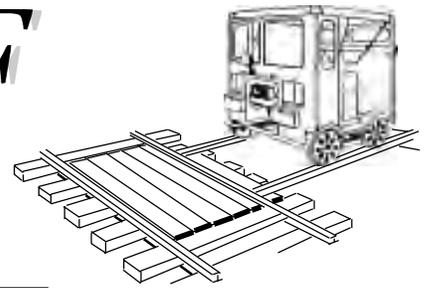


The **SETOFF**



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

July/August 2006, Volume 20 - No. 4



James Hughes' MT14 crossing Lake Blackshear (Heart of Georgia excursion, April 15-16, 2006) Photo by Kenneth Huffines

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Please submit materials
for the Sept./Oct. issue of
The **SETOFF**
by August 15
as follows:

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

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President's Message

Hope you all are enjoying the summer run season. It seems we have all types of weather for our runs this year. Please remember to modify your operating practices to reflect the weather conditions. Remember on the extremely long trips you may need to bring spare parts and even be prepared to change oil or lube your car. Many factors can enter into those issues, but you should at least devote some time to consideration of the car's maintenance needs.



There seems to be some confusion about mentoring. Mentoring is a process whereby new operators are shown not only how to safely operate their motorcar; it is also a time to introduce the new operator in the courtesies and traditions of set-on and set-off; and familiarize them with proper attire like boots, possibly a safety vest amongst others. And it is a time for a number of people to observe the new operator and possibly make appropriate comments to the mentor about their observations. It is not to be done outside of a NARCOA insured run. The mentor should have at least two years of operating experience. And above all the mentor should be a currently NARCOA-insured and rulebook-certified member in good standing. I realize it is difficult to purchase

a motorcar and then have to wait to run. I waited 4 months to find a run that had proper mentoring conditions and on which an Excursion Coordinator was willing to mentor several of us. I used the time to prepare and repair the car to a state that would pass inspection. Private mentoring on museum tracks, "abandoned tracks" or any other situation that is not a NARCOA run with more than two cars will not be an accepted mentoring run.

A recent accident pointed out the need for a better understanding of towing a disabled car. To my regret, my motorcar has malfunctioned several times and required towing. Each time I stayed with the car and operated the brakes in conjunction with towing car regardless of the size of the towing motorcar. My braking was not necessary to stop the larger A car or 14 towing me, but to ensure that I kept a tension on the tow bar rather than pushing the tow bar against the larger car thereby changing the dynamics of towing. While being towed it is not the time for the towed operator to be enjoying the scenery, making a meal, or attempting repairs. Yes, it can be boring and discouraging to be towed. But your same attention to what is occurring around you is needed at all times, whether under power or being towed.

We have had a reduction in number of insured's for 2006. I asked Tom Norman to forward the names and contact information of those that had insurance in 2005 and did not renew. Mainly out of curiosity I called virtually everyone from Area 11 whose name appeared on the list. It appears several were caught by surprise that insurance and rulebook certification had lapsed. Please be very aware of the period of coverage, the current policy expires January 31, 2007 and will be renewed for a 13 month period as we have done in the past. The rulebook certification card is scheduled to expire April 30, 2008. The NARCOA Board will likely either change current rulebook certification to end January 30, 2008 or extend to January 30, 2009. When these changes are made they will be a part of the Annual Meeting minutes and published in *The Setoff* and on www.narcoa.org. It is your responsibility to make sure you are current on both items. It is also the excursion coordinator's responsibility to verify your insurance and rulebook certification currency prior to allowing you to set-on. In a prior President's Message I advised that you should carry your current cards to make sure you can demonstrate your currency in both areas. Failure to do so could mean you have driven to a run and possibly not be able to run.

Please note that the location for Annual Meeting in September 29-30, 2006 has changed. It will be held at the Sheraton Gateway Suites Hotel - 6501 Manheim Road - Rosemont, IL 60018 at Chicago's O'Hare Airport. All members are invited to attend. The meetings are held between 9:00 a.m. - 5:00 p.m. both days. Please contact your Area Representative if you are coming so we can have an appropriate amount of space for all attendees.

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 20 Number 4

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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 no larger than 600 kilobytes). My old country phone lines will not handle big files.

ALTERNATIVE: Burn a CD and snail-mail to:

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17825 Route 8
Union City, PA 16438



PDF COPY AVAILABLE

Some time ago I put out an announcement asking those of you interested in receiving an electronic PDF color version of *The SETOFF* to let me know by sending me an email with the subject "PDF Requested". To this date, I have only received around 14 requests; however, after talking to many of you on the rails, I have been asked about electronic versions being made available.

Once again, here's your chance to receive a PDF.

In addition to the PDF, you will continue to receive a hard-copy as well. If you don't wish to receive hard-copy, please so indicate in the email.

Also any suggestions or comments you have regarding this publication is most welcome.

- Editor

Letters

If you have sent a Letter to the Editor, and it has yet to be published, please be aware that it is policy to have the Board review and rebut, should it be necessary, before publishing.

Letters of a controversial nature will be handled on an individual basis.

- Editor

SPECIAL NOTICE

The annual meeting on September 29 and 30, 2006 will be held at the Sheraton Gateway Suites (Chicago O'Hare Airport) located at 6501 North Manheim Road, Rosemont, IL 60018

This hotel is two blocks closer to O'Hare Airport on the same road as the Wyndham Hotel.

People needing rooms should contact Hank Brown at 608-839-4939, or email him at wildernesstours@charter.net

Special President's Message

by C. Patrick (Pat) Coleman

To NARCOA membership:

In October, 2005, I was involved in an accident while performing an authorized backing movement on the Copper Canyon run in Mexico. My MT-19 struck the front of another MT-19, damaging the crankshaft of the other car in such a manner that the engine was disabled. The point of contact on my car was the corner of my tow bar and therefore no damage occurred to my car. The accident was reported to the Excursion Coordinator and the disabled car was towed by me to a siding where the disabled car was put in tow behind the Excursion Coordinator's car.

When I returned to a location in Mexico with Internet email service, I reported the accident in detail to the NARCOA Board of Directors and Insurance Administrator. The Board decided since the accident occurred on a run not covered by NARCOA insurance, and was not advertised in *The SETOFF* or on the NARCOA website, that the accident would not be ruled upon by the Judicial Committee or the NARCOA Board. I settled with the owner of the damaged MT-19 by providing funds to purchase a new Onan Performer engine. Please note that NARCOA insurance is not valid in Mexico, and has never been valid outside of the U.S. and Canada.

The Board's action was not presided over by me in my capacity as President. Previously the Board has received accident reports that did not occur at a meet or were not insured. Points were not assessed in those situations. This established a precedent that the Board followed when reviewing my accident. However, a few members pointed out a NARCOA policy number 19 which states:

"19. All members of the NARCOA insurance program who operate motorcars at non-NARCOA insured excursions must comply with all NARCOA rules, policies and equipment safety standards (9-6-97)".

If this had been a NARCOA insured excursion, according to Judicial Committee policy, I would

have been assigned seven points. I have asked the Board to reopen this case in light of Policy 19. Additionally, I have recommended to the Board that they should assign me the seven points. The Board has reviewed this and has agreed to assign me these points. Normally Judicial Committee findings are not public, but due to the sensitive nature of this issue I have waived my right to privacy.

These members are correct in pointing out the implications of Policy 19, and the Board thanks them. However, please be aware that until revised, Policy 19 could be enforced on all accidents involving a NARCOA insured member whether they are on a work party, private run, or any time while operating on railroad property and have an accident. This is not my desire, or the desire of the NARCOA Board, but is the logical consequence of this decision and the issues raised by these members.

The Board plans to study the full ramifications of Policy 19. This review will determine the appropriateness of this policy and what changes, if any, should be made. We plan to complete this review at the Annual Meeting in September.

Members are reminded that Judicial Committee findings are made known only to the Judicial Committee, Board of Directors, Insurance Administrator, and the involved member. This is done at the recommendation of our current and past insurance carriers and attorney.

I look upon the points assigning process as a necessary procedure to demonstrate to the insurance industry and our carrier/broker in particular that we take accidents and safety seriously.

My ignorance or lack of knowledge of Policy 19 is not an excuse, but both the Board and I are making a good faith effort to correct this situation. We would hope that this issue is settled and we can proceed back to the important "business" of enjoying this hobby.

From The Director's Desk
Area 1 (CT, MA, ME, NH, NY, RI, VT)
by Warren Riccitelli

At every safety meeting, cars are scrutinized about their condition. Wheels and brakes are checked; flags, lights and windshields are checked; fire extinguishers and first aid kits are checked. But the most important safety issue we often overlook is the operator.

At a run last year, I had my brother "Dave" show up with what I would describe as being in a "fogged" state. He had been under a doctor's treatment for several conditions, but this morning, he was different. His wife was with him. I went over and talked to both of them and they did not know what was happening. After a discussion, it came to my head and heart that he should not be on the rails. I gave his wife the directions we were headed and where the hospitals were en route, if she needed one. Members in our excursion made note that I would not let him on the rails.

Months went by before the doctors acknowledged what happened. It was a reaction to new medications. It was not supposed to happen, but it did. He is fine now and will be riding with us on many of the planned runs this year.

I was talking to the wife of another motorcar operator this morning about her husband. He recently underwent normal heart surgery, suffered a stroke, and had brain surgery to alleviate problems caused during this original surgery. He is on the road to recovery and expects to be with us in August.

As an Excursion Coordinator, I look at this and say that the excursion is two parts: half mechanical, and half human. The mechanical aspect is simple, we can fix it or be towed. But can we do that with a human?

In communications with one railroad, we were asked who pays for evacuation costs, if

required. I waited two weeks to answer the railroad. I hope I never have to evacuate a person via a Medivac helicopter.

After all these years, I have learned that the EC has to look at all this, keeping abreast of owners and their cars. We have several websites devoted to maintaining cars, but have not seen one yet that concentrates on operators! I believe only a few EC's are looking at the operators and keeping abreast of what is happening physically with them. If you are riding one of our runs and I don't know you, you might get a call from me, in order to get to know you up and find out anything that might be out of the norm. I am more concerned about you than your car. (Al Elliott is more concerned about your car.) If you are an EC, are you looking at and keeping abreast of the physical condition of the people that put their trust in you?

As far as the person who had the stroke, today I talked with his wife, and I left it open that he can participate in our August run, but only after I check back with her in a couple of months. And she has agreed; she knows her husband better than he knows himself. I am sure all women know their husbands better than us guys know ourselves.

Happy Trails to All!



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

by Tom Falicon
Area 4 Director

A while back I was whining about the high cost of fuel. Well, it hasn't gotten any better in the last few months! Lately higher fuel costs have filtered down and raised the cost of everything from food to home building supplies. Another thing that has affected all of us is the higher cost of travel and lodging for our motorcar excursions. If you're like me, you've found that you just can't afford to go to as many excursions as you used to. I've thought up a couple of ways to help counteract these higher costs. Since we're a bunch of creative folks, possibly you've already thought of these things and already put them to good use.

- Rediscover excursions that are within driving distance from your home. Even if you have to get an early start and get home late, you've still saved the cost of overnight lodging. The savings can continue by taking the time to pack a cooler full of lower cost food from home.
 - Attend one less big excursion this year. Review the NARCOA excursion announcements and pick a big excursion that you always wanted to attend. Make that the one big excursion of the year to attend and don't worry about the higher costs this year because you are not spending money for an additional big excursion this season.
 - Double up. Attend excursions with a fellow NARCOA member. Use your motorcar and tow vehicle on one excursion and use your friend's car and tow vehicle on another. You guys can split the costs and even switch off driving each other's cars at each excursion.
 - A motorcar group, club or chapter could get together to purchase an A-car and split the travel and towing expenses three or four ways for each excursion, or pay for it out of the club treasury. The Greenville Chapter of the NHRS owns an A-car that is successfully operated by various members at NARCOA excursions throughout the year.
- Join a work party. Many excursion coordinators ask for help in clearing brush or picking up trash on railroads through the land. There is usually no entry fee and if you don't mind doing a little work, you're rewarded with a free day out on the rails with your motorcar.
 - Bring your "house" with you. Many excursion attendees save on lodging costs by sleeping in a camper or topper in the bed of their pick-up truck. This concept can be carried a step further with a tow-behind camper/motorcar trailer, and then even further with a motorhome towing your motorcar trailer. At some point, the lodging cost savings is overcome by the fuel/vehicle costs, so you may want to do the math before deciding to bring the "house" with you.
 - Take advantage of free camping, motel discounts, and complimentary meals that are offered by many NARCOA excursion coordinators for their events.

OK guys, I've started your wheels turning, now you can come up with a few more creative ways to enjoy the greatest hobby on earth at an affordable cost.

Stay safe this summer!



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

By the time you read this, spring will be gone and summer will be here. This spring I attended two large trips and on both I got useful feedback concerning hard rosters and *The SETOFF*. I received some helpful information for the next board meeting on several items. I was given a good suggestion on tow bar rule. Thanks for your interest. If you have more concerns, contact me.

Now for the bad news. We have had a rash of incidents this spring. Bill Taylor has been in motorcars for ten years, a coordinator for most of them, and never had to file an incident report. He has had to file three incident reports already this year. There was another incident last weekend on a run for a total of four in our area. We are not sure what is causing all the problems this year, but some were definitely caused by inattention.

A quick review: Two backing incidents at a wye resulting in contact with a stopped car, and a bump into a slower moving car on a down grade. Excessive speed for track conditions caused a near catastrophic incident at a bridge. This bridge was not equipped with a steel center guard rail, and only the beam at end of ties kept the car on the bridge. Extremely serious injuries could have resulted had the car left the bridge and hit an embankment. We also had a non-incident. We sometimes travel on little used track. A motorcar derailed at very slow speed because of filled flangeway. A heads up operator was using caution and managed to get stopped while still in the crossing. No damage, no injuries, no points, good job.

What have we learned from this? For one thing we are not paying attention to track conditions. All operators need to watch tracks ahead for irregularities in rail, dips, bad joints, and kinks. You should be prepared for dirt in flange ways at crossings, high

planks at crossings and debris on or between rails. You should always watch for spring frogs, and slow for switches. When gaps develop between your motorcar and the motorcar in front of you, never hurry to catch up be patient. You will catch up.

Just because twenty cars have passed over a spot doesn't mean you won't have a problem with it. It is possible that some incidents are the result of inexperienced operators, but some are caused by complacency. There is a period between being a beginner and becoming a seasoned operator that we become complacent. It is a dangerous period. We think we know it all, but don't yet have the experience. As amateur railroaders, we may never accumulate enough time on the rails to become experts and need to be constantly alert. Train yourself to recognize potential hazards.

Different cars act differently at crossings and switches. A light car may derail with less debris in flangeways than a heavy car. Because of a longer wheelbase, a gang car is more apt to derail at a low joint than a short light car. We all like to look around and enjoy the scenery. Since we don't have to steer, we sometimes tend to forget to pay attention ahead.

Perhaps everyone should review the Judicial Policy and especially the points system. The points system is designed to get your attention in case of an incident. If you are involved in even a minor incident, you can expect to be assigned points. Judicial Policy is available on line as are all NARCOA documents.

Let's all pay attention and have a safe incident-free summer.



Personal Observations From a Former Railroader

By Jim Morefield - Area 10 Safety Officer

I began working for the Camas Prairie Railroad in 1963 as a section man and retired in 2004 as chief engineer of maintenance. In the last few years of my career I ran as the railroad escort for speeder trips and enjoyed it thoroughly. I was asked many times if, after retirement, I would purchase a speeder and join the groups, and each time my answer was that I had been on the railroad nearly all my life and didn't see being around it after retirement.

The Port of Royal Slope Restoration group changed all of that. In November, 2004, I was approached by them and asked if they were to present me with a speeder as thanks for helping open up this area to tours and as a retirement gift, would I accept? I was humbled by the offer and, after much thought, accepted the speeder.

Now 18 months later I am a certified meet coordinator and the area 10 safety officer. I have seen track that I wouldn't have dreamed that I would be able to see, met a lot of fine people, and will stay with the hobby as long as I am physically and mentally able to.

After a year in the hobby, I have made several observations, many good and many bad which I wish to address.

1. I've watched countless numbers of people unloading cars from trailers that insist on standing behind the car as it comes off the trailer to the track. So far, I've seen only one failure of a winch and fortunately, no one was behind that car as it came off the trailer quickly. Had someone been standing behind that particular car, they would have not had time to react.
2. Participants arriving at a meet that forgot their paperwork and delay the whole set-on procedure while they find and fill out the required forms that were originally sent to them in the information packet for the run.
3. I have yet to see anyone run out of gas as they leave the starting point on the first day, but if some people tend to their fuel as they tend to their cars, I am surprised it hasn't happened. Cars arrive that I can push down the track with the brake lever in the first notch,

engines that won't start because of various reasons, brake shoes loose or missing bolts, missing the required safety equipment, etc. It seems that once a tour is over, the car is loaded up and forgotten until the next set-on and given no attention until then.

4. Now that we have begun the tour, I look in my rear view mirror to see the car following me at a distance of less than 150 feet, and we are traveling at 20 mph. The railroads always stressed a following distance of no less than 250 feet unless going very slowly and bunching up to go across a crossing so as not to cause excessive delays to highway traffic. By using the 10 second rule, the distance should be 293 feet, and this guy is right on my tail. At 30 mph the 10 second rule would indicate the following car should be 440 feet behind me but no - he is still less than 150 feet back.
5. We have come to our first rest stop and few cars begin to decelerate until they are within 100-150 feet of the stopped car ahead of them. I shudder to think of what might happen if one of these cars should snap a brake rod. If the operator were to throttle down knowing where the stop is going to be, he or she would be going much slower once the brakes are applied, and in the event of a brake failure, the impact would be less severe.
6. After stopping at the rest stop, I have watched countless numbers of people walk around the rear of their car with another car approaching them. NEVER walk between a stopped car and an approaching car.
7. At a recent run, we were in the process of making a switching move in a switch yard to get our cars in order for the next day's run, and the switch crew began to work on an adjacent track. Many people wandered to the space between their cars and the adjacent track to watch instead of placing their cars between them and the switch engine as it worked.

continued . . .

Personal Observations (continued)

8. I know that one of the reasons for a motorcar tour is to enjoy the scenery. We have to remember that this isn't like a public highway where you can pull over and stop to look, but more like an interstate that has no areas to park. Of the "bump" incidents I have observed this year, all were credited to operator inattentiveness, and none resulted in serious damage, but we have to remain aware of the constantly changing conditions which we are operating under.

Two incidents were as a result of the operator not paying attention to the distance between him and the preceding car. The third was when an operator was in a string of cars turning on a wye and he approached the stopped car ahead of him too fast and failed to recognize the fact that grasses and weeds had grown above the rail. He was unable to stop and struck the stopped car ahead.

9. In most cases, the meet coordinator has outlined the plan for the day and has indicated where the scheduled stops will be. If you get slowed down back in the pack by a mechanical malfunction and it gets repaired, DON'T try to catch up by running 40 mph. If the meet coordinator has been notified of the mechanical problem, he likely will slow the head end down or even stop it to allow the group to bunch back up. Run a comfortable speed of 25 mph or less, depending on track conditions, and you will eventually catch the lead cars while moving or when they come to the next scheduled stop.

When traveling on tracks that have sharp curves with limited visibility, don't worry about keeping the guy in front of you in sight. If you don't see him when you go into the curve, keep your speed to 20 mph or less and expect to find him stopped in the middle where visibility is the most limited. That way, when you do see him stopped, you won't be surprised. If you don't see him stopped in the middle of the curve, chances are you will see him on the next tangent.

10. DON'T STEP ON THE RAIL. If you can make the effort to lift your foot high enough to step on the rail, you surely have enough left in you to move your foot across to the other side. Railroad rules prohibit stepping on the rail, and I've seen people taken out of service for a few days for violating this rule.

The positives outweigh the negatives by far. The people are great and willing to assist by offering advice or mechanical assistance when a car breaks down. Nearly everyone always has a positive attitude whether the run is on time or two hours late due to mechanical failures. Radio etiquette is good, as is flagging, and slowing for road crossings. People are willing to assist when traveling over spring frogs or when turning cars and when loading and unloading cars from trailers.

There are still more positives that I won't address, but remember, the negatives I listed are the ones that the railroad people will see and remember. If the right railroad personnel happen to see one of these negatives, we might not be invited to return.



The Safety Comment: The Inspection Report – Safety First

by Bob Knight, Chairman, NARCOA Safety Committee

Have you read every word on your current motorcar excursion Inspection Report? Can you identify with this scenario? You have just received the paperwork for that great future motorcar excursion and you quickly get all the necessary signatures and fill out all the forms, “X” all the boxes with great haste in order to get the forms returned ASAP to the excursion coordinator.

But wait, did you read what you signed and obligated yourself to on the inspection report? Some forms simply have you agreeing that “I certify that the above described motorcar complies with all pertinent and current NARCOA safety standards and is safe to operate.” Others are more direct by stating “I attest that I have currently inspected my motorcar and I further attest that the items I have checked off the list above are honest and an accurate representation of this car’s current condition.” Many forms include the NARCOA Rule Book safety standards which state; “At all times each operator has the ultimate responsibility for the good, safe mechanical and operating condition of his/her motorcar.”

Now let’s face reality: Many excursion inspectors have found, non-lubed fittings, brakes not properly adjusted, no fire extinguishers or first aid kits (many times forgot to bring), improper front and rear hitches holes, non-working head or tail lights, and improper flags, just to name a few. Each one of the items listed on an inspection report is there for a reason, and the basic reason is centered around the safe operation of your motorcar.

Don’t forget you have certified, attested and fully understand that each item listed is compliant with current NARCOA Safety standards. Don’t compromise your safe operation and the success of the excursion by just checking off a box on a form. Get down and dirty by getting under, beside and on top for a very thorough inspection. It’s OK to get a little oil or grease on the form as you inspect your car.

KEEP IT SAFE ON THE RAILS!

PS: Keep up the good work and thanks to you veteran operators as you have mentored 31 members to date.



Government surplus 30- and 50-caliber ammo boxes make handy containers for lots of things. If you’re not keeping your tools, first aid supplies, fuses (or whatever) in one, you probably know someone who does.

The top handle on these boxes folds flat. That’s great for the Army supply depot where there are a few thousand stacked up, but it’s lousy for individual use. The handle lays so flat it’s hard to get a finger under the darn things. It can be really tough with gloved hands or sausage-like appendages.

Solution: Get a pack of cheap carabineers (also called snap links) from the dollar store. Sometimes sold as key fobs, they are worthless for any kind of load but are just the right size to clip around the ammo box handle. Now it can’t lay flat and it’s easy to get a finger under it.

Hints and Tips

Easy Grip for Ammo Boxes

by Roman Carrollton



NARCOA Motorcar Inspection Form

Excursion: _____ Location: _____ Date: _____

Operators Name:		Pre- inspection	Sat	UnSat
NARCOA rule book certificate number	<i>On Board</i>			
NARCOA Insurance Number	Charged Fire Extinguisher 2 lb (ABC)			
Motorcar Make:	First Aid Kit			
Railroad # (if available):	Two orange or red flags (16" sq)			
I certify that I have inspected this motorcar and found it to meet all NARCOA standards as I have indicated on pre-inspection column of this form.	NARCOA Rule Book #5.2 or later			
Operators Signature	Flashlight with good batteries			
Date:	Compatible tow bar with pins			
You will _____, will not _____, be allowed to participate in this excursion.	Horn or bell			
Inspectors Signature:	Proper Brake lever travel			
Date:	<i>Front of car items</i>			
The items noted on this form are safety and/or equipment discrepancies as required by the current NARCOA rulebook. I understand that "At all times each operator has the ultimate responsibility for the good safe mechanical and operating condition of his/her motorcar, beyond any of the specifics of the rules and standards". If you are allowed to operate in this excursion, you must correct any unsatisfactory items indicated in order to participate in future excursions. These safety checks are not designed to be overly restrictive, but are to insure a safe and enjoyable excursion for everyone.	Working Front Headlight			
	Secure Front Hitch with 3/4" to 1" Hole			
	Safety Glass or Polycarbonate			
	Windshields			
	<i>Left Side of car</i>			
	Left Brake Shoe Thickness - Fr/Rr			
	Brakes properly adjusted			
	Brake Cotter Pins installed properly			
	Front Wheel Thickness and Profile			
	Rear Wheel Thickness and Profile			
	Axle Cotter Pins installed - Fr/Rr			
	<i>Right Side of car</i>			
	Right Brake Shoe Thickness - Fr/Rr			
	Brakes properly adjusted			
	Brake Cotter Pins installed properly			
	Front Wheel Thickness and Profile			
	Rear Wheel Thickness and Profile			
	Axle Cotter Pins installed - Fr/Rr			
	<i>Rear of car</i>			
	Working Rear Red Tail Light			
	Lever or Pedal Actuated Red Stop Light			
	Secure Rear Hitch with 3/4" to 1" Hole			
	<i>Turntable - if installed</i>			
	Retracts Fully			
	Safety Lock			
	Audible Warning Device			
	Table Retracted 2.5" above Railhead			
	<i>Optional - May not be required</i>			
	Mobile radio			
	USFS Approved Spark Arrestor			
	Spare Fuel stored inside car			
	Chock or chain			
	Front Lift Handles			
	Rear Lift Handles			

A Trip On The Heart Of Georgia

By Kenneth Huffines

On April 15-16, 2006, NARCOA members gathered at Pitts, Georgia, for a ride on the Heart of Georgia Railroad (HOG for short). April was picked because last years trip was held in September, and the gnats were awful and the temperatures excessive. It was hoped that an April excursion would escape those problems. Wrong! A heat wave hit that weekend, so temps were in the low 90's (as opposed to high 90's last September), but still 10 degrees higher than normal, and the gnats were out. At least there was a breeze which helped keep them (the gnats) to a minimum. They would also be negated by traveling 230 miles in two days.

Most people arrived on Friday and got their cars on the tracks early. Surprisingly, five cars failed inspection. Two cars had bad brakes, two had the wrong type fire extinguisher, and one had a discharged extinguisher. The early set-on allowed these problems to be fixed before departure time.

Pitts is conveniently located in the middle of the excursion itinerary. Mt. Vernon, 61 miles east, would be the turn-around on Saturday. Plains, 55 miles west, would be Sunday's destination. Pitts is a typical small town, big heart kind of place. There are no traffic lights. We were allowed to park our trailers on the grass beside the tracks. The town's mini-mart, Harold's Pitt Stop, offered hot biscuits with railroad themed names Saturday and Sunday, although he's usually closed on Sunday. Some of the townsfolk and business owners stopped by to visit.

Saturday morning was soggy and raining. The body shop across from set-on invited us inside so we could stay dry for the Safety Meeting. Luckily, the rain ended during the meeting. We would dodge showers the rest of the day. Departure with 39 motorcars and hy-rails was slow and track speed was held down due to wet rails. This day would take us through several small towns. All seemed to have a cotton gin or peanut warehouse close to the tracks. Most of the sidings were filled with an odd sight for a short line: brand-new articulated container carriages. They were being stored for a customer.

Our first stop was in Helena where the restored depot was open for us. Outside there is an old Southern caboose and a Railway Express Agency truck. Just a half-mile past the depot is a diamond where the HOG crosses Norfolk Southern. As folks took a break, our escort radioed NS for permission to cross. NS does not run many trains here so we didn't have to wait.

Turn-around was just shy of Mt. Vernon, but just after crossing the Oconee River on a long bridge. Lunch was

in the last town we came through - Alamo. The closest restaurant is just across the street from the tracks, flying a "welcome NARCOA" banner. Alamo is in Wheeler County and the Chamber of Commerce had put out "welcome" signs along the track to make us feel at home. Several folks were on hand to watch us arrive and depart.

Returning to Pitts, the cookout planned for that evening had been rained out. Those who had ordered bar-b-que found it waiting at Harold's store, kept warm in his kitchen. Oddly enough, the rain ended before we arrived so most folks ate outside in the pleasant rain-cooled air.

That evening several folks took the easy drive from the motels on the east side of Cordele over to the west side of town. Cordele was featured in Trains magazine as a "hot spot" for train watching. Norfolk Southern has a double main running north-south. CSX has a single track running (at this point) east-west. And the HOG also come through. All these tracks converge and cross in a spot no bigger than a city lot. In the 90 minutes spent before the mosquitoes attacked, six trains came through. Interesting that CSX hauls garbage on this line, taking loads east AND west. Tomorrow will find us being part of the action on these diamonds, although we certainly will not be a priority movement, and it's likely we'll be the only railfans present.

Sunday morning was troublesome as one of the hotels failed to make their wake-up calls. Luckily everyone was ready to go at departure time, some still wiping sleep from their eyes. Soon we were in Cordele. Here, the HOG has a depot as they run a tourist train west to Plains. The depot was open and the Crisp County Chamber of Commerce had drinks for us. Again, while we took a break, our escort was coordinating our crossing with NS and CSX. A CSX employee was on hand to help. At the appropriate time, he flipped a switch in a control box, setting the signals on his railroad and NS' to red. Off we went, clattering across the CSX diamond, then 100 feet later, across the two NS diamonds.

A treat after Cordele is going through Georgia Veteran's State Park, where HOG's passenger train is parked. In one of the creeks in the park the lead cars spotted an alligator - one of three sighted on the trip. As we left the park we crossed Lake Blackshear on a long fill and trestle. Just as we were surprised to see alligators, some nearby fishermen were surprised to see a parade of motorcars.

continued . . .

A Trip On The Heart Of Georgia (continued)

Leslie, the next little town we pass through, is host to the Rural Telephone Exchange Museum. There is also an old cotton gin, peanut warehouse, and motorcar shed. Is it possible for a NARCOA member to pass a motorcar shed without hoping that maybe, just maybe, there's a forgotten motorcar in there?

As we approached Americus we passed HOG's office and yard. This is the biggest city on the excursion but the tracks skirt downtown and all we experienced were a few road crossings. Here we pick up welded rail for the rest of the trip to Plains. The scenery varies from woods to cotton and peanut fields to huge pecan groves. A sharp eye will still spot damage from the flood of 1994 and the repairs to a couple of washed-out fills.

At Plains, Mr. Carter was "otherwise engaged" so we had to take our luncheon without him. Many people will sadly remember the lunch here last year, the ill effects, and the follow-up letter from the Georgia Department of Health. It was no surprise that several folks brought their lunch this day. While Mr. Carter could not join us, there's no escaping his presence in any of the gift shops downtown. For the shoppers, the whistle for the return trip sounded too soon.

Back in Cordele, our CSX friend once again flipped the switch for us to cross. It's rare, at least in Dixie, to cross diamonds, so having three at once is a treat indeed. Again we stopped at the HOG station in Cordele where cold drinks and snacks awaited, again compliments of Crisp County's Chamber of Commerce.

Arriving in Pitts, there were two crossings to unload from which helped with the usual unloading zoo. It was a great trip: good friends, good track, great scenery, and no problems.

All photos by Kenneth Huffines



Barbara and Lew Rice's Northwestern 754, newly rebuilt.



Lee Goran's M19. It sports a factory cab, one of three made this way, and possibly the only one to survive.



Lead motorcar at the depot in Helena, Georgia.



Railway Express Agency truck at the Helena Depot. An old Southern Caboose in the background.

A Trip On The Heart Of Georgia (continued)



John Schmidt's motorcar crossing the NS diamond in Helena.



Motorcar shed in Alamo. Is there a motorcar inside?



Motorcar shed and cotton gin in Leslie, Georgia. Maybe this one has the forgotten motorcar?



Two views of motorcars crossing NS and CSX tracks in Cordele. The two parallel tracks are NS. Of course the motorcar is on the Heart of Georgia. The fourth track is CSX. It crosses the HOG 100 feet from the NS diamonds.

Classified Ads

We are happy to print all ads received from members in *The SETOFF*. There is no charge for placing an ad. All ads will run for three issues; please notify the editor if item is sold. **No full page ads or photos accepted.** Send ads directly to **Charlene Morvay, 17825 Route 8, Union City, PA 16438, or email: setoff@juno.com**

For Sale

Fairmont MT14. Former Milwaukee Road car with windshield and top. Strong Onan CCKB transmission and carburetor recently overhauled, good wheels, brakes, and paint. New glass, lights and seats with seat belts. Nice basic MT14, NARCOA-ready, and ready for your personal touch. Asking \$5,000. 12' trailer to haul the car is also available. Contact Jeremy Conyer at jeremy.conyer@cummins.com or call 812-350-2612 ND06

MT19A powered by Onan. NARCOA-ready to run. Have headlights and tail/brake lights front and rear. Curtains for sides and rear are in excellent condition. Car is located in central Oklahoma. It has made runs in Oklahoma and southern Kansas. It was on the UP with unit #2333. Pictures and questions available from Mike Harker by e-mail: mharker@charter.net. \$6,000. Phone: (405) 275-8814. ND06

Fairbanks-Morse 40-B Railroad Motor Car, two cylinder air-cooled 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 \$1,900 for both items.

Fairmont Railway Motor Car Master M2 and a predecessor to S2 style. Belt driven, 20 inch wheels, metal front with 2 windows, metal running boards, 8 HP, Type HP QBA, Group E, Special 1, Mak HP 13, Engine #82573. Car in running order and all in original form as when retired from the High Point, Thomasville & Denton RR Co. Also an original turntable goes with car. One piece of turntable missing. Price is \$1,900 for both items.

Contact Ray Hinkle, P.O. Box 1127, Welcome, N.C. 27374 or Phone: (336) 731-4231 email: hinklehere@aol.com ND06

For Sale

Velocipede Parts. Have a few wood and metal parts left over from Sheffield No. 1 restorations. Send SASE for a list, or call (775) 323-0928. Fred Lienhard, 895 Daniel Dr., Reno, NV 89509 JA06

MT19 "Putt-Putt" NARCOA Ready. Stored Inside! New lights (12 VDC), steel tool boxes, seat belts, fire extinguisher, flags and flag holders, rail sweeps, tow bar, good brakes, and spare coil. Excellent condition. Trailer not included. \$3,600. Call Daryle Higginbotham @ 678-524-7842, Blue Ridge, GA. JA06

Fairmont Signature Pin. Be the first to own this just released limited edition Fairmont logo hatpin. This quality-crafted pin is the second offering in the "Fairmont Motorcar" pin collection. This pin is crafted in the cloisonné technique and measures 10 mm x 30 mm and has a red and white fired-enamel color on a polished metal base. The pin back has an eight-millimeter post with a military butterfly clutch attachment. You will wear this pin with pride. Price is just \$5.55 USD, which includes return postage and handling. Act quickly quantities are again limited. Contact: Bill Coulson 964 Williams Lake Road, Colville, WA 99114- 9617 Phone: 509 685-2326 E-Mail: wcoulson@localnet.com JA06

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. \$4,950. Jerry Bates (208) 858-2103 or email jerrybates@sheepskinsnyarn.com ND06

For Sale

1971 Fairmont A4. Four cylinder Ford engine. \$2,700. Very good mechanically, needs cosmetic work. Contact Wes Belcher (301) 606-7468. JA06

Various Speeders. I have five speeders left for sale - Fairmont, Rail Car Canada, Sylvester. They range in price from \$700 to \$2,500; some have drive trains. Also have 5 Onan CCKB parts motors which includes tons of misc parts for \$1,000 for all; M19 cab front \$150; 8 Fairmont MT/M14 parts chassis for \$100 ea; one aluminum Fairmont push cart frame \$100. See my website for more pics and info: http://www3.telus.net/greenacre_speeders/ These cars are located in Southern British Columbia 3.5 hours north of Spokane WA. All cars sold as is/where is condition. Contact me for further info and pictures. All sales in U.S. funds or CDN equivalent. Terry Baumann, Nelson BC, Canada, Phone: (250) 229-4474 e-Mail: greenacre@telus.net SO06

Denver & Rio Grande Western #3086, 1986 Fairmont MT 19 B Inspection Car with B 48 G Onan Engine. Factory turntable, new heavy-duty rear axle with idler gear, lubrication hoses for easy lubing, Les King side and rear sliding glass windows, Hunter heater, seat belts, beacon, flags and flag holders, gas gauge, Motorola 128 channel, 50-watt programmed with all 97 AAR frequencies as well as Canada, Alaska, NARCOA and five weather channels, hand-held NARCOA radio with charger, Flight-Com head sets (2) with noise canceling mics, 10' covered trailer with electric brakes, winch and side and front access doors, NARCOA ready. Over \$15,000 invested in trailer, motorcar and accessories. Sell for only \$10,000. Car and trailer located in Portland, OR., e-mail dmolsons@comcast.net or call 503-654-1861 JA06

For Sale

DVD - Kinghorn: The Florida Railroad Company is proud to offer the "Motorcars on the Kinghorn" DVD, the last ride on the CN Kinghorn subdivision which is being abandoned. A one of a kind, once in a lifetime video. Three months in production, the DVD is packed full, 89 minutes total! This is a "must have" addition to any railfans collection! It features a 50 minute main feature of high rail action and breath-taking Canadian scenery in Northern Ontario. It covers 190 miles from Longlac to near Thunder Bay, including seven bonus videos and a 3D slide show, with a pair of 3D glasses. Nine menu pages navigate the 12 total video selections. Own and relive a real piece of the CN and Canada's railroad history. MSRP \$24.95 USD. Special promotional price for track car operators of only \$19.00. We pay shipping. Florida residents include 7% sales tax, or \$20.33. Send check or money order in US funds to: Florida Railroad Company, 1360 Wedgewood Rd., Jacksonville Fl. 32259 USA. Specify Product DVD#KH001. Pictures of the Kinghorn event can be seen at: www.flarr.com JA06

Hy-Rail. Fairmont 0307A in very good condition \$1,500; 0307A manual front with Harsco hydraulic rear, \$2,500; 0305 for Dodge Dakota \$1,500; Raftna HD250 hydraulic Set, \$3,000. DMF 1019 from Ford F450 super duty with offset front rims, \$3,500. Some larger sets available.

Fairmont A4 differential from CN sale. Complete with axles and hubs. \$300.

All prices in U.S. funds. Tony Andruszewich, Hamilton, Ont., Canada (905) 692-5949 evenings. SO06

For Sale

Fairmont MT-19: One of the popular V-roof open cars; excellent mechanical condition, has run and been well maintained for a number of years. Included: hydraulic turntable with dual indicator lights and audible warning system, electric fuel pump, seat belts, front stabilization bars that double as flag holders, full wiring for a Motorola radio and antenna, head and tail lights, and horn. Car was fully restored with new electrical wiring, rebuilt starter, transmission overhaul and new engine compartment side and top panels. If you enjoy feeling the freedom of an open car, you should consider this opportunity. A single drop axle trailer is available if needed to complete the package. MT-19: \$4,450. Trailer: \$850. Contact Ed Best 925-837-7690 or email edbest@comcast.net. SO06

1946 Fairmont M-19 Motorcar (without trailer), has rare pointed nose cab which has been removed and I can send a picture of cab. Car is NARCOA compliant and has new alternator, wheel bearings, belt, carburetor. Engine was rebuilt a couple of years ago and has had very little use. ROD engine (Tapered Roller Bearings). 12 Volt car and charging system - uses a voltage regulator to step down the voltage for the 6 Volt coil. This car has gone on E&LS and LS&I runs in the UP of Michigan the last few years. Price \$2,000. Phone (231) 796-5495 Kevin Cushway, 1030 Bjornson St., Big Rapids, Michigan 49307, email: camelot35@hotmail.com ND06

Fairmont A5. Engine needs work - \$450. Call: Tom Sigsworth (440) 774-1754 (OH), or e-mail: alterruss@aol.com. ND06

For Sale

Fairmont MT19-A2. Former L&N 7378 built 1978; good condition, ready to use, with trailer. Motor and transmission replaced with new CCKB engine and transmission purchased 1997 from Fairmont. Car has electric turntable with indicator light; narrow vertical side panels with windows on front end of car; heavy-duty waterproof canvas sliding curtains; dual Bosch wipers; roof has a pair of sky lights; rear of car has two narrow horizontal panels with windows. Has electric and air horns operated by electric compressor with auto pressure control on the tank. Has a headlight, ditch lights (operate steady or blink), blinking stop lights, strobe light, side and rear running lights, backup lights. Has a running time clock. Electrical wiring is good; battery is new. Wheels pass inspection. Also has two small storage boxes on front. Tow bar mounted on front bumper bar. Car has 12V outlets for radio, cooler, etc. A Motorola two-way hand held radio, pre-programmed with RR frequencies, is included. 12V cooler also included. Seat belts (not installed) provided. Trailer is a custom-built, low-bed with a steel deck, single drop axle, electric brakes, spare tire, pull-out ramps and manual winch. Motor car and trailer have provisions to be bolted together firmly, for worry-free towing, using a bolt at the front end and another at the rear. Manuals for the car and the CCKB engine, plus factory documentation will be furnished. The car has been stored indoors for years and is now at Phillips, Maine. \$10,500. Contact A. Brodrick (631) 941-4268 or email: abrodrickpe@att.net. SO06

Duluth Winnipeg and Pacific Railroad Co. Fairmont M-19-AA-5 motorcar. Complete (except for coil). Running gear intact, has rail sweeps and Fairmont factory replacement engine. Aluminum cab w/extra glass. \$1,250. Marvin Saari, Virginia, MN (218) 741-1085. SO06

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

– Just Released on DVD –

From Track Motorcars Of Ontario
**The Last Excursion on
Canadian National's Kinghorn
Subdivision**

This was the first and last motorcar excursion on the historic Kinghorn subdivision. In a 45 minute adventure, this program captures the voyage of 27 railcars and highrail trucks over four days. From inside the cab and from raiiside you'll see some of the most spectacular scenery along the land they call North of Superior. Some of the highlights include looking up to the dizzying heights of the Pass Lake Trestle as the cars traverse its 2258 feet, and rumbling through the Orient Bay Tunnel, one of the longest railway tunnels in eastern Canada. Included in the narration is the history of the line and a commentary on the sights along the way. This is a must-have for any motorcar owner's library and an excellent demonstration of what the hobby is all about. Professionally produced, it's the complete story from set-on to set-off.

Copies are available for \$20.00 plus \$2.00 shipping (Canadian or US dollars). Contact Jim Curran of Kenilworth Video at kenilworth@sympatico.ca, or write to Kenilworth Video, 299 Kenilworth Avenue, Toronto, Ontario, Canada M4L 3S9. SO06

Universal Brake Shoes and Liners.

Four brand new, never been used. Purchased from Les King about two years ago. I didn't discover until after I had stained the wood that my MT19 brakes were set up for ice breaker wheels (I've got a former CN car with a fiberglass cab). The new ones from Les will not fit without major modifications. I also learned my current brake shoes still have thousands of miles left on them. New ones (from Les) are \$22.50 each. Asking \$75 for all four (plus shipping and handling). Contact Chuck White, 6418 Midchannel Way, Fort Wayne, IN, 46845, phone: (260) 760-1666, or email: cwhite13@comcast.net

ND06

For Sale

UP MT-19 Mint condition, loaded. Prior back surgery forces sale. This car is very comfortable and is NARCOA, MOW and PRO rules compliant. Former Chuck Harrison car; just ran Copper Basin Railroad in Hayden, AZ. Engine has been balanced; brand new wheels; only used one trip. Fairmont hydraulic turntable. New Yaesu radio, GPS, hour meter, beacon, digital bike speedometer. Hunter heater, auxiliary fuel tank under seat, two flags and flag holders, fire extinguisher, custom seats and door panels, seat belts, chain guard, luggage rack. This car has it all! Possible delivery inside California - you pay gas. Matching trailer included for those overnight trips. Email popeman@verizon.net for photos. \$10,000 firm. Richard Pope, Apple Valley, CA SO06

Peerless Gongs are now available in the following diameters: 6-inch, 8-inch, 10" and 12". Peerless gongs have brilliantly polished Brass. These new, 100% American-made Peerless gongs are suitable for use on trolleys, locomotives, passenger cars, steamboats, steam-cars and steam-powered speeders and are a direct replacement for the gongs used on Fairmont Speeders. Peerless trip gong kits come complete with mounting hardware and horizontal rope pull kit. If you need a vertical rope pull, please contact us for details and pricing. Except for appearance, improper installation and/or improper use or abuse, Peerless Gongs are warranted for the life of the original installation for a period of 10 years. Because Brass is the metal most used in these gongs, and prices can be subject to rapid market change, please call, write or send an e-mail to Steve Patterson for the latest pricing. Peerless Gong Company, 4019 Perry Street, Denver, Colorado USA. (303) 256-8494 or e-mail: stevieb4019@comcast.net SO06

Railroad and Motorcar decals. All are cut custom to your specs. Contact Steve Kepner, Hughesville, PA, email: evetsk77@yahoo.com, phone: (570) 584-4117, cell phone: (570) 916-5203. ND06

For Sale

Triton Elite all aluminum trailer.

Treated wood deck, torque flex 2200# torsion bar axle and built-in winch. All set up for motorcar with hold downs and spare tire. Trailer used two times. \$1,050. Will deliver as far south as Milwaukee. Patrick Costigan, N2630 Edgewood Drive, Marinette, WI 54143, Phone: (715) 735-9626 ND06

MT14 Series M Union Pacific Motorcar with bell, sliding windows on doors and rear, new paint, UP decals, opening front cowl, Cadillac horns, luggage rack, four seats with belts, hydraulic electric turntable, small marker lamps, full canvas cover, overhead cargo nets, Kenwood radio with Sigtronics headsets, trailer with electric winch. Asking \$8,500. Bill Nigh, 89138 Bridge St., Springfield, Oregon, Ph: (541) 896-3893 ND06

Wanted

20" Cast Steel Wheels, yup, the heavy, heavy ones! Contact Tom Falicon, Bryson City, NC 828-488-8063 or raildawg@gte.net JA06

Complete Fairmont railroad motorcar engine. Type: RO, Group C, 5 to 8-HP, with timer, carburetor and condenser. Russell Snyder, 31 Woodhaven Dr., Pointblank, TX 77364-7284. Phone: (936) 377-3065. SO06

Kalamazoo gang cars and/or Fairmont A6, A8, or anything similar in the bigger, heavier car range. Contact Steve Kepner, Hughesville, PA, email: evetsk77@yahoo.com, phone: (570) 584-4117, cell phone: (570) 916-5203. ND06

Water hopper with condenser for RQ engine, Fairmont. No junk. Contact: Tony Queirolo, email: queiroloti@aol.com, or phone (209) 982-5710. ND06



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.

July 8 2006

Nebraska Northeastern Railroad

IRE will sponsor a 1 day ride on the Nebraska Northeastern Railway July 8 with set-on at Osmund NE. This is a very well maintained line with a large amount of welded rail that travels through a diverse agriculture area. This line extends from near Sioux City IA 120 miles west to O'Neill NE. It will depend on traffic which direction from Osmund we will be able to operate. Cost of the ride is \$60.00. For preregistration or more information contact Tom Jenness 712-225-2614 or jennjeto@netins.net

July 8, 2006

Blue Ridge Scenic Railroad GNERR

Blue Ridge, Georgia to Ellijay or Talking Rock if track is available. Full moon ride 50 miles round trip. Sack supper. NARCOA Rules Apply. You must have a Managers bulletin and a copy of track equipment rules 120-134 and a block sheet. If copies are needed, see coordinator. Car limit 15. Set-on time 3:00 p.m. leave at 4:00 p.m. Call before coming. Coordinator: Scottie Wershing (828) 644-5204. Assistant Coordinator: Carl Hyman (706) 455-0492

July 10-13, 2006

Algoma Central Railway

GLR is excited to again sponsor a four-day excursion over the Algoma Central Railway July 10-13 2006. Participants will travel 590 miles round trip in four days between Sault Ste. Marie and Hearst, Ontario, Canada. The trip will be thru some of the best rail scenery east of the Mississippi and may not be repeated next year. If you haven't done the entire line yet, do it while you can. Inspections will be Sunday July 9 with departure Monday July 10 from Sault Ste. Marie. Our group will spend two nights in Wawa and one in Hearst, Ontario. **Cost:** \$400 and includes the railroad fee, gas, and transportation. Fee may have to be adjusted depending on exchange rate and the cost of gas. Meals and hotels are arranged but cost extra. NARCOA safety rules and insurance are required. **Additional safety equipment** include seat belts, and (safety vest or shirt, hard hat and safety glasses are required by the Canadian National Railroad). Send a check made out to Great Lakes Railcars for \$400 along with your car information, including car number, your address, and e-mail address to: Stan Conyer, 9333 W. St. Rd. 46, Columbus IN. 47201; email: stanconyer@hotmail.com

July 10 to 31, 2006

Canadian National Tour

(applications being accepted)

Coordinator: Tom Phair - P.O. Box 664, Alamo, CA 94507 - email - tom@phairs.net - Telephone (925) 820-4159; cell: (530) 714-9582. **Set-on and motorcar inspection:** July 10. **Itinerary:** Depart July 11, Squamish to West Vancouver & Return; Squamish to Tumbler Ridge and return to Prince George, BC; Day Off; Prince George to Prince Rupert; Day Off; Prince Rupert to Prince George; Prince George to Squamish. **Run Fee:** \$4,500. **Special requirements:** Seat belts, approved Hi-Vis safety vest required by CN, long pants, ankle high boots. Mobile radio (not Handheld) required by railroad All NARCOA members having current NARCOA liability insurance and Rule Book Certification are welcome. Membership in SWRC is not required.

July 15-16, 2006 (Saturday/Sunday)

Central PA Weekend

CPE is pleased to sponsor a 2-day run on the North Shore and Shamokin Valley Railroads. Saturday, July 15th, ride the 86 RT miles of the North Shore Railroad from Northumberland to Berwick and back. Former Erie Lackawanna Railroad. Sunday, July 16th ride the 50 miles RT of the Shamokin Valley Railroad from Sunbury to Mt. Carmel Junction and back. Former Reading and Pennsylvania Railroads. Saturday night dinner and tour at the Central PA Chapter NRHS White Deer Train Station. \$10 of the registration fee donated to the chapter. Sunday tour of the Lower Anthracite model railroad while in Shamokin. Proof of NARCOA insurance required. All NARCOA rules will be enforced. Registration fee: \$65.00. Note: All CPE rides are rain or shine. No cancellations due to weather. Hard-soled shoes required; no sneakers or sandals. Children must be closely supervised at all times. Send check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: Larry Maynard (570) 538-9050 or email firefighter5@jlink.net

July 15, 2006

Valley Railroad (Connecticut)

Our bi-annual event covers the entire Valley Railroad. Travel the entire system by motorcar, steam train and riverboat along the beautiful CT River. We will set-on at Essex, CT, at 8:00 a.m. Departure scheduled for 8:30 a.m. Approximate round trip mileage is 25 miles. Ride limited to 30 cars. The event is sponsored by Northeast Rail Car Association. NARCOA insurance and rules apply. Price: \$45 and includes motorcar excursion, steam train ride and boat ride for operator. There is an additional charge of \$26 per adult and \$13 per child under 13. Event Coordinators: Warren Riccitelli/AI Elliott. Contact: Warren Riccitelli, 39 Jacksonia Dr., North Providence, Rhode Island 02911. Phone:(401) 232-0992; email: warren.riccitelli@verizon.net

July 16, 2006

Pioneer Valley Railroad (Massachusetts)

Join us on the Pioneer Valley Railroad for a tour with this "can do" railroad. Trip will start in Westfield and travel to Holyoke. Set-on at Westfield, MA at 8:00 a.m. Departure at 9:00 a.m. Approximate round trip: 35 miles; limited to 30 cars. The event is sponsored by Northeast Rail Car Association. NARCOA insurance and rules apply. Price: \$45. Event Coordinators: Warren Riccitelli/AI Elliott. Contact: Warren Riccitelli, 39 Jacksonia Dr, North Providence, Rhode Island 02911. Phone: (401) 232-0992; email: warren.riccitelli@verizon.net

July 22 2006

Minnesota Southern Railway

IRE will sponsor a 1 day ride over the Minnesota Southern Railway Luverne MN. We will travel east through Magnolia, Adrian and Rushmore with a turn around at Agate Junction, the Union Pacific connection near Worthington MN. After our return to Luverne for lunch our journey will continue west through Hills and Beaver Creek to Manly Junction with BNSF. Mileage for the day is 90 miles. Cost of the ride is \$40.00. For preregistration or more information contact Tom Jenness (712) 225-2614 jennjeto@netins.net

July 22, 2006

Blue Ridge Scenic Railroad GNERR

Blue Ridge, Georgia to Mineral Bluff to McCaysville. 38 mile round trip. Supper stop. NARCOA Rules Apply. You must have a Managers bulletin and a copy of track equipment rules 120-134 and a block sheet. If copies are needed, see coordinator. Car limit 15. Set-on time 4:00 p.m., leave at 5:00 p.m. Call before coming. Coordinator: Scottie Wershing (828) 644-5204. Assistant Coordinator: Carl Hyman (706) 455-0492

August 5-6, 2006

Finger Lakes Railroad (New York)

Another year and an old favorite as we enjoy the hospitality offered by the Finger Lakes Railroad, and something new is added this year. Saturday, we will find ourselves on the Canandaigua Branch for a nonstop trip that will get us back in mid-afternoon and time for supper. At 8:00 p.m., we will leave for the Seneca Army Depot for a night run on the east shore of Seneca Lake. Sunday, we will have a short day, again doing the Seneca Army Branch to see what you missed during the day. We will set-on at Geneva Engine House at 7:00 a.m.; departure is 8:00 a.m. Approximate round trip mileage is 100 miles. Limit - 30 cars. Event is sponsored by Northeast Rail Car Association (NERCA). NARCOA insurance and rules apply. Price: \$130. Event Coordinators: Warren Riccitelli/AI Elliott. Contact: Warren Riccitelli, 39 Jacksonia Dr., North Providence, Rhode Island 02911. Phone:(401) 232-0992; email: warren.riccitelli@verizon.net

August 6, 2006 (Sunday)

NSSR/BNSF/LSMR

North Central Railcars, Ltd., is pleased to sponsor a one-day motor car excursion over three different railroads in the Duluth, MN area on Sunday, August 6, 2006. Participants will travel south from the NSSR depot over the BNSF & LSMR and return in the morning. We will then travel north to Two Harbors, MN and return (all NSSR) in the afternoon. This trip primarily runs along the St. Louis River and Lake Superior shorelines and passes by the ore docks and other points of interest. Complete details will be sent upon receipt of the excursion fee. **Cost:** \$80, includes all railroad fees as well as a morning coffee and sweet roll break on the LSMR, a pizza and soda lunch at the NSSR shops, as well as discounted museum tickets, available for advance purchase at an additional cost. Details are included in your registration materials. There is a 25-car limit. This is a NARCOA-insured excursion and all NARCOA rules will apply. For additional information, please contact Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035. Tel: (317) 839-9320 or email: mford@indy.rr.com

August 6, 2006 (Sunday)

Coopersville and Marne Railway

Great Lakes Railcars is pleased to sponsor a one-day run over the Coopersville and Marne Railway on August 6, 2006 starting at noon in downtown Coopersville. Participants will travel approximately 42 miles in 3 round-trips between Coopersville and Marne, MI. Trip fee: \$25 per car, and will include all railroad costs. This is a NARCOA insured excursion and all NARCOA rules will apply. For trip details contact Jeremy Winkworth, 1701 West B Ave, Plainwell, MI. Tel: (269) 388-5058 evenings or email: jeremy@winkworth.us

August 12, 2006 (Saturday)

Minnesota Southern Railroad – Luverne. MN.

The First Iowa Division is pleased to announce a ride on the Minnesota Southern Railroad at Luverne, Minnesota on Saturday, Aug. 12, 2006. Set-on will be at 6:30 a.m. with an 8:00 a.m. departure. Mileage is about 90 miles round trip. **Cost:** \$30 per car. This is a NARCOA-insured event and all NARCOA rules will apply. For information, contact Carl Schneider at (515) 967-5181 or e-mail motorcarl@mchsi.com.

August 19, 2006 (Saturday)

US RAIL (formerly the Great Miami & Scioto Ry)

Ohio Valley Railcars invites you to participate in riding the 100 + round trip mile Great Miami & Scioto. The GM Ry. is comprised of the former B&O, C&O, and DT&I lines. Features much welded rail along varied scenic locations with two tunnels. Our set-on is to be announced in your confirmation letter to be sent this summer. There will be a stop planned to eat at either Jackson or Oak Hill, Ohio. NARCOA Insurance and compliance with the Rule Book is required along with the OVR policy book. All operators must be NARCOA certified. With the return of your registration, you will be sent a map and required NARCOA paperwork. Fee: \$95.00. Checks payable to Ohio Valley Railcars. Send to: Ohio Valley Railcars, c/o Jaime Samuell, 1170 Whitney Lane, Westerville, Ohio 43081. Email: Jaime@gambierandwestern.com Phone: (740) 427-4444

August 20, 2006 (Sunday)

Hocking Valley Scenic Railway, Nelsonville, Ohio

Ohio Valley Railcars invites you to participate in riding the 23 + round trip mile Hocking Valley Scenic Railway. We will ride the railroad once in the morning, then you will have the option of riding the train, or lunch, and then ride the railroad again in the afternoon. The Hocking Valley is comprised part of the original Hocking Valley Railway's Athens Branch. The Hocking Valley was eventually merged into the Chesapeake & Ohio Railway in 1930, with the Athens Branch slowly becoming "dead weight" to the ever-expanding C&O. Thus the HVSR purchased the current route in 1985. Our set-on will be announced in your confirmation letter to be sent this summer. NARCOA Insurance and compliance with the Rule Book is required along with the OVR policy book. All operators must be NARCOA certified. With the return of your registration, you will be sent a map and required NARCOA paperwork. Fee: \$40.00. Checks payable to Ohio Valley Railcars. Send to: Ohio Valley Railcars, c/o Jaime Samuell, 1170 Whitney Lane, Westerville, Ohio 43081. Email: Jaime@gambierandwestern.com Phone: (740) 427-4444

**August 29, 2006 through September 2, 2006 (Tuesday through Saturday) – 5-Day Event
New England Central (Vermont/Massachusetts/New Hampshire)**

NERCA to please to announce the longest East Coast motor car excursion ever planned. Over 500 round trip miles of the finest track that New England has to offer, stretching from central MA thru VT and NH to the Canadian border. This excursion will cover the beautiful CT River Valley, crossing it many times as it travels thru Vermont and New Hampshire. An overnight stop in the old railroad town of White River Junction will afford all an overnight rest before continuing our trip up to St Albans, VT. Day three will be to explore the mainline going up to the Border, and maybe over it, and then returning down to Burlington to explore some of the picturesque Vermont countryside. Days four and five will be traveling back to our starting point in Palmer, MA. We will set-on at Palmer, MA. Approximate round trip mileage for this excursion is 536 miles. The event is sponsored by NERCA. NARCOA insurance and rules apply. The price of the trip is \$900. Contact: Warren Riccitelli, 39 Jacksonia Drive, North Providence, Rhode Island 02911 phone: (401) 232-0992

**September 1- 4 , 2006 (Friday - Monday)
Kootenay Valley Railway/Canadian Pacific Railway**

Our excursion this year will take us from a home base of Nelson BC, west to Castlegar and return, and east thru Creston to Cranbrook (which has never been seen before by NARCOA and PRO). Trip will be over four days, and will cover approximately 324 miles. For those of you who missed it the last times you won't want to miss it again we will see some of the most beautiful scenery Southern BC has to offer the motorcar enthusiast. From the West Kootenays to the East Kootenays, we will see spectacular mountains, lakes, streams and fields on the original CPR Southern Route. There is a 30 car limit and the trip fee and mentoring status has yet to be determined. NOTE: All checks are payable to Pacific Railcar Operators and MUST be paid before run. No payment will be accepted at time of set-on. This is a NARCOA insured excursion and all NARCOA and PRO rules will apply, including membership to PRO is required. KVR and CPR has once again requested steel-toe or ankle-high boots, safety vests, and eye protection consisting of prescription or safety glasses. For more information please contact Terry Baumann by e-mail <greenacre@telus.net> or call 250-229-4474.

**September 10, 2006
Appanoose County Railroad Centerville Iowa**

Iowa Railroad Excursions will host a one day ride with seton at the engine house starting at 6:30 AM with a 8:30AM departure for Albia. Lunch will be available at the Moravia restored depot on our return trip. This ride will be approx. 70 miles in length. For more information contact Tom Jenness 5479 R Ave Cherokee Iowa 51012 (712) 225-2614 or email: jennjeto@netins.net. Special requirements All NARCOA members having current Insurance and Rule Book Certification cards are welcome. Ride fee is \$40.00

**September 15-16, 2006 (Friday Night/Saturday)
Midland Railway – Baldwin City, KS**

The First Iowa Division is sponsoring a ride on the Midland Railway at Baldwin City, Kansas on Friday night and Saturday, Sept. 15 & 16, 2006. The Friday evening ride will be at 7:00pm. Set-on for the Saturday run will be at 7:00 a.m. with a departure at 8:30 a.m. We will run the line two times during the day. Mileage is 22 miles round trip. **Cost:** \$35 per car. This is a NARCOA-insured excursion and all NARCOA rules will apply. For information, contact Carl Schneider at 515-967-5181 or e-mail motorcarl@mchsi.com.

**September 16-17, 2006 (Saturday/Sunday)
New York Susquehanna & Western Railway, Utica Branch**

The Volunteer Railroaders Association is pleased to sponsor a two-day run over the NYS&W Utica Branch. Participants will travel over 160 round-trip miles between Chenango Fork, NY and Utica, NY over the two days. Operators and riders under 18 are not permitted by the railroad. The trip fee is \$140.00 per car which includes railroad costs. Lunches will be available on both days. There is a 40-car limit. This is a NARCOA insured excursion, and all NARCOA rules will apply. This is a non-mentoring run. For trip details contact the VRA at 80 Royal Avenue, Hawthorne, NJ 07506, Phone: (973) 238-0555 or email: volunteerra@yahoo.com you can also visit our website at <http://www.vratrips.org>

September 16 -17, 2006 (Saturday/Sunday) – FULL – WAITING LIST ONLY

Tuscola & Saginaw Bay Railway (MI)

Great Lakes Rail Cars, Inc. is pleased to sponsor a two-day motor car excursion over the Tuscola & Saginaw Bay Railway, on Saturday, September 16, and Sunday, September 17, 2006. All NARCOA members are welcome to participate. Participants will travel approximately 200 miles in the beautiful northwestern portion of Michigan's lower Peninsula, between Cadillac, MI, and Petoskey, MI. Excursion fee of \$240.00 (USD) includes all railroad fees, overnight hotel accommodations in Petoskey, continental breakfast on Sunday morning, transportation to/from the hotel in Petoskey, and other related excursion costs. Complete details 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. To register, send a check for \$240 (payable to Great Lakes Rail Cars) to: Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035. For questions or further information contact Mike at (317) 839-9320 or email: mford@indy.rr.com.

September 16 through 24, 2006 (Saturday through Sunday)

Nine-Day Event

Gulf & Madepedia Railway (Quebec)

NERCA is please to announce another one of great excursions to Quebec, Canada. This trip will cover approximately 900 miles. From Riviere-deLoup on the St Lawrence River, we will travel along the river to Matane then travel over the will over the inland hills to the Atlantic Ocean. Our travel will continue to Pierce and Gaspé. This great trackage is slated to be torn up and may be the last trip on this most magnificent and picturesque track. Ron Zammit wrote about it in TRAINS Magazine, and now you can ride it. It's the route of VIA's Chaleur and Ocean, and features mile after mile of running along the shore of the St. Lawrence River and beautiful Gaspé Bay. Here's the schedule: Sept, 16 Sat - Meeting in Riviere-de-Loup; Sept. 17 Sun - Riviere-du-Loup to Matane; Sept. 18 Mon – Matane to Madepedia; Sept. 19 Tue – Madepedia to Pierce; Sept. 20 Wed – Pierce to Gaspé & return; Sept. 21 Thur – DAY OFF in Pierce; Sept. 22 Fri – Pierce to Madepedia; Sept. 23 Sat – Madepedia to Cambelton to Auqui; Sept. 24 Sun – Auqui to Riviere-du-Loup; and SETOFF. A rest day for sightseeing is scheduled for Perce. We will set-on at Riviere-du-Loup. Approximate round trip mileage for this excursion is 900 miles. This ride is limited to 30 cars. Hy-rails permitted by permission only. Equipment restrictions/requirements: Only NERCA proven "A" cars will be allowed. Canadian approved vest required for all participants. Hard hat required (will probably be worn in yards). The event is sponsored by NERCA. NARCOA insurance and rules apply. Additional information: \$750 (US) deposit required by July 1. Price: \$2,025 - includes all hotels, bus transportation and motorcar fuel. **Does not include meals.** Contact: Warren Riccitelli, 39 Jacksonia Drive, North Providence, Rhode Island 02911 phone: (401) 232-0992

September 17, 2006

Niles Canyon Railway Rides for the Public

(All proceeds go to Niles Canyon Railway)

Coordinators: C. Patrick (Pat) Coleman: 1989 Robin Ridge Ct, Walnut Creek, CA 94597; 925-979-1030 or patcoleman@astound.net; Al McCracken, 2916 Taper Avenue, San Clara, CA 95051, 408-249-2953, alnethie@aol.com. **Set-on:** Sunday morning, September 17, 2006 - 8:00 a.m. Sunol Depot - 1st Run 10:00 a.m. Last run 3:30 p.m. **Run itinerary:** East from Sunol Depot to Hearst siding and return repeated all day - 1.9 miles each way. **Run Fee:** no charge. **Special requirements:** Experienced operators only. All NARCOA members having current NARCOA liability insurance and Rule Book Certification are welcome. Membership in SWRC is not required.

September 23-24, 2006 – Saturday and Sunday

Southwest Pennsylvania Railroad

A.R.E. would like to invite you to participate in the Tenth Annual running of the SWP. This two-day event will cover approximately 92 miles of the former Pennsylvania RR Southwest Division, B&O Secondary, and Penn Central Subdivisions, and the former CSX FM&P lines. Day one will begin with our set-on near the Sony plant in New Stanton, PA, at the intermodal yard of Safe Handling Inc. at 7:00 a.m. on Sat. the 23rd. From here we will travel to Mt. Pleasant, Broadford, Scottdale, Everson, Tarrs, and on to Radibaugh (SWP/NS interchange) and return. We will break at the Youngwood Railroad Museum. We should be done around 5:00 p.m. Day two we will set-on at 8:00 a.m. at Mt. Bradock, PA, and travel to Fairchance, Uniontown, and Wheeler Bottom (Green Jct. SWP/CSX interchange) and return. This day finishes early to allow for travel time back home. Fee for both days is \$65. 40 car limit. All NARCOA rules apply and you must at all times (including loading and unloading) wear over-the-ankle hard-soled shoes (such as work boots). We will turn the cars three times on Saturday so make sure your car can be turned easily and quickly. No cars larger than an A-4. For more information contact John Gonder: (724) 696-4544 or email at UP3706@msn.com. To register, send a check made out to A.R.E. for \$65. Please include your 2006 NARCOA insurance number along with your mailing address and phone# and what type of car you plan on bringing. Mail to: Appalachian Rail Excursions LLC, 415 Levine Lane, Ruffsdale, PA 15679-1512

September 29-30, 2006

NARCOA Annual Meeting

Sheraton Gateway Suites Hotel – Rosemont, IL 60018

All members welcome to attend.

October 1, 2006 (Sunday)

Coopersville and Marne Railway

Great Lakes Railcars is pleased to sponsor a one-day run over the Coopersville and Marne Railway on October 1, 2006 starting at noon in downtown Coopersville. Participants will travel approximately 42 miles in three round-trips between Coopersville and Marne, MI. Trip fee: \$25 per car, and will include all railroad costs. This is a NARCOA insured excursion and all NARCOA rules will apply. For trip details contact Jeremy Winkworth, 1701 West B Ave, Plainwell, MI. Tel: (269) 388-5058 evenings or email: jeremy@winkworth.us

October 14, 2006 (Saturday)

Columbia Terminal Railway – Columbia, MO

The First Iowa Division is pleased to announce a ride on the Columbia Terminal Railway (COLT) at Columbia, Missouri on Saturday, Oct. 14, 2006. Set-on will be at 6:30 a.m. with an 8:00 a.m. departure for the first of two runs. Mileage is about 44 miles round trip or 88 miles for the day. **Cost:** \$35 per car. This is a NARCOA-insured event and all NARCOA rules will apply. For information, contact Carl Schneider at (515) 967-5181 or e-mail: motorcarl@mchsi.com.

October 14, 2006 (Saturday)

Wellsboro & Corning Railroad

CPE is pleased to sponsor a one-day run on the Wellsboro & Corning Railroad – Ride the 70 miles RT of the Wellsboro & Corning Railroad from Wellsboro, PA to Gang Mills, NY and back. Former New York Central. Proof of NARCOA insurance required, all NARCOA rules will be enforced. Registration fee: \$50.00. All CPE rides are rain or shine. No cancellations due to weather. Hard-soled shoes required; no sneakers or sandals. Children must be closely supervised at all times. Send check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: Larry Maynard (570) 538-9050 or email firefighter5@jlink.net

October 14-15, 2006 (Saturday/Sunday)

New York Susquehanna & Western Railway, Syracuse Branch

The Volunteer Railroaders Association is pleased to sponsor a two-day run over the NYS&W Syracuse Branch. Participants will travel approximately 160 round-trip miles between Chenango Bridge, NY and Syracuse, NY over the two days. Operators and riders under 18 are not permitted by the railroad. The trip fee is \$140.00 per car which includes railroad cost. Lunches will be available on both days. There is a 40 car limit. This is a NARCOA insured excursion, and all NARCOA rules will apply. This is a non-mentoring run. For trip details contact the VRA at 80 Royal Avenue, Hawthorne, NJ 07506 Tel: (973) 238-0555 or email: volunteerra@yahoo.com you can also visit our website at <http://www.vratrips.org>

October 14, 2006 (Saturday)

Fort Leonard Wood, MO

Iowa Railroad Excursions will host a fall color ride from Fort Wood, 20 miles to Bundy Junction through the Ozarks, crossing two rivers for a beautiful fall color display. Set-on: 10:30 a.m. with a noon departure. Bring your lunch. Two trips will be made during the afternoon. Cost: \$40. For details contact Tom Jenness, phone (712) 225-2614; email: jennjeto@netins.net

October 20-21-22, 2006

Autumn Leaves-Apple Festival Special

Georgia Northeastern Railroad

Ride this beautiful railroad situated in the North Georgia mountains. This is marble mining country and we will see several mines. Lots of bridges, lakes, streams, and abundant wildlife. Enjoy motorcar riding at its best on Friday night after dark. We will visit Fall Apple Festival on Saturday in Talking Rock and Cherry Log, and follow the turbulent Toccoa River on Sunday morning. **Cost:** \$140. You are encouraged to have a mobile radio (not hand held) to get the full experience of this excursion. **Requirements:** You must be a member of NARCOA, have NARCOA insurance, and have passed the Rules Test. All cars will be inspected. All NARCOA rules will apply. NARCOA approved Hy-Rails OK. Special requirements: All attendees must wear a safety vest during the excursion. No car or trailer may exceed 8 persons. A-cars and trailers must have a chain or similar restraining device. No refunds after September 20, 2006. Please make your check payable to: Atlanta Railcar Transportation LLC c/o Bobby Moreman, 3520 Cold Springs Lane, Chamblee, Georgia 30341.

October 28, 2006 (Saturday)

A-OK Railroad

The Oklahoma Railway Museum is sponsoring a motorcar ride on the A-OK Railroad from McAlester, OK, to Red Oak, OK, on the former Rock Island line. Set-on will be in McAlester on Saturday morning with lunch stop in Red Oak and return in the afternoon. A rest stop is planned in Wilburton, OK, headquarters for the A-OK Railroad. Trip mileage is approximately 94 miles round trip. This will be a NARCOA insured event and NARCOA rules will apply. More information available after September 1. Contact Drake Rice for details after that date at: drakerr@telepath.com.

November 4, 2006 (Saturday)

Boone & Scenic Valley Railroad – Boone, IA.

The First Iowa Division is pleased to announce the season finale ride on the Boone & Scenic Valley Railroad at Boone, Iowa on Saturday, Nov. 4, 2006. We will set on at 7:00 a.m. with a 9:00 a.m. departure for the first of several runs during the day. Mileage is 22 miles round trip. **Cost:** \$20 per car plus a current membership in the Iowa Railroad Historical Society (\$25 annually). This is a NARCOA-insured event and all NARCOA rules will apply. For information, contact Carl Schneider at 515-967-5181 or e-mail motorcarl@mchsi.com.

November 4-5, 2006

Chattooga & Chickamauga Railway

Saturday: Central of Georgia Line. As we travel north from Summerville, the Tennessee Valley Railroad "Autumn Leaves" Steam Passenger Train will travel south from Chattanooga to Summerville. There will be plenty opportunities to observe and take pictures as this train passes us. On our return trip we will again meet the steam train on its way back to Chattanooga. We will be traveling up a beautiful valley and cross the last ridge of the Blue Ridge Mountains just before Chattanooga. A portion of your trip will be through a part of the Chickamauga National Battlefield. Expect to see deer, wild turkey, and an occasional brown bear. Approximately 90 miles RT. **Cost:** \$85.

Sunday: The TAG Line. Our motorcar excursion begins in the suburbs of Kensington and we will travel to Chattanooga and return. This will be on the last remaining section of the Tennessee Alabama & Georgia Railroad (The TAG Line) which ran between Birmingham and Chattanooga. This will be our fourth Motorcar Excursion on this section of track. Approximately 42 miles RT. **Cost:** \$70. **Cost:** BOTH days: \$140. **Requirements:** You must be a member of NARCOA, have Insurance, and have passed the Rules Test. All cars will be inspected. All NARCOA rules will apply. NARCOA approved Hy-Rail Vehicles OK. No refunds after October 4, 2006. All operators and passengers must wear a safety vest during each excursion. No car or trailer may exceed eight persons. A cars and trailers must have a chain restraint or similar device. Please make your check payable to: Atlanta Railcar Transportation LLC c/o Bobby Moreman, 3520 Cold Springs Lane, Chamblee, Georgia 30341. No refunds after October 4, 2006.

**November 1, 2006 through November 30, 2006 (Wednesday through Thursday - 30-Day Event)
(New Jersey)**

We are planning a Mystery Ride in November. Don't know what railroad, what date, how many miles, how much it will cost, or where we are going. This covers NARCOA's meet announcement criteria. Don't know where we will set-on, but it will be at 8:00 a.m.; departure at 9:00 a.m.; 30 car limit. Event is sponsored by Northeast Rail Car Association. NARCOA insurance and rules apply. Event Coordinators: Warren Riccitelli/Al Elliott. Contact: Warren Riccitelli, 39 Jacksonia Dr., North Providence, Rhode Island 02911. Phone: (401) 232-0992; email: warren.riccitelli@verizon.net

November 4-5, 2006 (Saturday-Sunday)

Hobo Railroad/New England Southern - **Snowflake Run (New Hampshire)**

After years of the Hobo Railroad hosting the annual June Motor Car weekend, we have worked with the Hobo for another great weekend. Trip starts in Concord, NH; return will be to Concord, NH. This is our annual "Snowflake Run", the beginning of November, and we have invited the weatherman. We will set-on at Concord, NH, tower at 7:00 a.m. Departure is scheduled for 8:00 a.m. Approximate round trip is 146 miles. Ride is limited to 30 cars. The event is sponsored by Northeast Rail Car Association. NARCOA insurance and rules apply. Price: \$275, includes excursion, overnight accommodations, continental breakfast and the famous Hart's Turkey Farm Turkey Dinner in our hotel. Extra persons are \$20 for dinner. Event Coordinators: Warren Riccitelli/Al Elliott. Contact: Warren Riccitelli, 39 Jacksonia Dr., North Providence, Rhode Island 02911; phone: (401) 232-0992; email: warren.riccitelli@verizon.net

November 18, 2006 (Saturday)

WT& J Railroad (Tentative)

The Oklahoma Railway Museum will sponsor a motorcar ride on the WT&J out of Frederick, Oklahoma. This trip is tentative and in the planning stages due to bridge work by the railroad. Trip will leave Frederick and go west to Altus, OK, then return to Frederick for lunch. The east toward Wichita Falls, TX, and return to Fredrick. Awaiting final okay from Railroad due around September 1. If approved by the Railroad, this will be a NARCOA insured event and NARCOA rules will apply. Information will be available after September 1. Contact Drake Rice for details after September 1, at: drakerr@telepath.com.

November 25, 2006

Skunk Train – Annual Turkey Run

(Applications accepted after 9/1/06)

Coordinator: C. Patrick (Pat) Coleman - 1989 Robin Ridge Ct - Walnut Creek, CA 94597, (925) 979-1030 or patcoleman@astound.net. **Set-on:** Saturday morning, November 25, 2005 - 7:00 a.m. Commercial Street Station. **Departure:** 9:00 a.m. **Run itinerary:** Willits to Fort Bragg, CA, and return same day. **Run Fee:** \$135.00. Check payable to SWRC. **Special requirements:** mobile radio (not handheld); 30 car limit. All NARCOA members having current NARCOA liability insurance and Rule Book Certification are welcome. Membership in SWRC is not required.

December 9, 2006 – Saturday

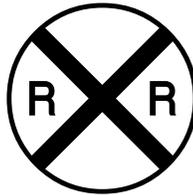
North Shore Railroad

CPE is pleased to sponsor a 1 day run on the North Shore Railroad – ANNUAL TOYS FOR TOTS RIDE. Ride the 86 miles RT of the North Shore Railroad from Northumberland to Berwick and return. This is former Erie Lackawanna track. As part of the fee for this ride, please bring a new, unwrapped toy with you for either a boy or a girl. The Toys for Tots folks will be on hand to collect the toys. We hope to have good press coverage for this event. The public will be invited to bring a toy also and to see your motorcars. There will also be prizes for the best Christmas theme decorated motorcars. Proof of NARCOA insurance required. All NARCOA rules will be enforced. Registration fee: \$50.00. All CPE rides are rain or shine. No cancellations due to weather. Hard-soled shoes required; no sneakers or sandals. Children must be closely supervised at all times. Send check to: Central PA Excursions, PO Box 145, White Deer, PA 17887. Questions: Larry Maynard (570) 538-9050 or email firefighter5@jlink.net

December 31, 2006 and January 1, 2007

Great Smoky Mountains Railroad – Bryson City, NC

December 31: We will be setting-on at noon in Bryson City and then running East to Dillsboro and return to Bryson before sunset. Upon our return to Bryson, there will be a complimentary New Year's party/dinner in the Station Restaurant. (Please note: your registration fee includes the entrance of two people to attend [eat/drink] at the dinner party. If you have more riders, EVERYONE is very welcome to attend but it will cost an extra \$10.00 per person for food and drink.) **January 1:** We will proceed west to Andrews on New Year's morning. We will eat lunch in Andrews and then return to Bryson in the late afternoon. Cost: \$135 per car for both days; no discount for running only one day. All NARCOA rules and regulations apply. Current NARCOA insurance required. Limit of 20 cars, and two hy-rails. Open sided "A" cars must have side safety chains installed. No refunds after November 1, 2006. All belt driven cars will be towed over Red Marble Gap, no exceptions. You will be sent additional run information upon receipt of your application and payment. **ALL** motorcars must stop at **EVERY** grade crossing, driveway, dirt road, walkway, bike path, horse trail, rabbit run, dirt bike track, etc! Failure to do this will result in your car being setoff at the nearest crossing. Two cycle cars be forewarned . . . a complete stop is expected at each crossing and this may be a major inconvenience and present problems for your belted cars! The GSMRR is a tough railroad. There are steep grades, many blind curves and crossings, therefore this run is not recommended for new operators or newly-built, untested motorcars. Contact: Tom Falicon, 1227 Sawmill Creek Rd, Bryson City, NC 28713; phone: (828) 488-8063; email: railedawg@GTE.net



North American Railcar Operators Association (NARCOA)

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Vice-President Ken Annett

Secretary Joel Williams
Treasurer Tom Norman

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