi Railway, in South Australia, in late February or March.

In addition to running, there is the endless administrative work to be done. A lot of the work in finalizing access in Queensland has been picked up by two of our members up there, Ken and Jerry. Its interesting to note that for each hour on track, we spent about six hours in meetings, on the phone, or creating submissions to the

continued . . .



Sunday Morning set-on, ready to head south to Wallangarra. - Nic Doncaster



L001 (commonly known as "Louie") and owner, Mike Wilson, on the way to Wallangarra. - Nic Doncaster



Peter and Anna Burden at the goods exchange shed. - Nic Doncaster



The group at Wallangarra. The station is to the left of the photo. - Nic Doncaster



Bruce McCracken and Kev Horstein on Kev's ST2-Z42. - Nic Doncaster

railway owners just to get there. This is in addition to numerous meetings, phone calls and responses to the changes in the regulatory environment that are needed to keep ASSCO up-to-date and aware of and complying with what is happening in the industry.

Even though ASSCO is not-for-profit and is run by volunteers, we are required to comply with the industry standards to the letter. We are treated no differently to a commercial freight operator, just that we do not run freight trains.

The group welcomed representatives from Queensland Transport (the rail regulator in that state) who rode with us to complete our annual operational audit. ASSCO is audited in the field generally twice a year, once by Transport SA (our "home" state for accreditation) and by Queensland Transport, to ensure that we comply with our operational documents and systems. The auditors rode with us and observed from alongside the railway. There were not any breaches of our systems noted, and our accreditation in Queensland remains in place.

If ASSCO fails to meet the requirements of its accreditation, it may have to undertake remedial work, or may be required to stop operating.

It is an exciting time, with lots of things happening. The support and enthusiasm for ASSCO has never been stronger.

Please keep an eye on the ASSCO website. If you are planning on coming to Australia, and would like to attend a run, some advanced planning is needed. We are more than happy to accommodate tourists, especially our speedering brothers and sisters from the U.S.

See you "on the rails".



The WoodMont Rental Co.

by Dick Ray and K.C. Smith

There was an on-line discussion back in November about ride sharing and the concept of Fly-N-Putt, which is visiting a distant location and being provided with a motorcar for a meet.

The VRA affiliate in New Jersey has a slightly different program going. We own an MT19 and a Woodings CBL, both of which are fully NARCOA compliant.

We have five or six members who do not own their own cars but are qualified to operate them, are insured, and have been mentored. In addition we have two trailers that can carry either motorcar.

We call the program the WoodMont Rental Co. and it allows those members to take the cars to meets. The plan for now calls for the renter to pay a fee of \$25 per day on the rails for the usage, return it with a full tank of gas, and do whatever minor maintenance that is needed. Some improvements such as the replacement of the curtains on the Woodings are taken out of the usage fee.

The cars are stocked with some tools, spare spark plugs, fire extinguisher, first aid kit, two flags, and by arrangement, a five-watt radio. At this point all renters are expected to have a two-inch trailer ball and a flat-4 electrical plug on their vehicle. The trailers are registered to individual members and our investigation of the liability showed that when someone else is using the trailer the registered owner is at minimal risk.

All in all, the program has been a success, allowing persons who cannot own their own motorcar to participate. Some of the reasons for non-ownership include limited participation, limited mechanical skills for restoring a motorcar, no storage space, and others. Reservations are on a first-come, first-served basis that has not yet led to any ill feelings. We recognize that some group members could abuse that policy but it has not happened yet. Besides being qualified and mentored, the renters are expected to be a full participant in the other VRA programs such as our rail preservation efforts, our fan trips, railfan days and other programs we do to benefit the proposed New Jersey Transportation Heritage Center.

The WoodMont Rental Co. also allows members who think they might want to get into motorcars to get some experience with the whole concept, from towing hundreds of miles, fast food, long days, rain, cold, loading up in the dark, and everything that goes with it. Some of our members who have taken part in this program have gone on to buying their own cars, proving that the program has the added benefit of expanding our hobby even further.

It could be possible to expand the program to include rentals to qualified persons from a distant location. Since they are not participating VRA members, the price would surely be higher, but certainly much less than what it would cost to ship a car from some far away place to the east coast. The one big stumbling block for this extension of our program is delivery of a motorcar to the set-on location, but with the high participation of our members in east coast events that too could probably be worked out. Even better, as was discussed on-line, a ride share could be worked out. This would involve splitting the trip fee with each person getting to run the car one-way or one day of a two-day event. Just think of the possibilities! Someone from the mid-west could take part in a meet in the mountains of West Virginia while someone from the east could enjoy the scenery in Idaho. Where do I sign up?

Anyone serious about renting one of our cars can contact either of the authors to make arrangements.



Happy renter, Deb Hookway at Bloomsburg, PA



The three club-owned motorcars at Phillipsburg, NJ

NARCOA Goes Underground

by Roman Carolton



photo by Kenneth Huffines



photo by Kenneth Huffines

NARCOA rules require carrying a flashlight in the motorcar. These came in handy on the Chattooga and Chickamauga excursion on October 30, 2004.

About an hour from the end of the trip, we took a break at milepost 415. It's out in the middle of nowhere, in a hardwood forest, with the tracks hewn into a hillside. Why stop here? Because there's a cave next to the tracks!

It's a real cave with an inviting entrance with a walking-height passage disappearing into the darkness. The kind of cave that makes you wonder if there are any bears in there. Only one way to find out!

Right away it's certain this isn't like a "Hollywood" cave. You know, it's sort of dark, and the floor is nice and flat. This floor has potholes, the cave is really dark, and the ceiling has rude dips to knock your noggin. Obviously we were not the first explorers, judging by the beer cans left by Neanderthals.

The cave bends to the left, and the further in you go, the lower the ceiling gets. Just as you're losing sight of the entrance and thinking this is where the bears would be, light can be seen ahead.

A scramble up a dirt slope leads to another (much smaller) entrance, about 12 feet up on the hillside above the tracks and some 70 feet from the big entrance. Ah, cheated death (and bears) once again! Good thing NARCOA makes us carry those flashlights!



The Blizzard of '05

by Warren Riccitelli

The Blizzard of '05. Sounds like a big deal, and to my wife it was. But it will be a storm that will never be forgotten. And who else but me could make a great motorcar story about a blizzard.

It all started last summer, when I made up my mind to create a new motorcar with all the bells and whistles. I have one great MT14 that I have done all my long runs on, and have several M19's and M14's that I use on short or weekend runs. I was looking for another MT14 that could be rebuilt and use as my new primary car. I picked an S2 that had been 'kit-bashed' by the Maine Central Railroad and now has an Onan engine and transmission in it, but was not worth rebuilding. I searched and searched for the right car and almost bought a car in British Columbia. On my way to the NARCOA annual meeting, I stopped at Les King's and was shown a car exactly what I was looking for. It was a stripped MT14 with nothing good on it but the axles, but it was something to start with.

Now it is mid-January. I have been working 70 hours since I got back from Chicago. Cabin fever and overwork said it was time for a road trip. Al Elliott was up here trying to help me get out of a tremendous amount of work, and it finally happened. Wednesday afternoon, I said "Let's go pull the engine and go to Ohio this weekend." We drove about 30 miles to where I have some cars stored at my brother-in-law's gravel pit. Three days earlier, we would have been in 16 inches of mud, but the weather had changed from 60° to now down in the low 20's. The ground was firm enough for us to remove the engine and transmission and move them 200 feet to my truck. We are all ready for a road trip, but only with the "little lady's" permission.

We checked the weather and I saw only flurries on two stations, and possibly 6" on another. We decided to go. I put Al on the train and told him I would pick him up on Friday.

Friday morning, I start out for the 14-hour drive to Ohio. I have to go five hours to pick up Al. We decide to go the lower route, I-76. I have only used this route a few times and know it's more hills and more grades than using the new road to the north. I-80 goes through central PA, going through hills, and is a much easier drive. But we made the decision of the lower road for scenery we don't usually see. Arriving at 8:00 PM on Friday, it was an uneventful trip, except the temperature continued to drop. Now it's about 10° outside. After settling down, we looked at the weather forecast and call home. My little lady is not happy. The forecast for Rhode Island is getting worse, now forecasting 12" of the fluffy white stuff.

It's Saturday morning, snowing, and 4° outside. We start for Les's shop with the roads snow-covered and looking like it's getting worse. Whiteout conditions take over, and we are worried about getting to Les's shop. The exits do not exist, and we gently blaze our own trail down the exit. A half-hour later we ride by Les's driveway and have to make a U-turn on roads that have not been plowed of the 6" of snow that now is impeding our travel. I finally make the turn into the driveway for the half-mile trip into Les's shop. Thank God he put the reflectors on each side of the driveway! We are there.

Our ten-minute stop turns into three hours and I have to push Al into moving back east. We drop the engine and transmission and of course, fill our truck with other necessities.

The roads are snow-covered, the snow has stopped, with 6" on the ground. We are following the storm as it goes east. The roads are not that bad, and we are making good time in our race home.

The phone rings. It's the little lady announcing that the forecast back in Rhode Island is now for 12" to 15" of the white fluffy stuff.

continued . . .

The Blizzard of '05 . . . continued

As we travel through western PA, the temperature continues to go from 20° down to 10°, but no snow is falling. My brother keeps calling me on the Nextel announcing that Rhode Island will soon be a suburb of Antarctica. This is the brother that now wants to get into the hobby and who Al has dubbed as “Doubting Dave”. Can you understand why?

We continue through to Harrisburg before stopping for supper. We watch the news at the truck stop and see the storm is south of NJ. It looks like a Noreaster. Should I try to outrun it?

We are now getting into the northern Philadelphia area. The snow has started, it's 4° and we are running into the famous “Snow Trains”. Six or seven trucks plowing the road as a ballet. You just follow them at the 20 MPH as they clean the road before you.

At 7:00 PM, I call home. I'm told that they are calling for 12” to 18” of snow.

At 8:00 PM. Doubting Dave calls to announce that it is now from 18” to 24”.

At 9:00 PM, I call home. The little lady announces the forecast is now 24” to 30”.

I turn off the phone.

I turn on the radio only to hear the New Jersey Turnpike is now closed to all but emergency and essential vehicles. The local stations are saying that 12” to 15” is on the ground. Al and I plow on. My scheme is that if we get stopped, I let the trooper talk to *the little lady*. And I decide to stay at Al's house that night.

Sunday morning, with 15” on the ground, I decided to leave for home. The forecast is for the snow to stop and the winds to pickup and gust to 60 mph. After getting off some local roads and getting on the Interstate, I find the roads clear of traffic but covered with packed snow. The trip back to Rhode Island was great, and I enjoyed the best time ever from NJ to RI.

The last sixty miles was a little different, with strong winds and blowing snow. When I got home, there was 22” of snow on the lawn and my driveway was clear. Was it the fire from the little lady that cleared the driveway?

Anyway, it was a trip that will never be forgotten. A trip in a blizzard with Al, the snow, the cold, and the calls from the little lady.

As with all natural disasters, little things can happen that will show up months later. My new motorcar has been started, all the pieces are in place, and it will have a decal reading “Conceived in the Blizzard of '05”.

K K K K

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 **Charlene Morvay, 17825 Route 8, Union City, PA 16438** or email: **setoff@velocity.net**

For Sale

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 phone: (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 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

For Sale

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 Motorcar 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

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

Fairmont MT-14L, NARCOA & MOW ready, CCKB Onan, 4-seater, price \$5400 with trailer. Many new parts in car. Contact Connie Shaw 916-655-3983 or email lucyshaw@outrageous.net for pictures.
JA05

For Sale

Motorola Railroad Radios – 128 channel, 50-watt units. These are good, clean, used radios that are like the ones used in MOW service with all North American railroads. They come already programmed with all 97 AAR frequencies, as well as Canada, Alaska, NARCOA and five weather channels. Radios come with new mounting kit (includes wiring) and antenna. They come complete and ready to install in your motorcar or h-rail. \$395.00 plus \$27.50 shipping and handling. Contact Tom Phair (925) 820-4159 or email: tomphair@comcast.net.

MJ06

David Clark Intercom Systems – Tailored to your particular motorcar needs. I have new and used headsets and intercom components to make your motorcar trips more enjoyable while protecting your hearing. I can save you many \$\$\$\$ on the best intercom system made. Contact Tom Phair (925) 820-4159 or email: tomphair@comcast.net.

MJ06

FAIRMONT M9G - 1949 – Rebuilt car and ROC in 1993, all new aluminum flooring, 12V electrical, alternator, belt, wheels, brake shoes, roof. Flashing brake light, fairmont mud flaps, rare Fairmont flat side muffler, one seat mounted other loose. Included is old wooden lift handles used before aluminum replacements from a M-19. Always been stored indoors - Asking \$3,000.

Deep dish roof for M9 - asking \$100/ or best offer.

Contact Jeff Mast Canton, Mi. Evenings 7 to 9:00pm or weekends (734) 459-5181 or e-mail jmast@wowway.com
JA05

For Sale

Spring Suspension System for M/MT-14. The spring suspension system eliminates the hard pounding and jarring from the rail joints and wheel burns. Uses pressure lubricated bronze sleeve bearings and machined steel pins. This system can be installed in four hours, start to finish. There is no need to remove the hubs, axle insulators, or disassemble the wheel bearings. Should also fit S-2. Price \$995 plus shipping. John Reynolds: jreyn1944@hotmail.com
JA05

MT14 Step. Assist step for entering car. Price \$75/pair. Contact John Reynolds at 717-632-4157, Contact by E-Mail at jreyn1944@hotmail.com. Hanover, PA for additional information.
JA05

Wheel Nut Wrench. Working on your car this winter changing wheels? You need one of these. Fits inside web to hold nuts. No need to use two sets of wrenches. \$15/each Contact John Reynolds at 717-632-4157, Contact by E-Mail at jreyn1944@hotmail.com Hanover, PA for additional information.
JA05

For Sale

1-W64 tie crane \$1200
1-Push Cart (maybe Fairmont T-11) \$800
1-Push Cart Axles with Bearings \$250,
1-Push Cart (with wheels) \$350
2-Fairmont Motor Car Frames (may be S2, very old) \$100 each
1-Air Operated Diesel Locomotive Bell \$800.
FOB: Burleson, Texas. Contact: M.W. Kirby at 817-478-0773 or E-mail: williekirby@sbcglobal.net. JA05

Semaphore, Car block and parts - US&S Motor Car Block Indicators guaranteed to work but need to be restored. Complete US&S train order board semaphore also needs to be restored. US&S style "B" semaphore parts. Call or write for prices. Contact Dave Myers (928) 567-6285 or email dmyers@verdeonline.com MJ05

For Sale

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" Fairmont wheels. Price \$500

Gas heater - for newer Fairmont Motorcar \$50.00

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

NARCOA Member Decals for 2005 Available

R.W.G. is now offering official NARCOA decals for 2005. These are high-quality, self-sticking printed vinyl decals that come in two different logo versions, sizes, and colors. The decals are sold in pairs.

Motorcar version is 3" x 3-1/2" at a price of \$5.00 per pair.

Large NARCOA on-track version is 1-3/4" x 4" at a cost of \$4.00 per pair.

Small NARCOA on-track version is 1-1/4" x 3" at a cost of \$3.00 per pair.

Colors: Black on white OR red on white. When ordering, please state both SIZE and COLOR.

Please add .50 cents for postage and handling.

All profits will benefit NARCOA's general fund..

Send orders to: R.W.G.
c/o Larry Breuer
P.O. Box 21
Grantville, KS 66429

Send inquiries to email: FLEXHAUL22@AOL.COM JA05



For Sale

Rare Museum Quality Rail Equipment:

Fairbanks-Morse Model 101 two cycle water cooled planetary drive - similar to M-19, an open car, restored in good condition - ex CMSTP & P RR....\$4300

Fairbanks-Morse Sheffield Model 46 c1918 14" wood wheels, engine apart, was in process of restoration. Car in excellent condition with original decal on toolbox - worked in Conn. for Western Union and has attached telegraph box....\$3800

Duntley, Rockford 1909 2 cylinder direct drive, 4 wooden wheeled, motor velocipede. Early motorcar and supposedly the only one left intact. Simple wooden mounted engine that appears almost steam powered. Restoration started and unfinished - will run with new rings. Definitely a rare museum piece - Lake Superior and Ishpeming in original condition....\$6500

Teetors two seater railbike. This is an original in excellent condition - not a later manufacture. Wheels in excellent condition with original applied rubber belting....\$5800

B&O manufactured handcar in original condition. Has cast steel lever, helical cut gears, one loose wheel - wheels in excellent condition - mechanically sound. This handcar represents the apex of man powered development. From lower PA off the B&O....\$10,800

Please, serious inquiries only.

Kenneth Kurdt, 118 East Caroline Drive, Wappingers Falls, NY 12590
(845) 831-1170 JA05

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 A5 – Car has a wooden cab and built by the Lehigh Valley Railroad. The Waukesha FC-206F engine and transmission has been completely rebuilt. Engine is bored to .020 over. Electric system is 12-volt. Asking \$6,500 Contact Luke Anderson P.O. Box 54 Dillonvale, Ohio 43917 or Tel: (740) 769-2924. MJ05

Fairmont S-2 - This car is NARCOA compliant and ready to roll. Ran great two years ago, but has not run since. This car is located on Long Island. I can help arrange delivery by me to Northeast/Mid Atlantic area, but delivery is not included in the price. I am asking \$3,500. Contact Richard Gorddard 18 Second Street Ronkonkoma, NY 11779 Tel: (631) 588-1931 or email: rgorddard@aol.com MJ05

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

Former D&RG MT-19 and tandem axle trailer. The speeder comes with a cover, gas tank cover, and uninstalled seatbelts, extra gears, and a heater. The trailer features a battery, winch, 2 spare tires and tiedowns. This wonderful car is located in Odessa, TX. \$5,000 firm. Email nicholsst@cableone.net or phone 432-362-5757. Ann Nichols MJ05

Push Cart – This small aluminum cart is in good condition and would make an excellent port-a-potty wagon. Asking \$250.00 USD. Contact Tony Andrusevich RR #1 Hannon, Ontario, Canada L0R 1P0. Tel: (950) 692-5949

Differentials – A4 differentials from the Canadian National Railway shops. Looks like a reconditioned unit. Asking \$700.00 USD. Also have an A4 differential marked "core" only. Asking \$350.00 USD. Contact Tony Andrusevich RR #1 Hannon, Ontario, Canada L0R 1P0. Tel: (905) 692-5949

Fairmont MT19 – This retired CN inspection motorcar has an Onan CCKB engine that runs good. Car is equipped with a fiberglass cab. Asking \$2,500 USD. Contact Tony Andrusevich RR #1 Hannon, Ontario, Canada L0R 1P0. Tel: (905) 692-5949

Hy-Rail Equipment – Available are both hydraulic and manual equipment for ½-ton and 1-ton trucks. Also several makes from \$1,500 USD and up. Fairmont brand manual set for a Dodge Dakota \$1,500 USD. Contact Tony Andrusevich RR #1 Hannon, Ontario L0R 1P0. Tel: (905) 692-5949 MJ05

Carburetors Parts and Service - Carburetors parts for C-5 and 8. Carburetor rebuilding offered. Head gaskets for ROC, OD, ROB, QBA and RQ engines also available. Some complete gasket sets or single gaskets. Engine or complete car restoration work. Contact Carey Boney Wallace, NC Tel: (910) 285-7489 or email careyboney@earthlink.net MJ05

For Sale

Five Fairmont S2 Cars – \$5,000 for all. Sides open; have tops and fronts. Please contact Richard A. Hinds, 189 E Andrew Rd., Springfield, IL 62707. Phone: (217) 487-7750. MJ05



Wanted

Wheel-bearing retainer for a Velocipede Hand Car. Contact Danny Dineen at (506) 6727384 or email: dannydineen@rogers.com MJ05

I am searching for a **NARCOA ready MT14 or MT19**; preferred location is Northeast/Mid Atlantic area. Will consider all areas however. Also willing to trade a Fairmont S-2 for a running NARCOA ready MT14 or MT19. Contact Richard Gorddard 18 Second Street Ronkonkoma, NY 11779 tel: (631) 588-1931 or email rgorddard@aol.com MJ05

Back issues of The SETOFF as follows: Summer '87, Winter '88, Summer '88, Spring '90, Fall '90, Fall '91, and Winter '93. Copies are acceptable. Please contact Roger J. Hoffman Tel: (937) 429-3392 or email: sooline@sbcglobal.net. MJ05

Fairmont MT19 - New to the hobby looking for an MT19 that is NARCOA legal and rail ready. I live in Washington State but I am willing to travel to buy the right car. Trailer not needed but would be a plus. Please contact John Daniel 7602 E 468 PR Benton City, WA. 99320. Tel: (509) 588-4704 or email: kamija@bentonrea.com MJ05

Rail Rod. Complete and in good condition. Call or write Virgil Kuhn, 157 Sunset Lane, Beaver, OH 45613. Call collect, 6:00 - 8:00 evenings EST: 1-740-820-4562 MJ05

Wanted

Used 14" Fairmont wheels. Any that had to be replaced at the NARCOA wear limit are fine. Hubs and axles for these wheels also possibly helpful. Also interested in other wheels smaller and lighter than the standard 16". Mark Milbourne email: mark@doerivergorge.com. Phone/Voicemail: 423 725 4010 ext 324 MJ05

Need any information on what I believe to be **turntable rails**. Need pictures of a complete set, drawings, or literature. Email any information or part availability to Albert Hawkins 72 Pine Valley Drive Byron, GA 31008. Tel: (478) 956-1030 or email hawkinaj@alltel.net. MJ05

Any size defective speeder wheel for railroadians collection. Family room too small for my Fairmont S2E motorcar. Will pay finders fee and shipping or pickup if close by. Harry Noble (937) 372-3908. JA05

Any information on a portable turntable to fit an M19 Fairmont Speeder. Picture of turntable would be helpful. Contact Leo LuFresne, Box 627, Radville, Sask SOC 2GO Canada JA05

F

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:

Charlene Morvay
17825 Route 8
Union City, PA 16438

or

email: setoff@velocity.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.

ANOTHER NOTE if you submit your excursion notice to the Webmaster, a copy is also routed to the Editor of *The SETOFF*.

dinner on the Cafe Lafayette Dinner Train Saturday evening, and travel round trip from Tilton, NH to Weirs Beach, NH on Sunday. Swap meet for participants on Friday evening, slide shows on Friday and Saturday evening. Trip fee is \$70.00 prior to May 1, 2005 and includes one track car, operator, one crew member, two (2) commemorative coffee mugs, coffee and donuts Saturday morning. This is the oldest track car meet in the nation. All participants must adhere to the State of New Hampshire rules and regulations for the operation of track cars and the Hobo Railroad operating rules and regulations as specified in the timetable. Questions about equipment should be directed to the meet coordinator. For additional information please check the Hobo Railroad website at <http://www.hoborr.com> or mail a stamped self addressed envelope to the meet coordinator, Paul G. Yorkis, 24 Kimberly Drive, Medway, MA 02053, phone 508-533-4848 or email mail to: pgyorkis@aol.com

Rocky Mountain Division

Black Hills Central Railroad, Hill City, South Dakota
June 3-4-5, 2005

\$35.00 per car. 25 car limit first trip (reservations required), no limit on the other trips. Five minute rule will be in effect. NARCOA insurance not required, but motorcars must pass a NARCOA inspection. Railroad has final say on all safety/inspections/motorcar issues. Membership in the RMD is required. See www.rockymountaindivision for details. Contact: Gus Mocilac: gus_mary@adelphia.net

Skunk Train - Mendocino Co Railroad (California)

April 2, 2005 – April 3, 2005

This run is being hosted by the ladies of SWRC. We set on in Willits, CA at Commercial Street station and head west for approximately 37 miles to coastal town of Fort Bragg, CA. One of the curveous railroads in North America. It travels through redwood forests and coastal mountains. We plan to arrive in Fort Bragg about 1:00 p.m. and take a chartered bus to The Garden By The Sea for change of pace afternoon. We will set on at Willits at 7:30 a.m.. Departure is scheduled for 9:15 a.m. Approximate round trip mileage for this excursion is 74 miles. This ride is limited to 25 cars. Hy-rails are not permitted. The event is sponsored by Southwest Railcar Limited (SWRC). NARCOA insurance and rules apply. Additional information: Lead, middle and rear cars will be equipped with mobile radios. Event Coordinator: Ladies of the SWRC – Kathy Coleman -1989 Robin Ridge Ct – Walnut Creek, CA Phone 925-979-1030 – email – kathycoleman@astound.net – website – <http://www.southwest-railcar.org>

First Iowa Division

Boone & Scenic Valley Railroad

April 23, 2005 (Saturday)

FID is pleased to announce a one-day ride on the Boone & Scenic Valley Railroad at Boone, IA on April 23, 2005. We will make three round trips to this former interurban line running NW from Boone to Wolf, for a total of 66 miles. Excursion fee is \$15 plus a current membership in the Iowa Railroad Historical Society (\$24). This is a NARCOA-insured excursion and all NARCOA rules apply. For more information, contact Carl Schneider, 1302 6th Ave SE, Altoona, IA 50009-2002. (515) 967-5181, or email motorcarl@netins.net

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.

Hobo and Winnepesaukee Scenic Railroads

Friday-Sunday June 3-5, 2005

Hobo and Winnepesaukee Scenic Railroads is sponsoring the 17th annual track car meet which includes an optional barbecue dinner on Friday evening, travel round trip from Lincoln, NH to Weirs Beach, NH on Saturday, optional travel round trip from Tilton, NH to Weirs Beach, NH on Saturday evening, and travel round trip from Tilton, NH to Weirs Beach, NH on Sunday. Swap meet for participants on Friday evening, slide shows on Friday and Saturday evening. Trip fee is \$70.00 prior to May 1, 2005 and includes one track car, operator, one crew member, two (2) commemorative coffee mugs, coffee and donuts Saturday morning. This is the oldest track car meet in the nation. All participants must adhere to the State of New Hampshire rules and regulations for the operation of track cars and the Hobo Railroad operating rules and regulations as specified in the timetable. Questions about equipment should be directed to the meet coordinator. For additional information please check the Hobo Railroad website at <http://www.hoborr.com> or mail a stamped self addressed envelope to the meet coordinator, Paul G. Yorkis, 24 Kimberly Drive, Medway, MA 02053, phone 508-533-4848 or email mail to: pgyorkis@aol.com

Appalachian Rail Excursions

West Virginia Central Railroad (West Virginia)

Saturday & Sunday, June 25-26, 2005.

ARE is pleased to sponsor the a 2 day run over the West Virginia Central Railroad, Elkins, West Virginia, on Saturday June 25 and Sunday June 26, 2005. Participants will travel approximately 198 round trip miles from Elkins WV, to Spruce WV and to Belington WV on to Tygart Junction. There is a 50 car limit, NO Hy-Rails, Over-the-ankle work boots required by all riders. Box lunch available on Saturday for an extra fee. Trip fee is \$135.00 per car includes railroad costs. There is a 50 car limit. This is a NARCOA excursion and all NARCOA and ARE rules will apply. For trip details send #10 self-addressed stamped envelope to: Paul Rujak, 786 Hudson Hill Road, Weirton, WV. 26062. Tel: 304-797-9779 after noon, or email: rooster26062@earthlink.net

North Central Railcars

Wisconsin Northern Railroad Company

July 30, 2005 (Saturday)

NCR is pleased to sponsor a first time, one-day motor car excursion over a portion of the Wisconsin Northern Railroad on Saturday, July 30, 2005. We will make two round-trips from Rice Lake, WI to Almena, WI (via Cameron, WI), for a total of 72 miles. Excursion fee is \$75 per car and includes all railroad fees and related excursion costs. Complete details and registration materials will be sent upon receipt of the excursion fee. There is a 25 car limit. This is a NARCOA-insured excursion and all NARCOA rules will apply. For further information, contact Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net.

North Central Railcars

North Shore Scenic Railroad (NSSR) "Rail & Sail"

July 31, 2005 (Sunday)

NCR is pleased to announce a 1-day excursion over the North Shore Scenic Railroad between Two Harbors, MN and Duluth, MN on the afternoon Sunday, July 31, 2005. We will display our cars at the historic D.M. & I.R. station (adjacent to the ore docks) in Two Harbors for several hours, then travel approximately 52 miles round-trip between Two Harbors & Duluth. During our 2.5 hour layover in Duluth, participants can either tour the Canal Park area and have dinner on their own, or take a 2-hour, narrated harbor tour, including a buffet pizza dinner. We plan to return at dusk with some night operation. The excursion fee is \$75 per car, which includes 2 admissions to the NSSR museum. The cost of the harbor tour (including pizza buffet) will be additional and is explained in the registration materials. There is a 25 car limit. Complete details will be sent upon receipt of the excursion fee. This is a NARCOA-insured excursion and all NARCOA rules will apply. To register for the excursion or obtain more information, contact Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net.

Southwest Railcar Ltd.

Canadian National - Takla Sub formerly BC Rail (British Columbia)

August 9 - 16, 2005 (Tuesday - Tuesday)

Starting in Prince George, BC, Canada heading East to McBride, BC for breathing mountain scenery and return to Prince George. Then north to the end of the Takla sub-division. Beautiful BC forest and mountain scenery, running beside lakes and rivers you will end up in a logging camp to enjoy logging hospitality and food. We will set on at Prince George - ex BCR yard at 9:00 a.m.. This ride is limited to 25 cars. Run Fee to be announced. Hy-rails permitted. Run fee is \$2,250.00 for one motorcar and two occupants. Run fee includes RR fee, hotels, transportation motorcar fuel and bus transportation. Equipment Restrictions/Requirements: Mobile radios (not handhelds), safety vests, long pants, high top boots, seat belts. CN requires an orange safety vest with yellow Day-Glo stripes, bring you own or SWRC can provide at an additional cost. The event is sponsored by Southwest Railcar Limited (SWRC). NARCOA insurance and rules apply. Event Coordinator: Tom Phair - POB 664 - Alamo, CA 94507 Phone 925.820.4159, contact by email Website - <http://www.southwest-railcar.org>

Southwest Railcar Ltd.

Canadian National (British Columbia)

August 18 - 28, 2005 (Thursday - Sunday)

Leave Prince George and head east for a 2 day run out to McBride, BC Then out of Prince George to Prince Rupert, an inland port of shipping and fishing. One day layover in Prince Rupert with return trip including a one day side trip on rails to Kitimat, BC. We will set on at Prince George - ex BCR yard at 9:00 a.m.to. This ride is limited to 24 cars. Run Fee of \$2,995.00 includes RR fee, hotels, transportation motorcar fuel and bus transportation for one motorcar and 2 occupants. Hy-rails permitted. Equipment Restrictions/Requirements: Mobile radios (not handhelds), safety vests, long pants, high top boots, seat belts. CN requires an orange safety vest with yellow Day-Glo stripes, bring your own or SWRC can provided at an additional cost. The event is sponsored by Southwest Railcar Limited (SWRC). NARCOA insurance and rules apply. Event Coordinator: Tom Phair - POB 664 - Alamo, CA 94507 Phone 925-820-4159 contact by email Website - <http://www.southwest-railcar.org>

CORP - Shasta to the Sea and Return

May 21 - 29, 2005 – Confirmed

A tour of the complete Central Oregon and Pacific Railroad.

Set-on - 5/20/05 - 3:00 p.m. Run Fee - \$2,350.00 includes 8 nights hotels and ground transportation, railroad fee and run fuel. Run itinerary - Weed, CA, to Ashland, OR; Ashland to Eugene; Eugene to Coos Bay and return over 9 days. Special requirements: safety vests, mobile radio (not handhelds), long pants and boots seat belts recommended, but not required - Hy-rails are allowed. All NARCOA members having current NARCOA liability insurance and Rule Book Certification are welcome. Membership in SWRC is not required. **Coordinator - Tom Phair - P.O. Box 664 - Alamo, CA 94507 925-820-4159** or tomphair@comcast.net

October 14-16, 005 (Friday - Sunday)

Georgia Northeastern Railroad

Atlanta Railcar Transportation is sponsoring a three-day excursion on the Georgia Northeastern Railroad in north central Georgia on October 14-16, 2005. Participants will see most of the line from Ball Ground north to the Georgia-Tennessee line. Total mileage approximately 175 miles over three days. Friday is an evening run. Friday and Saturday set-on in Whitestone; cars remain on rails Friday night. Sunday set-on is in Blue Ridge. Excursion fee \$140 for all three days. 35 car limit. Trip features the only railroad through the north Georgia mountains: twisty, hilly, scenic, and punctuated with villages and small towns. We hope the fall colors will be in full splendor for you to enjoy. This is a NARCOA-insured excursion and all NARCOA rules apply. Additionally: Operators must be a member of NARCOA, have NARCOA insurance, and have passed the NARCOA rules test. Passengers must be at least 10 years old. All attendees must wear a safety vest during the excursion. No car or trailer may exceed eight persons. "A" cars and trailers must have a chain or similar restraining device. All cars will be inspected. NARCOA approved Hy-Rails okay. Contact Bobby Moreman, Atlanta Railcar Transportation, 3520 Cold Spring Lane, Chamblee, GA 30341 or visit <http://khuffines.home.mindspring.com/motorcar> for full details.

October 29-30 (Saturday - Sunday)

Chattooga & Chickamauga Railway

Atlanta Railcar Transportation is sponsoring a two-day excursion on the Chattooga & Chickamauga Railway in extreme northwest Georgia on October 29 - 30. Saturday's trip is on the former Central of Georgia starting in Summerville, GA and running to Chattanooga, TN, meeting a steam passenger train from Chattanooga twice. Rails skirt Chickamauga Battlefield Park and climbs Missionary Ridge. Approximately 90 miles round trip. Sunday we'll explore the former Tennessee, Alabama & Georgia line, setting on in Kensington, GA and running north to Chattanooga. Approximately 40 miles round trip. Excursion fees: \$85 for Saturday, \$70 for Sunday, or \$140 for both days. 35 car limit. This is a NARCOA-insured excursion and all NARCOA rules apply. Additionally: Operators must be a member of NARCOA, have NARCOA insurance, and have passed the NARCOA rules test. All attendees must wear a safety vest during the excursion. No car or trailer may exceed eight persons. "A" cars and trailers must have a chain or similar restraining device. All cars will be inspected. NARCOA approved Hy-Rails okay. Contact Bobby Moreman, Atlanta Railcar Transportation, 3520 Cold Spring Lane, Chamblee, GA 30341 or visit <http://khuffines.home.mindspring.com/motorcar> for full details.

Pacific Northwest Tour 2005

Follow the Route of Lewis & Clark

June 19th – July 9th 2005

Motorcar Operators West is pleased to sponsor a three week tour including 8 railroads and one historic street car route in the Pacific Northwest: Central Montana Railroad (Denton, MT) June 19th – 21st, Montana Rail Link (5th & 6th subs, 2nd, 3rd, 2nd subs) June 23rd – June 26th, Rarus Railway (Anaconda, MT) Camas Prairie Railroad (Lewiston, ID) June 30th & July 2nd, BG & CM (Camas Prairie 2nd Sub.) July 1st, Blue Mountain Railroad (Dayton, WA) July 4th, Mt. Hood Railway (Parksdale, OR) July 6th, Portland & Western Railroad, July 7th & 9th. (*P&W not confirmed, if unavailable a substitute railroad will be used.) Participants will travel approximately 1300 miles on 8 railroads and approximately 1100 road miles starting in central Montana. All participants must have a 2005 MOW membership and license number. Trip fee of \$1950.00 per car. Participants are responsible for their own meals and lodging. There is a 30-car limit. No postmarks before Jan 10, 2005. This is a NARCOA insured excursion, and all NARCOA rules will apply. For trip details visit the MOW website or contact Chris Baldo (707) 459-4549 wk. (707) 459-2600 hm. wlltsrwd@sonic.net or Margaret Hope (604) 320-7613 mhope@lionsgate.ca

Great Lakes Railcars

Algoma Central Railway

Tuesday – Friday, July 5 – 8, 2005

GLR is pleased to sponsor a four-day run over the Algoma Central Railway July 5-8, 2005. Participants will travel approximately 1180 round trip miles between Sault Ste Marie, Ontario Canada to Hearst, Ontario and back. Inspections and set-on will be Monday, July 4, 2005 at Sault Ste Marie with departure on Tuesday July 5, 2005. We will spend two nights in Wawa, and one night in Hearst, Ontario. Fee has yet to be determined, but will include fuel. Meals and hotels are extra. Additional safety equipment needed: safety vest and seat belts. NARCOA and Great Lakes Railcars rules will apply. Send trip deposit of \$50.00 to Stan Conyer 9333 W. St. Road 46 Columbia, Indiana 47201. Email stanconyer@hotmail.com

IOWA RAILCAR EXCURSIONS (IRE):

Boone and Scenic Valley Railroad

Saturday April 30, 2005

IRE is sponsoring a ride on the Boone & Scenic Railroad at Boone, Iowa. We will be making three trips between Boone and Wolf for a total mileage for the day of 72 miles. Trip fee is \$20 per car plus a current membership in the Iowa Railroad Historical Society (\$25 per year). This is a NARCOA insured event, for pre-registration forms and trip details contact Tom Jenness, 5479 R Ave, Cherokee, Iowa 51012 or Email jennjeto@netins.net. Tel: 1-712-225-2614

Nebkota Railway

Saturday and Sunday May 28 & 29, 2005

IRE is sponsoring a two-day ride on Nebkota Railway at Gordon Nebraska. There will be an evening ride to Merriman on the 28th. May 29th we will travel to Chadron and return. The total mileage for the two days is 200 plus miles. Trip fee \$40 per car. This is a NARCOA insured event. For pre-registration form and trip details contact Tom Jenness, 5479 R Ave, Cherokee, Iowa 51012 Tel: 1-712-225-2614. Email jennjeto@netins.net.

Minnesota Southern Railway

Saturday, June 11, 2005

IRE is sponsoring a ride on the Minnesota Southern at Luverne Minnesota. Travel from Luverne to Agate Junction, Then on to Manly Junction, returning to Luverne. Mileage for the day is 90 miles. This is a NARCOA insured event. Cost of the ride is \$40 per car. For trip details and pre-registration form contact Tom Jenness, 5479 R Ave., Cherokee, Iowa, 51012 Tel: 1-712-225-2614 Email jennjeto@netins.net.

Nebraska Northeastern Railway

Saturday, June 25, 2005

IRE is sponsoring a ride on Nebraska Northeastern Railroad at Osmond, Nebraska. Traveling to O'Neil and return. Mileage for the day is approximately 120 miles round trip. This is a NARCOA insured event. For trip details and pre-registration form contact Tom Jenness, 5479 R Ave, Cherokee, Iowa, 51012 Tel: 1-712-225-2614. Email jennjeto@netins.net

Fremont & Elkhorn Valley Railroad

Sunday, June 26, 2005

IRE is sponsoring a ride on Fremont & Elkhorn Valley Railroad at Hooper, Nebraska. We will travel from Hooper to the railroads headquarters at Fremont, Nebraska, and return. Round trip mileage will be about 36 miles. This is a NARCOA insured event. Cost of the ride is \$25.00 For trip details and pre-registration forms contact Tom Jenness 5479 R Ave Cherokee IA 51012 Tel 712-225-2614 Email jennjeto@netins.net

Iowa Northern Railroad

Saturday July 24 2005

IRE is sponsoring a ride on the Iowa Northern Railroad at Shellsburg, IA. We will travel between Waterloo and Cedar Rapids for a total round trip mileage of 100 miles. This is a NARCOA insured event. Cost of the ride is \$60.00. For trip details and pre-registration forms contact Tom Jenness 5479 R Ave. Cherokee IA 51012 Ph. 712-225-2614 Email jennjeto@netins.net

D&W Railroad

Saturday August 20 2005

IRE is sponsoring a ride on the D&W Railroad Oelwein IA. We will travel between Oelwein and Waterloo two trips for a round trip total of 80 miles. This is a NARCOA insured event. Cost of the ride is \$40.00. For trip details and pre-registration forms contact Tom Jenness 5479 R Ave Cherokee IA. 51012 Ph 712 225 2614 Email jennjeto@netins.net

Red River Valley & Western Railroad

Saturday September 3 2005

IRE is sponsoring a ride on the Red River Valley & Western Railroad LaMoure, ND. We will travel from LaMoure to one of several locations for a round trip mileage of at least 100 miles. This is a NARCOA insured event. Cost of the ride is \$40.00. For trip details and pre-registration forms contact Tom Jenness 5479 R Ave Cherokee IA. 51012 Ph 712-225-2614 Email jennjeto@netins.net

Canadian Pacific Railway (LaRiviere & Napinka Subs)

August 9-11, 2005 (Tues-Thurs)

North Central Railcars is pleased to sponsor a 3-day motor car excursion over the Canadian Pacific Railway's LaRiviere and Napinka Subdivisions on August 9, 10 & 11, 2005. Participants will travel approximately 360 round-trip miles through the beautiful Pembine Valley between Morris, MB and Napinka, MB. Complete details will be sent upon receipt of the excursion fee. Each participant will be expected to bring and wear a hard hat, safety eyewear/glasses, high-visibility vest, and steel toed boots. This is a CPR Rule. No exceptions. Excursion fee of \$325.00 (USD) includes all railroad and related excursion costs, 2 nights lodging in Boissevain, MB and other amenities. There is a 25 car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details, contact Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net.

Southern Manitoba Railway, Inc

August 8, 2005 (Monday)

North Central Railcars is pleased to sponsor a 1-day motor car excursion over the Southern Manitoba Railway's Miami Subdivision on Monday, August 8, 2005. Participants will travel approximately 140 round-trip miles on the former CN Miami Subdivision in the Pembine Valley area between Lowe Farm, MB and Mariapolis, MB. Complete details will be sent upon receipt of the trip fee. The excursion fee of \$80.00 (USD) includes all railroad other related excursion costs. There is a 25 car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details, contact Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net.

Sisseton Milbank Railroad

Sunday September 4 2005

IRE is sponsoring a ride on the Sisseton Milbank Railroad, Milbank South Dakota. We will travel from Milbank to Sisseton SD for a round trip mileage of 70 mi. This is a NARCOA insured event. Cost of the ride is \$40.00. For trip details and pre-registration forms contact Tom Jenness 5479 R Ave. Cherokee IA. 51012 Ph 712-225-2614 Email jennjeto@netins.net

Appanoose County Railroad

Sunday September 18 2005

IRE is sponsoring a ride on the Appanoose County Railroad Centerville, IA. We will travel from Centerville to Albia for a round trip mileage 70 miles. This is a NARCOA insured event. Cost of the ride is \$40.00 For trip details and pre-registration forms contact Tom Jenness 5479 R Ave Cherokee IA. Ph 712-225-2614 Email jennjeto@netins.net

US Army Fort Leonard Wood

Saturday October 22 2005

IRE is sponsoring a ride on the US Army Railroad, Fort Leonard Wood, MO. We will travel 20 miles from Fort Wood to Bundy Junction, 2 trips for a total mileage of 80 miles. This is a NARCOA insured event. Cost of this ride is \$40.00. For ride details and pre-registration forms contact Tom Jenness 5479 R Ave Cherokee IA 51012 Ph. 712-225-2614 Email jennjeto@netins.net

Boone and Scenic Valley Railroad

Saturday November 5 2005

IRE is sponsoring a ride on the Boone and Scenic Valley Railroad, Boone, IA. We will be making three trips from Boone to Wolf for a day total round trip mileage of 72 miles. Cost of the ride is \$20.00 plus a current membership in the Iowa Railroad Historical Society (\$25.00) This is a NARCOA insured event. For trip details and pre-registration forms contact Tom Jenness 5479 R Ave Cherokee IA. 51012 Ph 712-225-2614 Email jennjeto@netins.net

Canadian Pacific Railway (Latta Sub — Indiana)

October 1 & 2, 2004 (Saturday/Sunday)

North Central Railcars is pleased to sponsor a 2-day motorcar excursion over a portion of the Canadian Pacific Railway's Latta Subdivision, on Saturday & Sunday, October 1 & 2, 2005. Participants will travel approximately 176 miles over two days between Bedford and Terre Haute, Indiana in beautiful south-central Indiana. This line has an excellent roadbed, welded rail, and features a ¼ mile long tunnel as well as several crossings of other rail lines. Registration materials and complete details will be sent upon receipt of the excursion fee. **Each participant will be expected to bring and wear a hardhat, safety eyewear/glasses, high-visibility vest, and steel toed boots. This is a CPR Rule. No exceptions.** Excursion fee of \$300.00 includes all railroad fees, bus transportation in Terre Haute, hotel room for Saturday night, and continental breakfast on 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 Court, Plainfield, Indiana 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net.

Southwest Railcar Ltd.

McCloud River Railroad (California)

October 22 - October 23, 2005

Depart the mountain town of McCloud for 120 mile round trip to Burney, CA on Saturday. Sunday east to Hambone and return for 60 miles and then lunch on Shasta Sunset Dining Car prepared by a great chef and served by a fine staff We will set on at McCloud at 3:00 p.m. Fri. Departure is scheduled for 8:30 a.m. Sat. Approximate round trip mileage for this excursion is 200 miles. This ride is limited to 25 cars. Hy-rails permitted. The event is sponsored by Southwest Railcar Limited (SWRC). NARCOA insurance and rules apply. The price of the trip is \$195. Price includes Run Fee and lunch on Sunday on the train, and does not include fuel or lodging. Event Coordinator: Tom Phair - P.O. Box 664 – Alamo, CA 94507 Phone 925-820-4159email – tomphair@comcast.net website – <http://www.southwest-railcar.org>

Southwest Railcar Ltd.

Skunk Train – Mendocino Co Railroad (California)

November 26, 2005

Travel 74 miles round trip through redwood forests and coastal mountains. Enjoy a lunch in Fort Bragg before a return to Willits. We will set on at Willits at 8:00 a.m. Departure is scheduled for 9:15 a.m. Approximate round trip mileage for this excursion is 74 miles. This ride is limited to 25 cars. Hy-rails are not permitted. The event is sponsored by Southwest Railcar Limited (SWRC). NARCOA insurance and rules apply. The price of the trip is \$130. Price includes Run fee only. Event Coordinator: - Pat Coleman -1989 Robin Ridge Ct – Walnut Creek, CA Phone 925-979-1030 – email – patcoleman@astound.net website – <http://www.southwest-railcar.org>

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