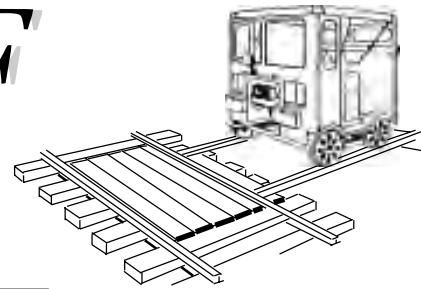


The *SETOFF*



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

September/October 2006, Volume 20 - No. 5



Paul Rujak's MT19 sitting in front of Shay #2 at Old Spruce (WVC, June 2006)
Photo by Paul Rujak

CONTENTS

President's Message	2
Letters To The Editor	4
Policy Book, Item 19	6
From The Director's Desk	7
Hints and Tips – Inexpensive Microphone Mufflers	8
Safety Comment: Our First-Aid Kit – Plus	9
West Virginia Central	10
2006 Election Results (Odd Number Areas)	12
Tire Blowouts	13
OC&T Oil Festival Highlights	14
Classified Ads	15
Excursions	18

**Please submit materials
for the Nov./Dec. issue of
The SETOFF
by October 15
as follows:**

Classified Ads
Excursion Announcements
Letters to the Editor
All other materials
Photos
Charlene Morvay
17825 Route 8
Union City, PA 16438
setoff@juno.com



President's Message

My wife Kathy and I recently completed what maybe the longest duration (days) and mileage in the history of NARCOA.

The run started July 11 and was completed on July 29. There were two layover days and one travel day in our vehicles moving the motorcars north to another set-on location. In all 16 days of operation on the Canadian National railroad. The run was a success considering its duration and mileage in that there were only two broken axles and one derailment. The derailment has been reported to Judicial Committee for review and investigation. We operated over trestles and bridges up to 315 high and through one tunnel over five miles long and another over three miles long. We saw scenery and wildlife, met a number of extremely nice folks both on and off the rails. We operated on a major railroad interacting with a number of trains every day of operation. I wish to thank in particular John and

Debbie Armstrong for their great hosting of the event, Tom Phair and Rudie Niemi for their Excursion Coordination and all the CN personnel both on and off the tracks for their friendship, professional manner and support.

Please look for my further comment later in the issue regarding the assignment of points to myself for the accident that occurred in Mexico last October on a run not insured by NARCOA.

I have heard of some reluctance on the part of Excursion Coordinators to report accidents and incidents occurring on NARCOA insured runs. EC's. This is part of the responsibility you accept when you become an EC. The reports are to be forwarded to Tom Norman, who then forwards them to Mark Springer - Chairperson of the Judicial Committee for investigation and review by the Committee and subsequent review and action by the NARCOA Board. The reports are not forwarded to the railroad, FRA, or any other government agency unless legal action such as a motorcar operator not yielding right of way at a crossing. I believe that as a courtesy to the host railroad, the host railroad management should be made aware of the event of public record. If others are aware of the points someone is awarded it is because the person involved has made the points a matter of public record by discussing verbally or in writing with others. The Judicial Committee policy is a matter of public record by going to the NARCOA web site <http://www.narcoa.org/docs.htm> and scrolling down to the Judicial Committee Policy. This document outlines reporting procedures, penalties for failing to report and subsequent actions that may be taken by the Judicial Committee. Your Area Director is also available to council you regarding the policy

The Annual Meeting is scheduled for September 29 & 30, 2006 at (**new location**) 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

e-mail: 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 e-mail 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 5

Editor	Charlene Morvay 17825 Route 8 Union City, PA 16438 setoff@juno.com
Publisher	Ernie Jeschke 4106 N. Adrian Hwy. Adrian, MI 49221 ejeske@tc3net.com
NARCOA Membership	Joel Williams Box 802 Lock Haven, PA 17745 joel.williams@earthlink.net

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

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

Letters To The Editor



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:

Charlene Morvay
17825 Route 8
Union City, PA 16438



Thanks, Les!

I am a member of Narcoa and MOW. I have traveled with several clubs over a lot of rail. Through the years, I have needed parts for my cars. I have called Les King several times for the things that I need. He has always sent me quality parts, at a reasonable price. He is one of the reasons this hobby has been 'doable'.

On occasion, I hear disparaging remarks, but if it were not for Les King, and other people like him, we would not have as much success with our hobby as we do. To him especially, and to the clubs that put on the runs, I would like to say "thanks for what you do".

Jim Groover
Atascadero, CA

Regarding Articles/Excursions for *The SETOFF*

I have had some questions about excursions and ads NOT appearing in *The SETOFF*. Please let me clarify my standard operating procedure.

When I receive an excursion notice/ad/article, I acknowledge the person sending it. If you do not receive a reply from me within a reasonable time (five-days max), please e-mail me and ask if I received it. Hopefully this will eliminate any confusion.

See you on the rails!

- Editor

Policy Book – Item 19, Page 2

I was going thru the Policy Book of North American Railcar Operators Association dated 12/4/04 and had a question and was hoping someone could clarify this for me. It is regarding Item 19 page 2, It states that 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. If something should happen at a non-NARCOA insured excursion, can you tell me if the same rules for penalties for an incident apply as they do for insured events?

Larry Shaw
lucyshaw@outrageous.net

Reply follows on page 6

Pat Coleman, President, NARCOA

Re: Special President's Message, July/August 2006 issue of *The SETOFF*

Mr. President:

I want to applaud you for your charisma, based on the actions leading to the assignment of seven points for the October 2005 Mexico incident. It is exactly these types of actions that define leadership, and you exemplified them by following through and seeing to it that "legal process" was followed and adhered to.

I have mixed feelings about the award of the points to you. I can see that "the process" was correctly followed resulting in the award of the points. However, I can also see why the Board didn't initially pursue Judicial Committee action.

Your "charisma" was your actions leading to the subsequent Board and Judicial Committee actions. Thank you. Now, what about "Policy 19"?

I'm sure there will be spirited discussion regarding Policy 19 within the NARCOA Board. Let me muddy the waters by describing the following hypothetical scenario so that the impact of Policy 19 can be more fully explained, understood, and/or modified as deemed necessary by the Board.

Assume that I, as a NARCOA insured member, attend a non-NARCOA sponsored meet, with a non-NARCOA member serving as Excursion Coordinator. Assume I am involved in a grade crossing incident. Further assume that 20 minutes later, Bob, who is not a NARCOA member, is also involved in a grade crossing incident a mile down the track. Since I am a NARCOA member, Policy 19 applies to me. It does not apply to Bob. Therefore, I am at risk of receiving points, potentially leading to termination of participation in future NARCOA sponsored events. Bob is not subject to such possible action, but being a non-NARCOA member, it wouldn't matter to him, so we would both have the same limitation, i.e., that of non-participation in NARCOA-sponsored events. My limitation would be due to the impact of Policy 19 and Bob's limitation would be due to his choice of not joining NARCOA.

Except, of course, that six months (or weeks, or days) after the incident, Bob could apply to NARCOA for membership as a new member and have no points on his record, while I sit there with points.

OK, maybe that's just the way it is.

The bigger issue I have is this . . . since the run in which we participated in was a non-NARCOA run, sponsored by a non-NARCOA member (for example, a rural RR Museum), who would submit the incident report to NARCOA detailing the fact that I was even involved in a grade crossing incident?

Since the excursion coordinator is not a NARCOA member, he is not likely to do it. Non-NARCOA members who participated in the run are not likely to do it either. So does the onus fall to the NARCOA members who were merely participants in the run, not associated with the sponsorship of the run? Does Policy 19 require them to "police" themselves and identify themselves or fellow NARCOA members via incident reports?

Just food for thought as you and the board deliberate the real intent of and need for Policy 19. I am not against it. I just wonder about the "execution" of its requirements.

Again, thanks for showing us true leadership regarding your actions leading to the award of your points. No one wants them, and few want others to have them. You did the right thing, and we don't seem to see a lot of leaders doing that anymore these days.

Respectfully yours,

Roger J. Hoffman, 4540M, Ohio

Reply follows on page 6

Policy Book – Item 19

By C. Patrick Coleman

In the last issue I discussed a Board action assigning points to me for an accident that occurred during a run in Mexico. Interestingly that discourse generated more comment than all the other issues or rule changes in my four-year tenure as Director for Area 11. Generally it seemed that the respondents are concerned with point assignment for accidents or incidents that occur during an event not insured by NARCOA. Let me try to allay that concern.

When Policy 19 was voted on by the Board in 1997 they were responding to a request from our then insurer to ask NARCOA members to recognize the importance and necessity of the NARCOA rulebook. In the ensuing years, the Board and Judicial Committee, on several occasions, did not act on reported accidents and incidents that occurred during non-NARCOA insured events.

When I reported the Mexico accident to the Board in late October, 2005, upon my return to the United States, the Board cited the precedent for not acting in non-NARCOA insured incidents and accidents and voted to not take further action on my accident.

The Board only acted in my case to stop unfounded accusations of cover-up and favoritism claimed by a few individuals. I suggested to the Board that by voting me the points and making the action a matter of public record we could show that a Board member is not above the rules and policies of NARCOA. The Board agreed, and my thanks to the Board for their action regarding my accident.

In the discussions within the Board by e-mail we agreed to review Policy 19 at the September 2006 meeting to ensure that non-NARCOA insured event incidents and accidents are not subject to Judicial Committee review and possible point assignment. I do not know what form the changes will take, but have compiled the various suggestions for discussion and review at the upcoming meeting.

NARCOA cannot adjudicate actions by non-NARCOA members either now or in the future. We can only provide meaningful rules, policies, and operating procedures on NARCOA insured runs to provide comfort to our insurers that we are a group of hobbyists that operate our events in a professional and safe manner.

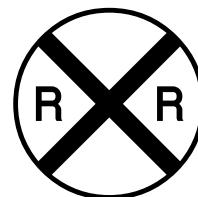
I believe the Board can ask NARCOA insured members to operate at all times in a manner considering our rules and policies. By doing so, it is hoped that non-NARCOA insured runs are conducted in a safe environment. This does not seem unreasonable, nor does it imply we will act on accidents or events on non-NARCOA insured runs.

To clarify, I believe we will continue to rule and act on cases of bootlegging involving NARCOA members.

Please remember that it is a long standing and, I believe, a correct policy on the part of NARCOA to only discuss Judicial Committee and subsequent Board actions involving NARCOA insured runs with the person or persons judged to be at fault. This is similar to virtually all states Department of Motor Vehicle policy regarding accident reports and traffic violations.

I wish to thank all of those that have offered words of support and comment.

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



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

I have a hodge podge of various topics for this month's newsletter.

First, let's start off with the weather. Whew! I bet most of you are ready to see this hot summer pass and change to nice cool fall breezes. It has been hard to do anything outside in the midday sun for a few months now. We're all waiting for that first cold front here in North Carolina. As of mid-August we still haven't seen any large hurricanes and here's hoping that 2006 is a calm hurricane season.

If you're like me, you must love the fall motorcar excursion season. Cool temps, beautiful leaf colors and a crispness in the air that you don't feel any other time of year. It's the time of year that you don't mind feeling a little heat coming off the Onan. We're looking forward to a great motorcar display at the Great Smoky Mountains RR Rail Fest in Sept as well as fine runs in November and New Years.

The annual NARCOA Board Meeting will be taking place on or around the time you receive this issue of *The SETOFF*. As usual, I will be in attendance representing you to the best of my ability. The outcome should be nothing radical, just common sense stuff that will help our organization move forward and help ensure many future years of fun and safe running for all.

While browsing through the want ads at www.narcoa.org, I read that the cutting torch I carry in my inspection hy-rail was being used as a selling point. Jim Shoemaker writes that the A-4 he is selling "has survived Tom Falicon and his cutting torch on the Great Smoky Mountains RR". Apparently it must have been a good marketing tactic because Jim has sold his car!

Speaking of hy-rails, a local newspaper was doing an article on the ten weirdest/most interesting jobs in our area. They felt that track inspection by hy-rail truck was in the top ten so they interviewed me about my job and

the truck I use. The paper wrote a nice article, although I still take a lot of ribbing about the caption under the picture of the hy-rail. It seems that no matter how many times I explained the spelling of "hy-railer" to the reporter, she still decided to call the truck a "high-roller truck".

On a sad note, I'd like to let you all know that at the time I am writing this, James Poe, a dear friend of Area 4 and NARCOA motorcar operator, is very ill at his home in TN. James is a great guy and he has a passion for railroad-ing and motorcars that shows every time you have a conversation with him. Our prayers go out to Jim and his family during this tough time.

I'd like to close this month with an important safety tip that was brought to my attention during some railroad fire training. The powder in dry chemical fire extinguishers (like we all have in our motorcars) tends to settle over time. As this powder settles and compacts it becomes hard for it to exit the nozzle in case of fire. Unfortunately, the fire extinguishers mounted in our motorcars happen to be in one of the most severe applications for constantly having their powder compacted. A simple fix for this compaction is to remove your fire extinguisher from its mount and vigorously turn it end to end until you can feel the powder freely moving back a forth in the tube. Make this task a part of your pre-excursion check list. In the event of a fire, the motorcar you save may be your own!

That's it guys. Now get outdoors as much as possible and enjoy nature's wonderful leaf show.



From The Director's Desk

Area 6 (IL, MN, WI)

by Hank Brown

As you read this, the summer is almost over and the fall is upon us. There have been over 35 excursions within a five-state area in the Midwest and all have been well attended. The ones I have attended were extremely well run. It is important for everyone attending an excursion to remember their etiquette. It is extremely important to listen to the excursion coordinator at the safety meeting. Although we have heard the safety speech many times, there is always more information to be learned about a particular railroad. I have had the privilege to ride on over 120 different railroads in the past 18 years and every one is unique. The rails are different, from 70 lb to 136 lb. The scenery is different. It may appear that there are some similarities, but the only thing that I found similar is the spacing between the rails and even that changes.

Last month Jim Spicer and Jim Morefield mentioned that some operators were inatten-

tive while operating their motorcar. I have to agree. When members don't listen and follow the instructions of the excursion coordinator bad things can happen. I have the privilege of being your Operation Chairperson, sit on the Judicial Committee and am Area Director 6. I have the opportunity to see everything that takes place on an excursion. All members must remember that the excursion coordinator has a very difficult job. From dealing with the railroad to finding accommodations, to finding a suitable seton location, the EC works toward making your day an enjoyable one.

Remember the next excursion you go on, try to help the coordinator in every way you can. If it weren't for them, you would have an expensive lawn ornament.



Hints and Tips

Inexpensive Microphone Mufflers

by Roman Carrollton

If you've got an intercom system, you've probably experienced wind noise tripping the squelch. Sometimes it can get quite annoying, especially if the breeze is strong, your speed is up, and the two combine. You can fix this by cranking up the squelch until it silences, but that might interfere with voice conversation, especially when you slow down for a road.

To kill the wind noise without compromising the squelch, you need a microphone muffler. Most people call them mic muffs. You can buy them at an airport's flight shop for about \$6 each. Of course, when you're out on a run, that's not an option.

When we had a wind noise problem on the Algoma Central, my wife sacrificed a red shop rag for the cause. She cut it into strips about 1-1/2 inches wide, wrapped it around the mic, and secured it with a rubber band. It looked funny but it worked!

A buddy in Search and Rescue was on the next run. After he quit laughing about the rags, he shared a couple of tips. For low-wind situations, get a pair of cheap fleece gloves. Cut the fingers off and slip them over the mic. One finger usually does the trick. Two if things are especially bad. Bonus: fleece does not unravel and it's easy to wash. And you can still use the fingerless gloves.

For heavy-duty use, a small foam ball works. (Swipe your kid's nerf ball.) Cut a long narrow slit into the middle and slip it over the mic. My buddy uses this trick when he's hanging out the door of a helicopter on SAR missions. It's doubtful the old putt-putt will ever get up enough speed to experience that much wind noise!



The Safety Comment: Our First-Aid Kit . . . Plus

by Bob Knight, Chairman, NARCOA Safety Committee

It's always a privilege to have a guest contributor to "THE SAFETY COMMENT" and especially Danielle Ford, who is the daughter of meet coordinator, Mike Ford. Mike has been the meet coordinator for many years putting on excellent meets in the Midwest and Canada. Danielle has ridden with father Mike on many runs, was mentored last year and is now a qualified motorcar operator. Danielle is a college student majoring in the medical field and presents to the membership some well founded safety comments beyond our basic first-aid-kits.

by Danielle Ford

As a rule for riding on the rails, safety is always an utmost concern, but sometimes injuries or situations happen to even the most careful operators. Everyone should be equipped with the basic first-aid kit to cover the small injuries or events, but there are some supplies that the basic kits leave out that could make the difference between an enjoyable trip, and a miserable one. In addition to the basic gauze, adhesive bandages, antiseptic wipes, and medical tape, here are a few things you might want to include that could save a whole lot of headaches later on:

- **Emergency Blanket:** These can be purchased at most camping stores for less than \$2. They are a great way to stay warm if the weather gets chilly. We all know that the weather can be very unpredictable, and there is nothing worse than getting wet and having to finish the trip cold and miserable.
- **Co-Ban or Vet-Wrap:** Usually used to wrap the legs of animals for a bandage, but this is a stretchy material that sticks to itself which is GREAT for a quick bandage if necessary. It is also very durable and can put up with the abuse that comes on some of our trips. This can be purchased at most farming supply stores and pet stores.
- **Tampons:** Before you skip this part, think about it . . . they're small, lightweight and absorbent! Great for stopping nosebleeds or cleaning up a wound and/or could be placed under bandage to create a pressure point to stop bleeding from a bad wound.

- **Toilet Paper:** For obvious reasons . . . check the very small rolls at a camping supply.
- **Bandana or Triangular Bandage:** These can have countless uses! You can dress, bandage, sling and swath. These can also keep you cool if dipped in water, or keep your face warm if you forget a scarf.
- **Insect Sting or Bite Cream:** This can save you a lot of scratching and provide comfort from insect stings. Also, don't forget the repellant!

- **Hydrocortisone 1% Cream:** You never know when you could run into some poison ivy. This also works great for insect bites.

A few of these items could possibly save you from being uncomfortable on your next motorcar trip. As always, remember to pack any medications you may be taking—especially inhalers for asthma, nitroglycerin for chest pain, or anything else prescribed to keep you healthy on a run. Remember to drink plenty of water even when it doesn't seem hot outside, and if you burn easily—don't forget to wear sunscreen!

I hope some of these suggestions help when packing for future trips. If you think of anything else that would be great to have in a first-aid kit, bring it along—someone else may need it. As always, be safe and enjoy your time on the rails.



Danielle Ford



West Virginia Central Motorcar Run

By Paul Rujak

The 12th motorcar run on the West Virginia Central Railroad is in the books as having occurred on one of the wettest weekends ever.

The run was on June 24th and 25th, 2006. Saturday started with damp conditions, as it had rained overnight. There were 38 cars that set-on for this run. The group headed south out of Elkins, WV at 8:00 a.m. and headed to the 1,716.5 foot tunnel #1. There was a lot of water running down the hills and walls close to the entrance of the tunnel.

Our first stop was at High Falls, which was running high because of the heavy overnight rain.

Our next stop was at Linan siding, which was the site of the Linan Mine. At one time there were three tracks off the main. The Cheat Mountain Salamander came past us blowing his horn. He was on his way to meet the New Tygart Flyer at High Falls. The group he was picking up was a bunch of rail fans from CA. They were traveling around the area riding different railroads.

After the Salamander passed us, we headed to Cheat Bridge for lunch, after which we were back on the rails heading for Spruce. Spruce is the site of the Spruce Mill and a Western Maryland shop. At Spruce we did something we have never done before: switch over the Cass Scenic Railroad's Spruce connector. This 1.5 mile track connects Cass to the outside world. The steepest grade on this track is 5%. A few of the belt cars came to a stop and had some trouble getting restarted.

As I approached Old Spruce, I noticed smoke from Shay #2. It was sitting in the siding waiting for the Bald Knob train to come off the mountain. Shay #2 was the helper engine that had assisted Shay #11 pushing the passenger train up the steep grades to Bald Knob, the second highest point in West Virginia. Only one Shay is needed to bring the train off the mountain for braking.



Photo by Ed Summers at Old Spruce; motorcars sitting in front of Shay #2.



Photo by Paul Rujak – The group awaits the arrival of the Cheat Mountain Salamander

We turned as many cars as we could on the crossing and backed them up in front of Shay #2. Brad Hoover was the engineer. He came down as the group gathered to check out this unique steam engine. Most of the group had never seen a Shay. Brad answered their questions as he oiled the gears.



Photo by Paul Rujak – The group arrives at Old Spruce



*Photo by Charlene Morvay –
Turning cars in the fog at Old Spruce*



*Photo by Charlene Morvay –
Shay at Old Spruce*

As we viewed Shay #2 and awaited the Bald Knob train, the fog blew in, along with a thunderstorm. It started raining and I don't think it quit until Sunday afternoon. We heard the whistle of the approaching Shay #11. Danny Seldonridge was the engineer and he knows how to blow that whistle. It gives me goose bumps every time I hear one of the whistles blow. Maybe that's why Cass is my favorite railroad to visit.

We returned to Elkins in a driving rain. Even with my doors closed, water still found a way into the car. Our windows were fogging up and hard to keep clear. A deer ran in front of us and I lost site of it for a moment; it was a close call.

On Sunday, it was damp and foggy. After a brief safety meeting we headed towards Belington. As the cars came across Davis Avenue, almost half the group decided to set-off and start for home. I didn't blame them a bit because I was ready myself.

The rain was still coming down hard and, as we got closer to Belington, my MT19 started missing and finally quit. Mike Skrocke was behind me. I radioed Mike that I was having trouble. We changed spark plugs but it would not start. We hooked the tow bar between us and Mike pushed me to Belington.

At Belington, the group took a break and got coffee on the New Tygart Flyer. I switched my car onto the main and put Ed Summer's MT14 in the lead. I rode with Ed to Tygart Junction and left my car at Belington. We turned the cars and returned to Belington for lunch. During lunch we tried everything to get it running without any luck. We hooked it to the tow bar and returned to Elkins.

Everyone takes their turn breaking down. Even a coordinator can have problems with his car.

The 13th run on the West Virginia Central is planned for October 21-22, 2006. This will be at the peak of fall colors. We will again travel the 1.5 mile connector to Old Spruce to meet the Shays.

Work is progressing on the railroad bridge on the Tygart River into the former Western Maryland yard. Also work is being done past the Big Cut. Great things are happening.



2006 Election Results

by Carl Anderson

The results of the 2006 odd-number areas are as follows:

AREA	VOTE
1. Warren Riccitelli	100%
3. Bruce Carpenter	94%
5. Bobby Moreman	96%
7. Carl Schneider	100%
9. Mark Springer	96%
11. Pat Coleman	96%

There were 974 members eligible to vote. 387 (40%) voted. Good, but not great.

There were seven write-in votes. To make a change by write-in would take quite a movement. The best way is to nominate that person to be placed on the ballot.

Notes were made on a few ballots. and the comments are helpful.

THE WRITING IS RATHER EMBARRASSING. Thank you for pointing out the mistakes made in the lead-in information on the Area 11 ballot. I do proofread each ballot a number of times. The printer also checks, but we do miss some things. I have made the correction to the ballot and am sorry for the mistakes.

Also in Area 9, KA should be KS. Write-ups are submitted by the candidate and are not altered in any way so that their statement is presented fully as they intended it to be.

SHOULD HAVE AT LEAST TWO NAMES ON EACH BALLOT. I agree; voting is always better when there is a contest for a Board seat. Right after the first of the year, nominations are open until March 31 for the areas which are voting that year. Each member of an area has the opportunity to nominate a candidate to run for the seat on the Board. Be sure YOU check with the person to be sure they want to run and are willing to serve NARCOA as a Board Member.

NO VOTE FOR A CANDIDATE is a wasted ballot. Use your opportunity to nominate a candidate.

I want to thank each of you for your input. Please be sure to help your Board Member by talking with them. They are dedicated to making NARCOA a better organization.



**Blowouts Don't Just Happen
Or
How To Really Kick The Tires**

By Wayne Parsons

While returning from a run in Canada this last summer, two tires blew out on my trailer on successive days. Investigation revealed that the company I bought the new trailer from in 2004 had put used tires and wheels on it.

Tires are stamped with a three or four digit number indicating the month and year of manufacture. The first one or two digits are the month and the last two digits are the year.

One of the attached tire date photos is from my passenger car. It shows 0202 indicating the tire was made in February 02. The other date stamp was on the trailer blow out tires.

Don't be surprised like I was. Check your dates. Any tire over five years old should be replaced.



The tire date on my passenger car.



The date on the trailer tire that blew out.



The shop said the tire must have failed because I'd let the air go down. After assuring them that the pressure had been checked every two hours, the manager investigated and then showed me the tire date.

Photo Highlights of the OC&T Oil Festival August 11-12, 2006

all photos by Charlene (Charlie) Morvay, The SETOFF Editor



Alan Wilber riding his Segway, arresting Hamburgler.



Lee Sheffield flags a crossing as Jim Morvay crosses with a passenger.



Perry Street Station, Titusville, PA.



Passengers waiting for rides.



Thelma Maire, Alma Lane (holding Wilma), Charlie Morvay, Amy Skrocke, Barb Chorvat.



The group stayed at the Caboose Motel adjacent to Perry Street Station.

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, Max 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 e-mail: hinklehere@aol.com ND06

For Sale

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

Two baggage cars with hard rubber wheels. Two wheels are castor type; about two feet wide by five feet long with push handles. Can see part of a Milwaukee emblem on one of them. Steel frame with wood top. Excellent condition. Pick up at the farm in central Iowa close to Interstates 35 and 80. \$200 each or \$350 for the pair. Wayne Rimathe, 51349 Hwy. 210, Slater, IA. Phone: (515) 228-3019 or e-mail: rllamas@huxcomm.net JF07

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. E-mail me for pictures and/or questions. \$4,950. Jerry Bates (208) 858-2103 or e-mail jerrybates@sheepskinsnyarn.com ND06

For Sale

MT-19A3-2 Car No. 253936 with Onan CCKB-MF/3393J Engine. Car comes with all equipment including operating manual and parts manual. Car restored, comes with trailer and winch. Contact: Dick Bingaman, phone: (775) 971-3746 or e-mail frogmountain@charter.net JF07

Fairmont MT14, Canadian National Railcar, Onan CCKB engine, double-chain drive, fiberglass body, NARCOA ready to run, located in the Cincinnati, OH area, \$3,000. E-mail: roseandbobfromme@yahoo.com JF07

Northwestern Model 561 Delaware & Hudson/Republic Steel railroad motorcar originally built in 1938 with a 1938 (original) Ford V8-60 flathead engine. The engine is currently going through a complete and total rebuild by a professional "flat motor" mechanic. The car was restored from tracks up in 2005, including new twin cylinder hydraulic turntable, complete new aluminum cab and windows (the original car was an open crew car), twin heaters, new seats and upholstery, new alternator, air horns, NARCOA radio, 32 gal. gas tank, and battery maintenance charger. Seats three and rides six. The car has a great history of work in the Albany, NY area.

Selling separately: heavy-duty trailer with guide rails and a new 8000 lb electric wench.

Motor car with new engine installed and running (delivery negotiable): \$14,500.

Trailer: \$2,000. Contact: Dick Kelly, 11 Strauss Village Lane, Blue Ridge, GA 30513, Phone (day) (706) 455-2014. After 8:00 p.m.: (706) 632-0171. Color photos available upon request to: ihoga@etcmail.com JF07

For Sale

Fairmont MT-19. Former Alaskan RR car #767 is NARCOA-ready and outstanding in every detail. Rebuilt using all new fasteners and materials approximately five years ago, looks, runs, and tracks like a dream. Stripped to bare metal then professionally painted yellow and blue (ARR colors) with acrylic enamel. Rewired using heat shrink terminals and auto reset circuit breakers to protect each circuit. New rubber seals around the windows, Sun-brella (heavy duty marine quality) canvas side and rear curtains with large windows keeps you dry and snug in bad weather, polished aluminum diamond plate floorboards covered with rubber mats. MT-14 brakes, chrome air horns, whistle, compressor and air tank, Les King turntable, locomotive engineers seats and locomotive side mirrors, stainless-steel engine compartment sides, new compartment top, polished control panel and lever handles, KC head light, ditch lights, tail light and two backup lights, new wiper motors, seatbelts, rebuilt starter, new fuel pump, new bearings and seals in trans, heavy duty axle springs, new gauges, new battery. All wheels very good plus extra set, polished aluminum tool/storage box. Yeasu 2500m radio with Avcom AC-2EX intercom, two Avcom headphones allow the operator and passenger to communicate with each other and the world. Custom professionally built drop axle trailer with space saving slide out tongue, 15" white spoke wheels, like new tires and spare. Will let it all go for \$6,800; much more invested. Located in Dixon, northern CA. Call Larry D. Kliewer (707) 678 3492 or e-mail: ldk5@sbcglobal.net JF07

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

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 e-mail ed-best@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, e-mail: (camelot35@hotmail.com) ND06

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

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 e-mail: abrodrickpe@att.net. SO06

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 Andrusewich, Hamilton, Ont., Canada (905) 692-5949 evenings. 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 railside 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 e-mail: 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. E-mail 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, e-mail: 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 Sigrronics headsets, trailer with electric winch. Asking \$8,500. Bill Nigh, 89138 Bridge St., Springfield, Oregon, Ph: (541) 896-3893 ND06

Northern Pacific Mt-19 with trailer and four rubber tread wheels. Asking \$3,500 or best offer. Has head lights front and rear, and a brake light on the rear of car; located in Bellingham, WA. For more info contact Ryan at slwhistler2004@yahoo.com. Please put SPEEDER FOR SALE in the subject line. JF07

Wanted

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, e-mail: 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, e-mail: 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
e-mail: 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.

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 appox. 70 miles in length. For more information contact Tom Jenness 5479 R Ave Cherokee Iowa 51012 (712) 225-2614 or email: jenneto@netins.net. Special requirements All NARCOA members having current Insurance and Rule Book Certification cards are welcome. **Cost:** \$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, 2006

Blue Ridge, GA to Ellijay, GA

30 miles round trip with a supper stop. NARCOA rules apply. Set-on Blue Ridge Main Line, by Fire Station, at 3:30 p.m.; safety briefing at 5:00 p.m. Price: \$5 per car for active Blue Ridge Scenic Railroad Volunteers; all others \$10 per car. Coordinator: Carl Hymen (706) 455-0492, or e-mail: aherron@tds.net

September 16-17, 2006 (Saturday/Sunday)

New York Susquehanna & Western Railway, Utica Branch

The Volunteer Railroaders Association is pleased to sponsor a 2-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. On Saturday we will travel roundtrip from Norwich, NY, to Utica, NY. Lunch will be at a local Italian restaurant near the Utica Station. **You must pay for your meal separately.** On Sunday we will travel round trip from Norwich, NY toward Chenango Forks, NY. Lunch will be deli sandwiches or a BBQ for an additional \$8 per person. We will be stopping at convenient locations for bathroom breaks. Operators and riders under 18 are not permitted by the railroad. Cost: \$140 per car which includes the railroad's per car fee. 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 e-mail: 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 e-mail: mford@indy.rr.com.

September 16 through 24, 2006 (Saturday through Sunday)

Nine-Day Event

Gulf & Madapedia Railway (Quebec)

NERCA is pleased 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 Gaspe. This great trackage is slated to be torn up and this 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 Gaspe 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 Gaspe & 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 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, 2006

Mineral Bluff, GA to McCaysville

28 miles round trip with a supper stop. NARCOA rules apply. Fund raiser using only A-Cars starting at 10:00 a.m. until 3:00 p.m. Bring your car for display. All others set-on at 4:00 p.m.; safety briefing at 5:00 p.m. Price: \$5 per car for active Blue Ridge Scenic Railroad Volunteers; all others \$10 per car. Coordinator: Carl Hymen (706) 455-0492, or e-mail: aherron@tds.net

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. Braddock, 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.

September 30, 2006

Blue Ridge, GA to McCaysville, GA

26 miles round trip with a supper stop. NARCOA rules apply. Set-on Blue Ridge House Track at 3:30 p.m.; safety briefing at 5:00 p.m. Price: \$5 per car for active Blue Ridge Scenic Railroad Volunteers; all others \$10 per car. Coordinator: Carl Hymen (706) 455-0492, or e-mail: aherron@tds.net

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 7-8, 2006

Central Montana Rail Run

Come join Pacific Railcar Operators for an enjoyable run on Central Montana Railroad in the scenic Judith Basin near Lewistown, Montana. Constructed by the Milwaukee Road between 1913 and 1915, it is what's left of its Northern Montana Division now operated by shortline CMR which also includes 20 miles of former Great Northern tracks. We'll spend two days covering the 180 mile round trip including a Saturday evening run from Danvers to Denton where it is difficult to see a light in any direction except that of the car in front of you. Four tall bridges, Sage Creek Tunnel, the Surprise Creek Loop, 2.0% grades, beautiful mountains, wide open spaces, wildlife, grain elevators, fall colors and a motorcar friendly railroad are the hallmarks of one of the most spectacular rides in our hobby. Cost: \$85.00. Send all checks to the meet coordinator, but make them out to PRO. NARCOA insurance, Operator's Certificate, PRO membership and motorcars with all of the NARCOA safety items are required including spark arrestors. Meet packets will be mailed to participants as their checks arrive. For more information or reservations, contact: Bill Taylor, Meet Coordinator, 917 Park View Way, Missoula, MT 59803 (406) 721-2351 or e-mail <btaylor@montana.com>

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 2-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. Saturday we will be running roundtrip from Cortland, NY to Syracuse, NY, where lunch will be available at various restaurants. Sunday we will run roundtrip from Cortland, NY to Chenango Bridge, NY, lunch will be deli sandwiches for an additional \$8 per person. Operators and riders under 18 are not permitted by the railroad.

Cost: \$140 per car (includes the railroads per car fee). 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 e-mail: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 21, 2006

San Luis & Rio Grande Railroad

The Rocky Mountain Division is pleased to sponsor a one-day trip over La Veta Pass (ex Denver & Rio Grande). Participants will travel from the town of La Veta to Alamosa, CO, about 122 miles round trip. Forest service approved spark arrestors will be required on all cars. 25 motor car limit. Trip fee: \$125. This is a NARCOA insured excursion, and all NARCOA rules will apply. For trip details contact Gus Mocilac at gus&mary@adelphia.net or phone: (719) 574-0524.

October 21-22, 2006

West Virginia Central

Come ride the most scenic railroad south of the Canadian border. Travel West Virginia's ex CSX, B&O, and Western Maryland Railroad through mountains and along streams on a railroad flanked by some of the best scenery in the east. On Saturday we will start at Elkins, WV and travel south to Spruce. At Spruce we will travel the 1.5 mile Spruce connector. We will travel to Old Spruce to meet the Cass Scenic Railroad's Bald Knob train coming off the mountain. We will NOT be on any of the steep grades that Cass is known for. After meeting Cass's train we will then return to Spruce to meet the WVC's Cheat Mountain Salamander. The group then returns to Elkins. This is approximately 120 round trip miles. The cars will remain on the tracks overnight with a security guard. On Sunday we will travel north through Belington and on to Tygart Junction where the WVC interchanges with WATCO (formerly CSX's Cowin Sub). At Belington you can check out the two newly acquired Baldwin 2-8-0's formally West Virginia Northern. THIS IS A NON-MENTORED RUN FOR EXPERIENCED OPERATORS ONLY. All NARCOA rules apply. Over-the-ankle, hard soled shoes are required by the railroad at all times (no sneakers – no exceptions). There is a 40-car limit for this run. **Cost for run:** \$135. Box lunches will be available on Saturday for an extra fee. Send checks payable to A.R.E. to Paul S. Rujak, 786 Hudson Hill Road, Weirton, WV 26062. For more information, phone: (304) 797-9779, or e-mail: psrujak@weir.net. Registration deadline: October 7, 2006. No e-mail or phone registrations accepted!

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. 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/AI Elliott. Contact: Warren Riccitelli, 39 Jacksonia Dr., North Providence, Rhode Island 02911. Phone: (401) 232-0992; email: warren.riccitelli@verizon.net

November 3 to 5, 2006 (Friday to Sunday)

Grand Canyon and Apache Railways

MOW is pleased to announce a two-day Northern Arizona Fall Tour excursion over the Grand Canyon and Apache Railways. Leaving Williams, AZ, the excursion will run to the South Rim of the Grand Canyon and return on Saturday, November 4. A three-hour layover at the Canyon's South Rim will give operators and guests the opportunity for lunch and Canyon sightseeing. After setoff, the tour will travel east 120 miles to Holbrook, AZ, and run the Apache Railway on Sunday, November 5, 2006. On its journey south, the Apache Railway skirts the Painted Desert area terminating in Snowflake, AZ. The Grand Canyon and Apache Railway managements require all participants to wear long pants, work boots, and safety glasses. No pets will be allowed nor smoking permitted on railroad property. **Cost:** \$290. Excursion coordinator Malcolm Frost. Contact: Dan Berg, e-mail dabajb@anv.net, or phone: (702) 341-8617 for more information. For reservations, please send a large SASE with 39 cent postage to Dan Berg, 2017 Mule Creek Rd, Las Vegas, NV 89134 accompanied by NARCOA Certificate and Insurance numbers, and a check for \$290 made payable to MOW.

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/AI 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 Falcon, 1227 Sawmill Creek Rd, Bryson City, NC 28713; phone: (828) 488-8063; email: ralldawg@GTE.net

June 15 – 24, 2007

Hudson Bay Railway

Track Motorcars of Manitoba (TMOM) is providing preliminary notice of a 10-day motorcar run (two days in Churchill) on the Hudson Bay Railway (former CN). Arrival and set-on will be June 14, 2007 afternoon in The Pas, Manitoba. The Pas is a six hour drive north of Winnipeg, which is eight hours north of Minneapolis. June 15 and 16 will include The Pas to Flin Flon and return – 183 total miles. June 17 to 24 will include three days of travel to Churchill, two days in Churchill, and three days return (approximately 1,078 miles). Total track miles will be approximately 1,261. These will be vigorous and enjoyable days on the rails through beautiful country which is essentially free of crossings. Trip fee (to be announced) will include railway fees, hotel fees (double accommodation), transportation each day, and daily gasoline for motorcars. Participants will be responsible for their own meals and activities in Churchill. NARCOA insurance will be in effect and all NARCOA rules will apply. Registration will begin on December 1, 2006. Final details including cost will be included in future ads. There will be a 25 car limit. Questions contact Warren Froese, 177 Rossmere Crescent, Winnipeg, MB, R2K 0G1, CANADA, phone: (204) 668-8311, or e-mail wsfroese@shaw.ca

July 13-15, 2007 (Friday-Sunday) – 3-Day Event

(SOLD OUT)

Delaware and Ulster Railroad

Yes, you read that right. The July 2007 excursion is sold out. Please contact Warren for waiting list information for future years. We will set-on at Highmount at 6:00 p.m. Departure is scheduled for 6:30 p.m. This is a camping trip with camping at the Fleishman Station. All RV's to park at Highmount. Approximate round trip mileage for this excursion is 100 miles. Like 2006, this excursion will include additional mileage past Highmount down to Pine Hill and maybe future. This ride is limited to 12 cars. The event is sponsored by North East Rail Car Association. NARCOA insurance and rules apply. Safety vests are required by all. **Cost:** \$40. Event Coordinators: Warren Riccitelli /Al Elliott. Contact: Warren Riccitelli, 39 Jacksonia Drive, North Providence, RI 02911. Phone: (401) 232-0992. E-mail: wriccitelli@ids.net



North American Railcar Operators Association (NARCOA)

OFFICERS

President Pat Coleman
Vice-President Ken Annett

Secretary Joel Williams
Treasurer Tom Norman

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

Area 2 Director
(NJ, PA, DE, MD)
Joel Williams
67 Julia Drive
Lock Haven, PA 17745
Tel: (570) 786-1335
joel.williams@earthlink.net

Area 3 Director
(IN, Lower MI, OH)
Bruce Carpenter
10241 County Road 35A
Wapakoneta, OH 45895
Tel: (419) 738-5384
bnsf89@bright.net

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

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

Area 6 Director
(MN, WI, IL, Upper MI)
Hank Brown
622 Oak Street
Cottage Grove, WI 53527
Tel: (608) 839-4939
wildernesstours@charter.net

Area 7 Director
(ND, SD, NE, IA)
Carl Schneider
1302 – 6th Avenue S.E.
Altoona, IA 50009
Tel: (515) 967-5181
motorcarl@mchsi.com

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

Area 9 Director
(AR, CO, KS, LA, MO, OK, TX)
Mark Springer
143 North Arcadia
Wichita, KS 67212
Tel: (316) 721-4804
lospinos@cox.net

Area 10 Director
(WA, OR, ID, MT, AK, WY)
Jim Spicer
91375 Coburg Road
Eugene, OR 97408
Tel: (541) 344-3079
jimarea10@aol.com

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

Director-at-Large (non-voting)
Mike Paul
1780 Maricopa Drive
Oshkosh, WI 54904
Tel: (920) 235-2607
M19SOORKB@prodigy.net

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

The SETOFF Editor
Charlene Morvay
17825 Route 8
Union City, PA 16438
Tel: (814) 438-7104
setoff@juno.com

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

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

NARCOA Insurance Administrator
Tom Norman
1047 Terrace View Drive
Alberton, MT 59820
Tel: (406) 722-3012
alb4961@blackfoot.net

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

Rule Book Certification Test
Al McCracken
2916 Taper Avenue
Santa Clara, CA 95051
ALNETHIE@aol.com

NARCOA Webmaster
Keith Mackey
9000 SE 70th Terrace
Ocala, FL 34472
(352) 347-0770
webmaster@narcoa.org

NARCOA Forum & Communications
Rich Stivers
1548 Fuchsia Dr.
San Jose, CA 95125-4833
rich@stivers-bros.com

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

Committee Chairs

Affiliates Dave Verzi
Custom-Built Motorcars Tom Falcon
Insurance Tom Norman
Judiciary Mark Springer
Rules Jim McKeel
Rail Preservation Warren Riccitelli
Data and Computer Compatibility Pat Coleman
FRA Ron Zammit
Legal Forms Mark Springer

NARCOA Licensed Radio Call Sign
WPHT745 – 151.625 mHz

RADIO EQUIPPED