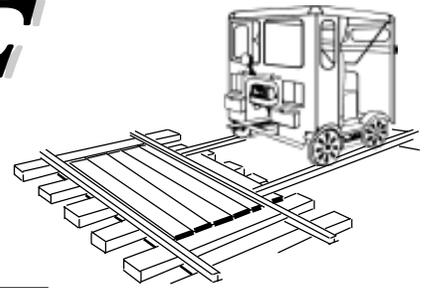


The *SETOFF*



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

November/December 2005 Volume 19 - No. 6



North Conway Scenic Fabian Station, NH
Photo by Warren Riccitelli

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Please submit materials
for the Jan./Feb. issue of
The **SETOFF**
by December 15
as follows:

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

Charlene Morvay
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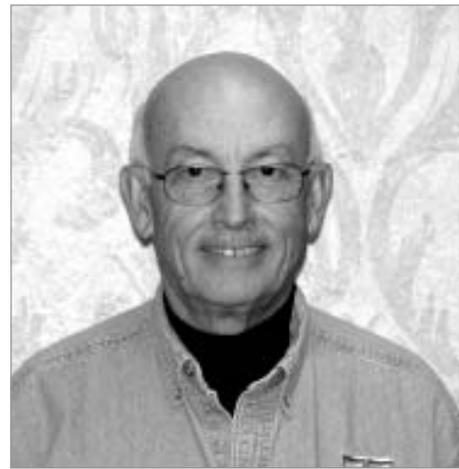


President's Message

The 2005 Annual Meeting was held September 23-24, 2005, in Chicago, IL. This article will attempt to summarize the meeting for you.

The Board of Directors and I wish to thank Tom Norman (Past Area 10 Director), and Pat Rock (Past Area 6 Director) for their service and support to our Association and hobby. Tom will remain as Treasurer and Insurance Committee Chairperson. Tom's place as Area 10 Director has been taken by Jim Spicer of Oregon, and the new Area 6 Director is Hank Brown of WI. Serving NARCOA Officers were unanimously re-elected to their posts for 2006.

Your current Rulebook Certification has been extended to April 30, 2006. The Rulebook Certification expires with your 2005 NARCOA Insurance. By February 1, 2006, we will begin retesting with new tests for renewal of your certification. We will start sooner if we can. Please do not call or email for testing until you see a firm date published on the Forum or in *The SETOFF*. Al McCracken is poised and ready for handling the grading and issuing of new cards when he receives the new tests.



While on the subject of Rulebook Certification, please remember to always have your Rulebook Certification and Insurance card in your possession while attending NARCOA runs. Failure to do so can disqualify you from operating on a run.

While the 2006 insurance program is not in place, we anticipate having information and applications ready in the January/February issue of *The SETOFF*. Information and applications will also be available via the NARCOA website.

The two rules regarding Operator Certification/Insurance and clarifying reverse movements were approved for inclusion in a revised Rulebook. Both of these items were discussed in a *SETOFF* article by Jim McKeel. Directors reported no comments were received from the membership regarding these two points. Two proposed new rules are being presented in this *SETOFF* regarding replacement of brake liners and use of OEM type nuts and cotter pins on brake rigging and axles. Following our policy, these proposed rules are published in *The SETOFF* for all members to consider. Comments or questions should be directed to your area director. Their contact information is listed in each issue of *The SETOFF* and on the NARCOA website at www.narcoa.org. After approximately 60 days the Board of Directors will vote on appropriate action to be taken regarding the proposed rules.

The 2005 Annual Meeting Minutes are published in this issue. I wish to thank Ken Annett, NARCOA VP and Area 8 Director, for taking the minutes and preparing them in a timely and effective manner.

Several of you contacted me by email or phone regarding publication of Incident/Accident Reports. Upon the advice of our attorney and several insurance brokers, we have decided that the reports will not be published. I have asked Bob Knight, Chairperson of the Safety Committee, to summarize areas of safety to be published in his *SETOFF* article.

We are ordering more calipers and wheel profiles. These should be available to you in the near future.

The 2006 meeting will be held September 29-30, 2006, in Chicago, IL. Tentative location is The Wyndham Hotel at O'Hare Airport. All NARCOA members are invited to attend and participate.

In closing I wish to thank all the past and serving directors, officers, and committee members for their time and dedication. This great hobby of ours could not survive without their expenditure of time, effort and care.

Best regards and safe running,
C. Patrick (Pat) Coleman, President





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" 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.

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

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

email: wildernesstours@charter.net

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 6

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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



If you have a comment, suggestion, or complaint, send it to me at:

setoff@juno.com

Please put LETTERS in the subject line.

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

REMINDER: To submit 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 to:

Charlene Morvay
17825 Route 8
Union City, PA 16438



Traveling back from an excursion in September, we were staying at a motel in Wytheville, VA. Next morning I found the following note on our windshield:

Hello Narcoa member. The last thing I expected to see was a track car. We have an MT-14 and M19. Your car is beautiful looking. We have not run a lot in the states, but have been on five of Hank Brown's Wilderness Tours in Canada. We are in Room 307. - Dave and Elaine Dumont, Groton, NY

I'm sorry to say that we did not have an opportunity to meet Dave and Elaine, because we were up and on the road well before 7:00 a.m.

POLL

Would YOU like to receive an electronic (PDF) copy of *The SET-OFF* instead of the printed copy?

We're conducting a survey to see how many people would be interested in this. Adobe reader is a free download and is available on the internet.

The money saved on printing and postage might open up possibilities for having a little color added to the publication.

Please send your input to: **setoff@juno.com**

Subject: **Electronic Copy**



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

Happy Holidays Area 4 members! Boy, it seems like just the other day I wished you holiday greetings for 2004. Time seems to just be flying by. My wife, Mugz, and I want to wish all of you the best holiday fun possible for this upcoming season.

I think that the 2005 NARCOA Annual Meeting that I attended last month went very well. There seemed to be two important themes at this year's meeting. The topics of safety and communication were discussed throughout the weekend; safety of our members when operating their motorcars, as well as safety for the hosting railroads, and safety as it pertains to vehicle inspections. Proper communication should be the key between our members, officers, and members; between excursion coordinators and their excursion attendees. If we all strive to follow through with our safety and communications goals, 2006 should be a pretty good year!

Excursion attendance has been pretty meager on the Great Smoky Mountains Railroad motorcar excursions that I've hosted this year. Between the late start of our insurance, the fuel crisis, and having two first-time-run excursions being run nearby on the same days as two of my meets, it was hard for me to get a motorcar to attend. My New Year's run is starting to fill up and we're all looking forward to our usual fantastic way to ring in the New Year. My New Year's wish for our NARCOA community is that in 2006 our insurance delays will be non-existent, our fuel prices will drop to the "good old days of \$1.50 a gallon", and communication will increase between excursion coordinators about their upcoming meet dates.

Those of you that host excursions in the southeast and have applied for a NARCOA Certificate of Permission or Certificate of Insurance for your excursion have had the pleasure of dealing with Jack and Susie Whitt. For many years the Whitt's have done a first rate job of supplying us with certificates in a precise and timely manner. Jack and Susie have decided to step down from this post and I have been asked to take up their job. It is an honor to follow in their footsteps. I will do my best to give you guys the same great service that you have become accustomed to receiving from Jack and Susie. We all owe those two a great debt of thanks for a job well done. Thanks for your hard work guys! The transition from Jack to me will take place on January 1st of 2006.

Stay warm and stay safe.

Tom Falicon
Area 4 Director



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

As the new area 10 director, I want to thank you all for voting for me.

Until I attended the annual meeting in Chicago, I didn't realize just how much Tom Norman has been doing for our hobby. Not only has he had the responsibility of seeing that NARCOA has insurance each year, he also has been the Area 10 Director, the NARCOA treasurer, and a member of the Judicial Committee. After ten years, Tom decided that he wanted less responsibilities. I have taken over as Area 10 Director and his seat on the Judicial Committee.

The good news is Tom will still be doing the NARCOA insurance coverage and will also continue as treasurer. I am very fortunate to have Tom as a mentor while I take on the responsibilities of Area 10.

The new member mentoring program is now in place. Each area is to have a manager of mentoring who is responsible for assigning new members to an experienced operator who will help them thru the mentoring process. Area 10 now has three managers of mentoring positions. Terry Wade and Bill Taylor volunteered to help with the program. Terry will cover Washington, Bill the eastern portion of Area 10, and I will cover Oregon. You can contact any one of us for help.

If you want information on mentoring and have a computer, go to the NARCOA website, click on info for members. Click on documents and forms, scroll down to mentoring. In the document section, there is a wealth of information on all functions of NARCOA. Take some time and look thru the documents. You will be glad you did.

I know a lot of Area 10 members and am looking forward to meeting the rest of you. Let me hear any concerns or suggestions you might have. Because we are gone so much, the best way to contact me is by e-mail. Please be patient; I will get back to you.

Be safe, keep the wheels shiny!

Jim Spicer



***THE SAFETY COMMENT:
FUTURE ITEM FROM ANNUAL MEETING***

by Bob Knight, Chairman, NARCOA Safety Committee

The 2005 Annual NARCOA Board meeting is now history, but at the meeting it was decided to require all operators to be recertified. The date of May 1, 2006, all operators must be recertified. Included with this discussion was asking your Safety Committee and other committees to contribute and update safety questions that would be used to construct a revised test for this recertification process. As in the past, Al McCracken will be coordinating the testing process.

With this task being undertaken by the safety committee, we thought this would be a good time for each member to reflect on this year's excursions with safety in mind and look over the current mentoring form used for new and returning members. It also would be of value to review the current "Book of Rules" and any additional documents unique to Affiliates that you are associated with for your motorcar excursions.

We have included a copy of the current (1/1/2005) NARCOA approved mentoring form (see next page), as some members may not have access to a computer. If you have internet access, the current forms and related items can be found on the NARCOA website (www.narcoa.org) under the tab "Info for Members" then go to "NARCOA Documents and Forms" clicking on "Mentoring". Also while on the website, you can find the current "Rule Book, V5.2" under the same tab.

Again, you veterans are doing a great mentoring job - 43 new and returning members to date. Way to go!

Thanks . . . keep it safe on the rails!



NARCOA MENTORING FORM

Mentored Operator (Print Name): _____

Address: _____

City: _____ State: _____ Zip: _____

NARCOA Ins. No.: _____ Cert. No.: _____

Trip Date: ___/___/___ Trip RR: _____

Type of Motorcar: _____ Motorcar No.: _____

Discussion Checklist

- Experienced Operator should call the member to be mentored and discuss mentoring process.
- Review proper Set-On/Set-Off procedures at a meet.
- Go over safe unloading/loading of motorcar off/on trailer.
- Have excursion safety inspector meet and go over inspection of motorcar with new member & mentor.
- Stress the importance of being attentive during the safety meeting.
- Explain why safety is such an important issue during a motorcar excursion and this mentoring process.
- Have a discussion of road crossings, proper flagging, safe distance between motorcars, bridges, curves, etc.
- Explain to the motorcar operator that they are responsible for their passengers actions and safety at all times.
- Review Documents unique to the Affiliate providing this mentoring discussion.
- Review safe condition and operation of motorcar. (For example: Review NARCOA Safety Inspection Checklist; have a discussion of safety equipment on motorcar that includes their use, [brakes, lights, horns, wheel thickness, etc., per current Rules Book])
- Explain that the Excursion Coordinator is the boss of the meet and their directions and/or rules must be obeyed.
- Review the concept of always being able to stop a motorcar within one half the operators range of vision.
- Describe how the motorcar operator and his/her passengers must address any questions, problems or complaints to the Excursion Coordinator and not to the RR management or its employees.
- Have a discussion on how all passengers must be shown how to stop the motorcar . . . prior to each excursion.
- Discuss any safety issues that, from the mentors experience, are pertinent to this operator.
- Explain the privilege of operating on this railroad for this motorcar excursion.
- Explain why operating rules are important due to meet conditions such as weather, track conditions, breakdowns, bridges, items from safety meeting, etc.
- Make any helpful observations/discussions to the operator during and after the mentoring run.

Experienced Operators written comments:

Mentored Operator (Print Name): _____

Signed: _____ Date: ___/___/___

Experienced Operator (Print Name): _____

Signed: _____ Date: ___/___/___

Please send this form to:

NARCOA SAFETY COMMITTEE 1212 Vale St. Sandwich, IL 60548

NARCOA

2005 Annual Meeting and Report

Pat Coleman - President

Joel Williams - Secretary

Warren Riccitelli - Area 1

Bruce Carpenter - Area 3

Bobby Moreman - Area 5

Carl Schneider - Area 7

Mark Springer - Area 9

Pat Coleman - Area 11

Dave Verzi - Director at Large

Ken Annett - Vice President

Tom Norman - Treasurer

Joel Williams - Area 2

Tom Falicon - Area 4

Hank Brown - Area 6

Ken Annett - Area 8

Jim Spicer - Area 10

Mike Paul - Director at Large

Members of Judicial Committee in attendance that were not mentioned above:

Dick Wilhelm

Al Elliott

Committee Chairpersons in attendance that were not mentioned above:

Jim McKeel

Charlene Morvay

Keith Mackey

Carl Anderson

Members in attendance:

Jim Morvay

Fred Lonnes

Wally Schneider

Deby Springer

Pat Spicer

Mugz Falicon

(Note: Bobby Moreman was unable to attend.)

REPORTING STAFF: September 23rd 2005

Finance Committee:

Tom Norman

Insurance Committee:

Tom Norman

Nominations and Elections Committee:

Carl Anderson

Membership Committee:

Joel Williams

Affiliate Committee:

Dave Verzi

Rulebook Committee:

Jim McKeel

Operations Committee:

Hank Brown

Judiciary Committee:

Mark Springer

Legal Committee:

Mark Springer

Custom Built Motorcar Committee:

Tom Falicon

The SETOFF Editor:

Charlene Morvay

Webmaster:

Keith Mackey

Electronic Roster:

Don Pomplun (Not Present)

NARCOA Forum:

Rich Stivers (Not present)

Computer Data Roster

Pat Coleman

Rail Preservation Committee:

Warren Riccitelli

Rules Certification Comm:

Al McCracken (Not Present)

FRA Committee:

Ron Zammit (Not Present)

continued next page . . .

INTRODUCTION AND ELECTION RESULTS

Introduction and welcome from Pat Coleman, President.

Meeting begins with the certification of election results

The winners are as follows:

Area 2	Joel Williams
Area 4	Tom Falicon
Area 6	Hank Brown
Area 8	Ken Annett
Area 10	Jim Spicer

A motion is put forward to accept the 2005 election results of the Board of Directors.

MOTION

Mark Springer - Motion to accept the newly elected board members

Bruce Carpenter - Seconded the motion

Vote result: 10 Yes 0 No 0 Abstain

A motion is put forward to re-elect the present officers of the Board.

MOTION

Hank Brown - Motion to re-elect current slate of officers.

Mark Springer - Seconded the motion.

Vote result: 10 Yes 0 No 0 Abstain

PRESENTATION OF ANNUAL REPORTS:

Tom Norman presents Treasurer's Report

Tom Norman continues with the Insurance Administrator's Report.

Joel Williams presents the Membership Report.

Carl Anderson presents the Nominations and Elections Committee Report

Jim McKeel presents the Rules Committee Report.

Hank Brown presents the Operations Committee Report

Dave Verzi presents the Affiliate Report

15 minute break 10:30 to 10:45

Mark Springer presents the Judicial Committee Report

Mark Springer presents the Legal Committee Report

Tom Falicon presents the Custom-Built Motor Car Committee Report

Charlene Morvay presents *The SETOFF* Editor Report

Keith Mackey presents the Webmaster Report

Don Pomplun - Electronic Roster Report (read by Pat Coleman in Don's absence)

Al McCracken - Rulebook Certification Committee Report (read by Pat Coleman in Al's absence)

Rich Stivers - Forum and Communications Committee Report (read by Pat Coleman in Rich's absence)

Warren Riccitelli presents the Rail Preservation Committee Report

Tom Falicon presents for FRA Committee, an update on FRA Railroad Worker Safety regulations

A motion is put forward to approve all committee reports

MOTION

Hank Brown - Motion to accept all committee reports

Carl Schneider - Seconded the motion

Vote result: 10 Yes 0 No 0 Abstain

AFFILIATE ISSUES

Dave Verzi Affiliates Chair, presented the three new affiliates for confirmation as such by the Board.

They are:

Cascade Rail Excursions LLC (B.J.King , Kent, WA)

Oklahoma Railway Museum (Drake Rice - Oklahoma City, OK)

Scotty (Roy) Wershing - Murphy, NC

After discussion a motion was called.

MOTION

Hank Brown - Motion to approve the three new affiliates

Tom Falicon - Seconded the motion

Vote result: 10 Yes 0 No 0 Abstain

Pat Coleman, President, confirmed that all existing Committee Chairpersons will remain in place for 2005 and that Tom Falicon will replace Jack Whitt as a NARCOA Regional Insurance Representative.

Lunch Break 12:15PM to 1:30PM

Closed Board and Judicial Committee Session **for two member appeals of Judicial Committee decisions.**

2:50 P.M. Full Board Meeting reconvened

AFFILIATE ISSUES

It was brought to the Board's attention that some affiliates are not posting their excursions in *The SETOFF* or on the website. Dave Verzi, Affiliate Chair, is to work with Area Reps to get their regional affiliates to properly list their excursions.

Further, it was decided that the same disclaimer that appears in *The SETOFF* excursion section, should appear on the website's excursion section, and that Webmaster Keith Mackey will handle.

JAKE AWARDS

A discussion took place concerning the Jake Awards program and its costs and effectiveness. Tom Norman, Treasurer, outlined the donations and the purchases of the pins for the past year. Warren Riccitelli noted that he runs a trip on one railroad solely because of the goodwill created by this program. The program will remain in effect as a valuable public relations tool.

End of Session Day One 3:30 PM

continued next page . . .

NARCOA 2005 ANNUAL MEETING - DAY 2 - SEPT. 24, 2005

Annual meeting reconvened at 8:00 AM

JUDICIAL COMMITTEE ISSUES

Mark Springer, JC Chairman, led a discussion of the Judicial Committee Policy and a review of the procedures used in the committee's recommendations regarding incident reports. After many comments by various Board members, all were satisfied with the present methods used. All references to "accidents" will now be changed to "incidents" for record keeping purposes.

INSURANCE ISSUES

Tom Norman, Insurance Administrator, outlined plans for our insurance program for 2006. Tom was very optimistic for improved availability of a policy this year. The term will likely be 12 months from May 2006 to May 2007.

SAFETY COMMITTEE REPORT

Fred Lonnes presented Bob Knight's report because Bob was unable to attend.

MOTION

Mark Springer - Motion to accept the Safety Committee Report

Joel Williams - Seconded the motion

Vote result: 10 Yes 0 No 0 Abstain

RAIL AWARENESS FOR YOUTH

Warren Riccitelli presented an appeal to the Board for a donation to "Rail Awareness For Youth" to support the Boy Scouts of America for their Railroad Merit Badges. Warren described his participation in a recent jamboree where a record number of badges were awarded.

MOTION

Hank Brown - Motion to make a \$500.00 donation to Rail Awareness For Youth

Joel Williams - Seconded the motion

Vote result: 10 Yes 0 No 0 Abstain

TOURIST RAILWAY ASSOCIATION

Tom Falicon updated the Board on his intentions with regard to his attendance at the annual Tourist Railway Association meeting. He has decided to attend and report back to the Board whether it would be appropriate for NARCOA to be represented at future meetings. Tom is already a member and will attend the event at his own expense.

CUSTOM BUILT & HIGHLY MODIFIED MOTORCAR GUIDELINES

Tom Falicon, Committee Chair, informed the Board that all references in the document to "Standards" have been changed to "Guidelines". Tom requested that the Board make a decision on what would become of the document. It was agreed that it should be on the website and an article placed in *The SETOFF*.

MOTION

Mark Springer - Motion to accept the Custom Built & Highly Modified Motorcar Guidelines as a NARCOA technical document.

Tom Falicon - Seconded the motion

Vote result: 10 Yes 0 No 0 Abstain

Break 9:30 AM to 9:45AM

RULES

Jim McKeel, Committee Chair, requested that the Board approve the 2 rules that were passed at last year's meeting and published in *The SETOFF* for member comment to be placed in the Rulebook as rule numbers 20 and 21 of Section 2.

MOTION

Mark Springer - Motion to accept "Operator Certification/Insurance" and "Reverse Movements" rules as numbers 20 and 21 respectively in Section 2 of the Rulebook.

Bruce Carpenter - Seconded the motion

Vote result: 10 Yes 0 No 0 Abstain

Further, **Jim McKeel**, Committee Chair, proposed that the following Rules be considered for addition to the Rulebook.

First, an addition to Section 1 Rule #2 Brakes:

"Brake liners (usually made of metal) shall be replaced once they have worn into the insulation block (usually made of wood)."

Secondly, an added Rule to Section 1 as Rule # 20 (Note :Current Rule #20 Miscellaneous would become Rule #21)

"All nuts and pins on axles and brake rigging shall be secured by cotter pins that are similar to original equipment installed by the manufacturer. The pins shall be applied in such a manner as to not compromise the insulation properties designed into the motorcar."

MOTION

Mike Paul - Motion to add proposed wording (as above) to Section 1 Rule #2 Brakes and to add the proposed new rule (as above) Section 1 Rule #20 Cotter Pins to the Rulebook subject to membership review and final Board approval.

Warren Riccitelli - Seconded the motion

Vote result: 10 Yes 0 No 0 Abstain

HY-RAIL INSPECTION FORM

Bruce Carpenter distributed copies of a proposed Hy-rail Inspection Form to the Board. A discussion took place concerning what would be necessary for members to comply with the FRA standards on these vehicles.

It was decided that a **Hy-Rail Committee** be formed, chaired by **Bruce Carpenter** to report back to the Board on the subject.

Break 11:10AM to 11:15AM

TERRITORIES

Mike Paul expressed concerns about Excursion Coordinators and Affiliates not respecting each other under the Operations Handbook's rule on Territories. He cited with documentation an example of such an occurrence this past summer. A lengthy discussion ensued resulting in the President instructing **Hank Brown** Operations Chair to write to all known EC's reminding them of the intent of Item # 6.1 of the Operations Handbook.

NARCOA WEBSITE

Keith Mackey, Webmaster, discussed the website condition and his proposed changes to reduce bandwidth and archiving to reduce unnecessary costs. It was agreed that the many suggestions sounded reasonable and the Webmaster was authorized to make the changes as discussed. Everyone in attendance thanked Keith for his improvements to the site thus far.

continued next page . . .

LUNCH 12:15PM to 1:15PM

2006 NARCOA ANNUAL MEETING

It was decided that the 2006 Annual Meeting would be held in Chicago on Friday, Sept 29, and Saturday, Sept. 30, 2006 likely at the same hotel. Rates will be checked and the membership notified.

THE SETOFF

Charlene Morvay, Editor, outlined the continuing printing and distribution problems that we have been having with our present printer, JesKey Graphic Services of Adrian Michigan. The Board has requested that the Editor get an estimate of costs from a new printer. Also, on the subject of electronic distribution of *The SET-OFF*, the Editor was asked to poll the membership via the newsletter on the number who would elect receiving it electronically, if such an arrangement were made.

DIRECTORS AT LARGE

Carl Anderson proposed that the two Directors At Large positions become rotating positions to introduce more interested members to the workings of the Board. This would hopefully lead to additional members seeking a more permanent position on the Board or on Committees. No action was taken.

INCIDENT REPORTS

Pat Coleman, President, told the Board that he had numerous requests for incident reports to be placed on the website and in *The Setoff*. After discussion, it was decided to continue with the policy to not place incident summaries on the website in any form. However, **Bob Knight**, Safety Committee Chair, will be asked to prepare non-specific alerts to be published in *The Setoff*.

MENTORING/TRAINING OF EXCURSION COORDINATORS

Pat Coleman, President, discussed the need for training of EC's to ensure compliance with NARCOA policies when running excursions. **Pat Coleman** and **Hank Brown** volunteered to develop a curriculum and to set up regional EC training sessions with the help of the Area Directors.

MANUAL TURNTABLES

Pat Coleman, President, gave a warning about the perils of manual turntables operated by reaching inside the motorcar. This was mentioned because of a near rollover incident that he witnessed on a recent run. EC's are to be advised to be on the lookout for this hazard.

NEW BUSINESS

WHEEL PROFILES

Pat Coleman, President, suggested a design change of our wheel profile gauges because of varying methods of use by inspectors. After discussion, this was dropped, and a new supply of the original design was discussed.

The best price for our needs is for an order of 648 pieces at a cost \$1405.40

MOTION

Mark Springer – Motion to purchase a new batch of wheel profile gauges at quoted rate

Hank Brown – Seconded the motion

Vote result: 9 Yes 0 No 1 Abstain

CALIPERS

Hank Brown, Operations Chair, stated that he needs more calipers to fill members' orders. A discussion revealed that there were complaints from some members that the present model was prone to rusting making it difficult to read. Further, it was stated that some of the types available on the market were too flimsy if not used carefully. Hank was instructed to obtain a quote for calipers to be made of stainless steel.

RULEBOOK TESTING

After discussion it was decided that Hank Brown, Operations Chair, will create new Rulebook tests to be used for testing all operating members by April 30, 2006 and that this testing will be done every two years. Since our current Rulebook Certification cards expire on Jan 31, 2006, a motion to extend to the end of the insurance year was in order.

MOTION

Hank Brown – Motion to extend Rulebook Certification card expiration date to April 30, 2006

Carl Schneider – Seconded the motion

Vote result: 10 Yes 0 No 0 Abstain

NARCOA FORUM

Dave Verzi, Affiliate Chair, requested that the policy being used on the NARCOA Forum be loosened up in the area of subject matter to include meet announcements, mechanical standards, club business, and rules and policy questions. It was decided that **Pat Coleman**, President, will contact the Forum Moderator, **Rich Stivers** to advise of the Board's desire for change of allowed content.

SAFETY VESTS

Warren Riccitelli, showed a safety vest with the NARCOA name on it that he had made and advised that he will handle sales of same at cost to interested members.

SUMMARY

An around-the-table summation by each Director and Committee Chair of all the tasks assigned to him at this meeting was held.

MOTION

Pat Coleman – Motion to adjourn meeting at 4:15 PM

Ken Annett – Seconded the motion

Vote result: 10 Yes 0 No 0 Abstain



Concerns About Excursion Coordinators

by Pat Coleman, NARCOA President

While the mentoring of new operators is progressing quite well, it has come to my attention that the same cannot be said for Excursion Coordinators (EC's). In the past year I have heard reports of EC's not knowing location of their own set-on sites, not checking operators insurance or Rulebook Certification cards, leaving the set-off site prior to completion of set-off by all participants, and not publishing runs in *The SETOFF* and/or the website for the advisement of runs to all NARCOA members.

Other area directors are hearing and seeing the same lack of appropriate behavior on the part of EC's. Perhaps some of the area directors have erred in these areas as well. The Board discussed all of our concerns regarding these topics at the Annual Meeting.

For those of you that volunteer your time and often your money to make a run happen, let me first express my appreciation. However, I ask that you consider the following points for your runs:

1. Consider other EC's that may have similar railroad contacts to be your associates-in-kind and treat them with equal or greater respect than you wish to be treated in the scheduling of runs.
2. Work out with the railroad and visit the set-on and set-off locations prior to run so you are familiar with traffic patterns, available parking, and possible issues that may delay or impede set-on or set-off activities.
3. Discuss with the railroad any special operation rules or considerations that they may require or that will make them more comfortable with our hobby. Several area directors mentioned that making railroad personnel aware that NARCOA sponsors the Jake Jacobson pins for safe operation opens doors previously closed to our hobby.
4. Provide to the participants information regarding run timing and activities as soon as possible.
5. Set reasonable run fees consistent with other affiliates, and remember that this is a hobby, not a competition. Try to avoid conflicting dates with your run and another run.
6. Appoint knowledgeable persons to inspect motorcars. They should bring any questionable decisions to you for resolution. Hopefully no operator will be told they cannot operate, but be prepared to do so for the good of the group.
7. Appoint a Safety Officer for each run who is knowledgeable and have them take charge over incidents that occur in your absence, not just anyone who steps up to take over.
8. Appoint someone to assist you with the administrative details, such as completion of necessary paperwork, so you can oversee all of the operational activities.
9. Consider crossing safety in light of the experience of your operators. Don't be afraid to call for flaggers for a crossing and make sure they have returned to their respective motorcars prior to the lead car taking off on next leg. Ensure that the lead car pulls far enough forward past a crossing to permit the entire group to cross without blocking the road.
10. In the case of a large group of motorcars, break your train into smaller groups with leaders and tail gunners. These smaller groups can make crossings more pleasant for motorcars and motorists alike.
11. Contact your NARCOA insurance representative in a timely fashion to provide you with blank Certificates of Permission. Get your \$50.00 insurance fee monies sent in promptly.
12. After the run, advise your NARCOA insurance rep of the successful completion of the run. Should an incident/accident occur, promptly complete paperwork for submission to Tom Norman as directed in the NARCOA Operations Manual.
13. Call or write your railroad contact promptly with a thank you, and express hope that you can be permitted to hold an excursion on their railroad in the future.

Hints and Tips
Electronic Ignition Needs Mechanical Maintenance
or
Why I Was Towed One Day
by Wayne Parsons

When I started in the motorcar hobby, the veterans advised me to replace the Onan standard ignition with an electronic ignition. The idea was to have a hotter more reliable spark and eliminate the possibility of burning the points if I should accidentally leave the ignition on.

Therefore, in 1997, I installed the Onan electronic ignition and happily put about 8,000 miles on the car by May 2004. While preparing for that fateful spring trip I noticed that the car was, for the first time ever, difficult to start. It would fire on one cylinder for a bit, then smooth out, and run fine. Half a dozen test starts ahead of the event all eventually resulted in normal operation. While concerned, but with nothing that would stay broken long enough to be found, I headed from southern California north 800 miles to Oregon for six days on the rails.

The spring weather was cool in the 60's. After riding the first day on the Central Oregon & Pacific RR, we were on the coast in Coos Bay, Oregon. The temperature dropped over night to below 50 degrees. Sunday morning the car would not start.

The carburetor was clean and had gas. The plugs, when held against the manifold, would intermittently make sparks. The last resort of using starting fluid containing Ether did not work. The meet coordinator switched around the group and thankfully, Bill Owen was able to tow me with his "A" car.



I have seen people try to work on their cars while being towed and make things worse by dropping a small part onto the track while in motion. I was sure my problem lay in the ignition module. However, thinking of the small steel plunger that moves the cam within the module, I did not succumb to the urge to take it apart while under tow. The other thing people do in situations like mine is move too fast without thinking carefully. I am glad I waited until Monday, the day off between railroads. At that time, I had help from Patrick "Smitty" Smith who

reminded me to count the turns made to the carburetor jet screw that must be tightened in (shut) to make room for removal of the B48G ignition module. (This is not the case for a CCKB where the carburetor is not close to the ignition module.)

With the module open, inspection revealed that the very liberal amount of factory grease around the actuator camshaft had hardened up. With the cold weather and the hardened grease, the cam was unable to fall before the steel plunger again pushed it up. Thus, the small activating magnet on the tip of the arm was not moving past the module sensor to fire the spark. We used carburetor cleaner to blast off the old grease around the cam area, and then put the module back together. Problem solved! Well, not quite.

continued next page . . .

Electronic Ignition Needs Mechanical Maintenance
or
Why I Was Towed One Day (continued)

Two days later, on the next cold morning, the car would not start. Bob and Donna Snyder towed us until the first rest stop. Bob helped take the module apart again and this time we took the actuator cam-shaft all the way off. The attached photo shows the small amount of dark thick grease around the shaft and behind the cam that my first hasty cleaning missed. This small amount was all it took to overcome the strength of the cam spring.



In summary, if you have an electronic ignition, take it apart from time to time and totally remove the cam and clean the shaft, replacing the old lubricant with new. This bit of mechanical maintenance on your electronic ignition may keep you from being towed one day.



Classified 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@juno.com

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. An original turn table goes with car. Price is \$1900.00 for both items.

Fairmont Railway Motor Car Master M2 and a predecessor to S2 style. Belt driven, 20" wheels, metal front with 2 windows, metal running boards, 8 HP, Type HP QBA, Group E, Special 1, Mak HP 13, Engine #82573. Car in running order and all in original form as when retired from the High Point, Thomasville & Denton RR Co. An original turn table goes with car. One piece of turn table missing. Price is \$1900.00 for both items. Contact Ray Hinkle, P.O. Box 1127, Welcome, N.C. 27374 or Tele- 336-731-4231 or email: HINKLEHERE@AOL.COM ND05

Lanterns – The Wabash Lives!! B&O; Katy; MoPac; AT&SF; OSL; Frisco; Erie; P&R; B&M; T&P. I'm not just talk'en N.P. or G.N. here. Many rare lanterns are from "fallen flags" of 75 years ago. For sale are some lanterns from my family collection started in 1859. Over 250 lanterns and a few caboose/rear car lamps and a few switch markers. Will sell in "lots" of 10. These type/quality ain't cheap. Please know the market value. Will not trade for any speeder. Located near Seattle, WA. Will sell "fixed" globe lanterns by themselves. Call Bruce at 425-277-5228 or email: a1hobo@earthlink.net. Member of NARCOA/PRO. JF06

MT-19A CN138-29 Closed cab, new wheels, new Les King rear axle assembly, new chain, electric turntable, radio antenna, and tow bar. Road ready with trailer. Has run great for nine years. \$3,500.00. Bill Fredette, Hudson, OH, 330-342-0983 or email fredettew@aol.com JF06

For Sale

Ron's Rider. Two seats. Located in South Florida. Converted to 4HP Briggs & Stratton. Still has pedals. Front and rear lights. Not NARCOA-ready, but fun to play with if you have the place. \$1150 with trailer, \$850 no trailer. Addison Austin, 939 North River Rd. LaBelle, FL 33935 email: onrustab@yahoo.com or call (863) 674-0647 JF06

FOR SALE – MT19A-2 with fiberglass cab. This car is a squeaky clean car inside and out. It comes with all equipment including the operating and parts manual. Completely NARCOA ready. All you need is your insurance and membership. It is on a new custom built trailer with nearly new 13" tires. This car is located in north Idaho, 75 miles south of Coeur d'Alene. Email me for pictures and/or questions. \$5,900 firm. Will consider part way delivery. Jerry Bates 1-208-858-2103 or email jerrybates@sheepskinsnyarn.com JF06

Last of the Canadian Speeders going quick! I still have a few speeders left, some complete some not, some Fairmont, some Railcar Canada some Woodings. Small cars, big A 4's you name it, I'm sure I have it. Prices are cheap and now is the time to get one before they are all gone. Anyone needing small parts and pieces I have those too. Come on guys and gals take a 2005 summer vacation. Come to BC and don't forget to bring your trailers! These cars are located in Southern British Columbia 3.5 hours north of Spokane, WA. All cars sold as is/where is condition. Please do not hesitate to contact me for further info and pictures. All sales in U.S. funds or Canadian equivalent. Contact: Terry Baumann, Nelson BC, Canada Phone: (250) 229-4474 or email Greenacre@telus.net JF06

For Sale

Fairmont MT-19. This is an opportunity to acquire one of the popular MT-19 open cars with the "V" roof. The car is in good mechanical condition, having been run and maintained regularly for a number of years. It has a hydraulic turntable with enhanced warning system that has both an audible horn, and a red light. In addition, this car is equipped with a green safety light that confirms the turntable is fully retracted and the car is safe to operate (most turntable cars have only a warning indication which, in the case of an electrical malfunction, could put you at risk). Among the many enhancements made to the car are the following: headlight and dual tail/stop lights, air horns with instant-on electric compressor as well as a set of auto horns, electric fuel pump, seat belts on both seats, front panel stabilization brackets that also serve as flag storage. Car is fully wired for a Motorola Maxtrac radio and antenna. The car was fully restored with a new (rebuilt) starter, transmission overhaul, new engine compartment top and side panels, new engine electrical parts. The car has been painted and fully rewired. If the purchaser of this car needs a trailer to complete the package, a single drop axle professionally built trailer with manual winch is available. If you like an open sporty feeling, this is the car for you. Almost like driving a Porsche on the rails. \$4,850. Contact Ed Best 925-837-7690 or email at edbest@comcast.net. JF06

CN MT-14 – I have for sale one CN MT-14 motorcar, it has an engine, clutch and complete drivetrain. Car is priced at \$1,100. This would be a good project car and good candidate for a Les King Cab. Located in Illinois. D. Hawley: email me for further information at motorcar297@aol.com JF06

For Sale

Motorcars and parts for sale: We have speeders from M-19 to A-8 in restorable condition, all for sale. Our inventory of speeder parts, and technical manuals, is equally large. If you need parts of any description or manuals, contact us at requipment@earthlink.net. We probably have just the parts you are looking for in stock and ready to ship. Parts are new, new old stock, and a few used parts. Speeders require restoration, but nothing the average home handyman cannot do. Contact us with your questions or requests for information. Hugh Cain, aitchcain@earthlink.net JF06

1983 Fairmont MT-14L2, ex-CP. NARCOA ready. Great condition, runs flawlessly. Thoroughly sound-insulated, expertly rewired, new engine enclosure and stainless-steel grille, new deluxe Les King seats, indoor/outdoor carpeting, 12-volt accessory plug. Woodings doors for more air and better view. Cared for and run meticulously. Loads of extras, including top strobe, tow bar, extra muffler. Cost \$4,500 just 9 months ago, asking \$4,000.

Also available: **Texas Bragg 6' x 10' 3,500-lb. capacity trailer**, less than one year old, used for 1,000 miles. 2,000-lb. two-speed hand winch, breakaway brakes, custom-reinforced tailgate for easy speeder on/off, mounted full-size spare, locking wheel nuts, waterproofed bed. Includes straps, wheel chocks. Cost \$3,000, asking \$2,500. Special price if bought together: \$6,250. Contact Dan Richman at (206) 533-6245 or email: DanielARichman@earthlink.net. Located in Seattle. JF06

1942-44 M9C rare, pointed-cab Pere-Marquette Motorcar. Complete restoration. Go to web site home.columbus.rr.com/ssmith80 for details. Ralph Smith (located near Columbus, Ohio) email: ralpholdengines@sbcglobal.net or 614-879-6978. JF06

For Sale

1951 Kalamazoo 8-Man Motor Car and extra open car. Excellent condition. 243 hours. Transportation Corps. Custom ordered by the Dept. of the Army. Great history, 4-cylinder (Hercules) flat head with magneto ignition. 3-speed transmission with reverse. Enclosed cab; headlight included. Runs like a clock. Great long distance car to carry passengers if you convert the open car to seats, or use as an open car to carry tents, supplies, etc. No rust, but needs to be painted. Call or email for pictures and information. \$4,500 OBO for both. (301) 922-2009 or email to CMCLEAN@RBHNUR.USDA.GOV JF06

Fairmont Pin. Be the first to own this just released limited edition Fairmont Safety Slogan pin. This finely crafted pin is an exact copy of the famous placard that Fairmont installed on all their speeders. This handsome pin is 1" in diameter and has fired-enamel custom colors on a polished metal base. The back has an 8mm post with a butterfly clutch attachment. Wear this pin with pride and demonstrate your safety consciousness on the rails. Pin is just \$5.50 USD, which includes postage and handling. Act now - quantities are limited. Contact Bill Coulson 964 Williams Lake Road Colville, WA 99114. Tel: 509 685-2326 or E-mail: wcoulson2001@yahoo.com MA06



For Sale

FOR SALE - 1957 Fairmont M19F-3, shipped to Pacific Great Eastern Railway and numbered M19-9. Restored in 2002 using all new mechanical parts and a professionally restored ROC engine. All sheet metal in perfect shape. Les King folding seats with retractable seat belts. NARCOA compliant. 6V alternator, authentic swivel front light, gas tank guard, fuse block and extra Pontiac Coil. Test run was 80 miles in the rain and it never missed a beat. This is virtually a brand new car. \$2,500. See the story of the restoration at: <http://motorcar.winkworth.us>. Call Jeremy Winkworth at 269-388-5058 or email jeremy@winkworth.us Car is located in Michigan. MA06

Rail Rod. Like new; original condition. Two-seater, Briggs motor, wheels, etc. Used very little; in storage most of its life. \$1,500. Contact Wayne Rimathe (515) 228-3019 (Slater, IA) or email llamas@huxcomm.net. MA06

Motorola Railroad Radios. 128 channel, 50-watt units. These are good, clean, used radios that are just like the ones used in MOW service with all North American railroads. They come programmed with all 97 AAR frequencies as well as Canada, Alaska, NARCOA and five weather channels. Radios come with microphone, speaker and new mounting kit (includes wiring) and antenna. They come complete and ready to install in your motorcar. \$395 plus \$25 shipping and handling. Contact Tom Phair, Alamo, CA (925) 820-4159 or email: tom@phairs.net MA06

For Sale

Service for Alternators and Starters.

I can rebuild starters and alternators for most motor cars. If you are having trouble finding a replacement or repair, give me a call. Pricing starts about \$55.00, depending on unit and/or condition. Clyde Davis, 225 Ballenger Rd., Inman, SC 29349 (864) 472-4477 or email: wagonman55@hotmail.com MA06

Original Fairmont Service Instructions and Parts List

for the following cars (one each): M14 Series H Light Section Car, Bulletin 555E, December 1954, 57 pages; M14 Series H Light Section Car, Bulletin 555B, January 1949, 55 pages; A4 Series D and A5 Series E Gang Cars, Bulletin 827D, April 1972, 38 pages. Manuals are in excellent condition and have original covers. \$50 each, includes shipping. Contact Mike Ford mpford@indy.rr.com or 317-839-9320. MA06

MT-19s ex CN cars - QTY of 3: Three great Canadian cars. First car is all original from the railway and runs great (NARCOA ready). Second car has been all rebuilt from the frame-up and is almost finished, runs great (Will be NARCOA ready when sold). Third car needs a bit of work, but not too much, it needs a fuel tank and a few minor things but runs very good. \$3900US each for the two ready to run cars and \$2500US for the third car that needs a bit of work. Please contact me for more information and photos, Allan Wiens, Sundre, Alberta, Canada, Phone: (403) 638-3225 - email: railcarcanada@telus.net or check my website at: http://www3.telus.net/speeders/for_sale/sale.html MA06

For Sale

Custom Tandem Trailer, built in 2005.

Tandem trailer with electric brakes, 3,500 lb. electric winch with remote controls mounted inside large lockable metal storage box, attached to trailer. Removable ramps stored on top of storage box. Bright red finish with polished bright diamond plate added to trailer for protection. All trailer wiring including break-a-way and electric winch are mounted inside of lockable storage box for safety and protection. Trailer is licensed and registered in California. Trailer has only 200 miles on it. Price is \$3,000.00 dollars firm. Will consider delivery in Southern / Central CA, buyer pays for gas. Contact: Jack Forgues, Castaic, California 91384, phone: (661) 295-7132 or email : jr4gus@pacbell.net MA06

Fairmont M19-F-1-30 Inspection car,

ex-Chesapeake & Ohio Ry., Barboursville, W.Va. Car has wrap around steel cab, RO-C engine, car built 12-15-48. Recent frame off, body sandblasted, new wood, new glass & rubber molding, motor rebuilt, new wiring and paint. Price \$2,500

Fairmont S2-E-4 Section car,

ex-Carolina Southern Ry., Windsor, NC, 8 H.P. RQ engine, car built March 1952, rebuilt/restored 1970, first class new paint job 2005. Canvas with windows windshield included. \$3,000

Narrow gauge, 36" section car,

E.B.T.R.R.&C. Co., Fairmont QH engine, built 6-23-20, open car with steel & glass windshield. Built East Broad Top Railroad shops Orbisonia, PA. Car in great shape, new paint, a real piece of history. \$4,000. Bob Newton, Farmville, NC 27828 (252)753-4157 evenings after 6:00 p.m. E.S.T, or email: wnewton2@nc.rr.com JF06

For Sale

Fairbanks, Morse & Co. Model 57 Sheffield inspection car.

Ex-Durham & Southern Ry., Holly Springs, NC. 9 HP Fairbanks engine, chain drive with wooden frame & wooden spoke wheels. Car has solid Plexiglas windshield built in plywood car top. New orange paint with black trim. \$2,000

Fairmont A3-D-1 light gang car,

ex-Durham & Southern Ry., Dunn, NC, 17 H.P. Waukesha 1CK engine, engine completely rebuilt, electric start, car in great shape. Four speed transmission, front canvas with windows windshield, headlight front and rear, gong, blade type rail sweeps. Price with heavy duty highway trailer \$4,000; price without trailer \$3,500

Lever pump car, built by Buda 1912.

Ex-PA Railroad, Indiana Division. Car has brass oval P.R.R. equipment owner plate. Has new brake shoes, good wheels & gears, very nice tight car. Ready to roll, museum quality car. Price \$10,000

Velocipede, No. 1 Fairbanks, Morse & Co., Sheffield car.

Ex-C. & O. Ry. From Greenbrier subdivision, W. Va. Built 1910, ball bearings, all good wheels, original wooden car complete and tight with metal tool basket, new red paint with yellow trim. Museum quality car. \$4,500

Two pushcars for sale. Wheels & axles complete, both need new wood decks. No. 1 standard gauge, ex-Carolina Southern Ry., wood frame Price \$300. No. 2 narrow gauge, 36". Heavy steel frame. Built from a 1952 Kalamazoo motor car. This push car was used on N.G. logging RRs in Great Dismal Swamp of VA/NC \$500

All railroad M.O.W. equipment and rail located in Farmville, NC where U.S. highways 258 & 264 intersect. I am 22 miles off I-95 at Wilson, NC.

On-site inspection of equipment available by appointment. All shipping and freight charges are your responsibility. Please, serious inquiries only!

All motor cars have service instructions and operating manuals.

Bob Newton, Farmville, NC 27828 (252)753-4157 evenings after 6:00 p.m. E.S.T, or email: wnewton2@nc.rr.com

JF06

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

For Sale

Fairmont MT-14. Fiberglass cab, twin cylinder four cycle electric start Onan engine and two speed transmission. All new glass and paint, travel cover, and many new updates. NARCOA ready. Pictures available on request. Pat Costigan, Marinette, WI (715) 735-9626 MA06

Trailer (push car). Heavy-duty (push car) on 14" wheels. Rigid bearing mounts: one solid axle and one differential axle; steel pipe lifting bars; perfect for Porta-Potty duty. \$350

Fairmont C-7 (M14) (complete except for 2-cycle engine) with fiberglass cab and plywood doors; degreased, cleaned and painted; drive belt and idler assembly intact. Oak lifting bars; head, tail, and stop lamps. Install an engine and it's ready to run. \$750

Fairmont M-9G 1949 Northern Pacific 84912. Strong two-cycle engine; glass-pack muffler; new battery; extra new coil. Flange brakes; head lamp, tail lamps, stop lamp. Two extra 14" wheels. Aluminum front, roof and back on original NP supports (replacing plywood). Passenger seat (engine cover extension for operator); fire extinguisher; first aid kit. Build documentation and Operator Manual; heavy-duty tow bar. Complies with lightweight open frame road trainer, hand winch, ramps, and spare tire.

Cars in Washington. Contact Roger W. Sackett, 4501 169th Ave. S.E., Belleville, WA 98006. Phone: (425) 643-0669. MA06



WANTED by the Editor

Do you take your favorite pooch on excursions? Send me your photos along with details so we can share them.

Here's a few I took on the Heart of Georgia (HOG) run in September.



Brenda Moreman
with the pilot's pup,
Olivia



Butch



The infamous
Sophie Moreman

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@juno.com

PLEASE NOTE: Advertisement of a meet in the SETOFF does not constitute responsibility by NARCOA and/or its officers, or *The SETOFF* and/or its editorial staff for meet conditions. Meet attendees must exercise caution in the observance of safety conditions and rules and must accept full responsibility for themselves, their guests, and their equipment when attending any meet.

Boone and Scenic Valley Railroad

November 5, 2005 – Saturday

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

November 26, 2005

Southwest Railcar Ltd.

Skunk Train – Mendocino Co Railroad (California)

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>

November 12, 2005

Great Lakes Railcars

GLR is sponsoring a one-day run on Eastern Illinois Railroad- travel 84 miles round trip from Brocton to Neoga, IL. This is a NARCOA insured excursion and all NARCOA rules apply. Set on is at 8 a.m. and departure is at 9 a.m.. Trip fee is \$60. For trip details contact: Richard Hinds @ (217) 487-7750 or E-mail to: rjhinds@warpsnet.net Motels in Tuscola, IL: Holiday Inn Express (217) 253-6363 and Super 8, (217) 253-5488. Contact Richard Hinds at (217) 487-7750 or email: rjhinds@warpsnet.net

November 13, 2005

Great Lakes Railcars

GLR is sponsoring a one-day run on Monticello Railway Museum Railroad. Traveling 12 miles round trip with several runs between Monticello to White Heath, IL. Cost is \$30. McDonalds Restaurant on end of run. Set on at 7:00. Leave at 8:00 a.m. Motels in Monticello : Fosters Inn 762-9835 and Best Western 762-9436. Contact Richard Hinds at (217) 487-7750 or email: rjhinds@warpsnet.net

December 10, 2005

Toys for Tots ride on the North Shore Railroad

CPE is pleased to announce the second "Toys for Tots" ride on the North Shore Railroad. Don't miss this ride!! We did this ride in 2004 and collected an entire van load of toys for the Toys for Tots program. This ride was well publicized last year and NARCOA members collected toys along the railroad. There will be prizes for the cars that have the best Christmas decorations. Last year we had lights, wreaths and even an operating Lionel train on a high railer. This is a NARCOA insured event. Cost for the ride is a new, unwrapped toy (or 2, 3, 4 or however many you want to bring) and \$50. Send a check to Central PA Excursions, PO Box 145, White Deer, PA 17856. Questions contact Larry Maynard (570)538-9050 or email at: firefighter5@jlink.net

September 29-30 2006

NARCOA Annual Meeting

Wyndham Hotel - Chicago, IL

All members welcome to attend.



North American Railcar Operators Association (NARCOA)

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Vice-President Ken Annett

Secretary Joel Williams
Treasurer Tom Norman

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