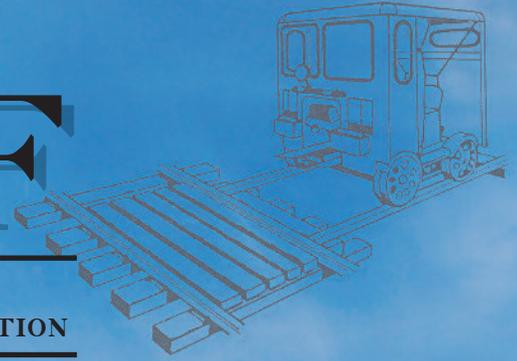


THE SETOFF

THE OFFICIAL PUBLICATION OF NARCOA
NORTH AMERICAN RAILCAR OPERATORS ASSOCIATION

JANUARY/FEBRUARY 2009 VOLUME 23 - No. 1

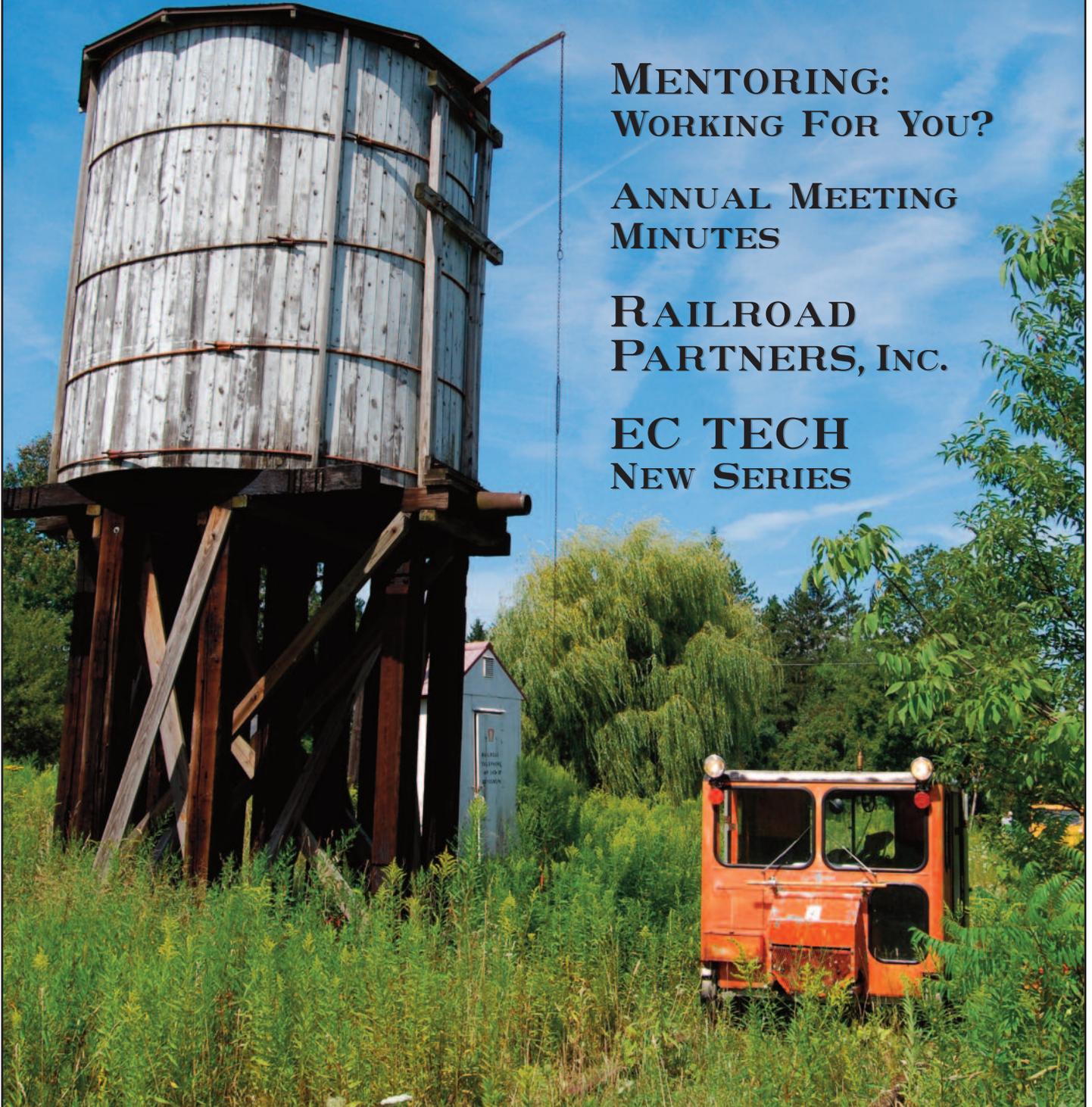


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The SETOFF is the official publication of the North American Railcar Operators Association (NARCOA) and is published bimonthly to promote safe legal operation of railroad motorcars, and to encourage fellowship and exchange of information among motorcar enthusiasts. Membership in NARCOA, which includes a subscription to The SETOFF, is \$30 per year, and is available from Secretary Joel Williams. Please send your check made out to NARCOA to:

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www.narcoa.org

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ON THE COVER: Survey party pauses at Russell City, PA, in Elk county on the Knox & Kane RR August 23, 2008. Photo by Jamie Haislip.

PRESIDENT'S MESSAGE

MARK SPRINGER

As I write this, Wichita is in the clutches of its first winter snow and ice. While I know there are a few hardy souls out there who still plan to ride their speeders over the winter, the majority of us are putting our cars away for the season. Remember that a little bit of preventative maintenance now, on fuel systems, electrical, and engine will help to make it easier to get your car running for next year. It is also a good time to review any problems that you had with your car in the last year, and perform the required "heavy" maintenance to be ready for the spring thaw.

As to NARCOA business it hasn't slowed due to the weather. In the last SETOFF we published a list of proposed rules to be added or changed in the current rulebook. Feedback was light, and the board has voted approval of the final rules. A summary of that vote is on page 18.

Also, remember that even though the winter is here, you need to be taking your recertification exam to renew your NARCOA Certificate of Examination over our operating rules. This needs to be completed prior to applying for your 2009-2010 insurance. Remember that spouses or other uninsured operators also need to take the recertification exam. Contact Al McCracken if you need additional tests.

Tom Falicon has been busy with his first NARCOA Excursion Coordinator newsletter. If you are a current Excursion Coordinator, or in training, you should be receiving the first edition in the near future.

This is part of the education component of our new Excursion Coordinator policy. Your feedback as to the helpfulness of the information provided would be very much appreciated.

Lastly, I would like to close with a few things that I am thankful for. First, the privilege to operate on so many different railroads through out North America. Second, the opportunity to work with so many great people in this hobby both in "management" and on the rail. Third, the realization that a group such as ours requires a great number of volunteers, and that there are many dedicated volunteers in our organization. The last thing I am thankful for are the many good people and friends that I have met on the rails. I hope that the year 2009 brings many blessings to you and your family.



TAKE THE TEST

A rule book test is required before renewing your insurance. To request a test, send a stamped self addressed business size envelope to: Al McCracken, 2916 Taper Avenue, Santa Clara, CA 95051. Return the test to Al. If you successfully answer 20 of the 25 questions, he will mail you your new NARCOA Certificate of Examination Card.

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FROM THE EDITOR

This edition of The SETOFF marks the return of former editor Jan Taylor to the staff as an assistant editor. Jan is helping edit stories as well as contributing story ideas. She edited the mentoring feature on page 14 from several reports sent in.

Leon Sapp has added to his duties of editing all the announcements, and now will be editing stories as well as continuing to write features. You can see his latest report on a “V-8 Speeder” on page 17. For the next edition, drawing on his experience at the Federal Railroad Administration, Leon has written an article on the care and feeding of Hy-Rails.

Jamie Haislip has almost single handedly expanded SETOFF coverage of NARCOA activities above the Mason-Dixon line by sending in the many photos and reports of the runs he attends. In recognition of his ongoing contribution, 20 photo essays and reports in 2008 alone, he has earned the masthead title of contributor. We have space in the masthead for more contributors!

Greg Kightlinger, of GEK Printing, deserves recognition, too, for his fine job of printing and mailing The SETOFF, along with all the materials such as the rules test, insurance applications, rosters, and calendars, that are inserted in the envelopes during the year. Greg did the layout work for the 2009 calendar and printed it along with the November SETOFF, despite taking a nasty fall from a ladder in mid-October.

The Editor thanks everyone sending in materials without whose help this magazine is not possible. If you recognize a writers name, or the name in a photo credit, please remember to say something nice to that person. Our work, along with the very professional web site managed by Keith Mackey, is doing much to present a terrific public image of NARCOA.

Please note, the e-mail address for The SETOFF is: setoff@ix.netcom.com. Please do not send any materials or messages related to NARCOA or The SETOFF to my personal e-mail that starts with wparsons. Thank you!

Finally, may I suggest that you read the Letter To The Editor on page 4. The letter and the BOD response address the important topic of following distance.

Wayne Parsons - Editor

LETTER TO THE EDITOR

SAFE SPEED & FOLLOWING DISTANCE

DEAR EDITOR,

I would like to take the time to discuss safe motorcar speeds. Recently I attended the WVC run out of Elkin, WV, to Spruce and back. Many of you know this is a popular and very scenic run. After the cars were turned at Spruce we were all lined up to go back down the mountain again back to Elkins. An older gentleman walked up to me and said that I was lagging behind with the others and that there was a ten to fifteen minute gap between me and the other cars. I proceeded to say that this was my first long run since I joined about a year ago, and I didn't feel safe going very fast around blind curves where my visibility is restricted. This gentleman said to either speed up or set off.

I was very offended by this remark since I have been a true railroader for eleven years now and I have seen or heard of the horror stories of collisions and many rule violations where people have been seriously injured and at the minimum been taken out of service. None of this is good to anyone. CSX has a rule that states for other than main track you must stop in one half the range of vision. The short time I have been in NARCOA I have noticed that there are motorcar people and railroad people and there is a definite difference in the two.

The bottom line is please "slow down" to a safe speed that is still consistent to a safe and happy ride. At least two former members that I know of have quit due to lack of awareness to safe speeds. We all want to come home in on piece. Schedules can still be met and if need be maybe leave earlier. Thanks to all the people out there who do make every effort to have a safe and fun ride.

Justin Ralston
Silver Spring, MD

BOARD RESPONSE

First, our thanks to Mr. Ralston for raising a number of important safety points in his letter received Oct. 18, 2008. We appreciate every opportunity to consider our decisions and make changes in the effort to operate safely. In this response we will address three main areas of concern:

1. Issues of speed and safe operation
2. EC responsibilities
3. Operator responsibilities

ISSUES OF SPEED AND SAFE OPERATION

Safety is our priority on every motorcar excursion. Our ten-second rule (stay 10 seconds behind the operator ahead of you) provides a safe traveling distance in that we keep the next car in sight most of the time. Lagging behind actually increases the chances of an accident because not seeing the cars ahead we have little ability to adjust our pace to theirs. Increased distances also decrease the reliability of our radio systems. Our host railroads are fully aware that having us spread out over a great distance means we are not operating as a team. Instead of leading a carefully orchestrated group operation, they find themselves trying to manage an assortment of individuals spread out over a long distance. We reduce our safety factor and credibility when we have large gaps between motorcars.

EXCURSION COORDINATOR (EC) RESPONSIBILITIES

At each event the EC has the ultimate responsibility for safe operation. The EC works closely with the host railroads to ensure plans are in place that suit the terrain, the weather and operational considerations of the host railroad. The safety meeting at the start of each day of operation is a good place to remind everyone of the ten-second rule – and if newer members are present to re-teach the procedure for assessing the distance between your car and the next. This is also a good time to remind everyone to avoid stopping on a curve and that if you break down or must stop suddenly you send a flagger back to stop motorcars and prevent collisions. ECs must keep participants aware of special concerns for the day's terrain, timelines and breakdown tolerances. Publish a schedule that helps participants stay aware of deadlines and expectations.

When an operator is lagging behind the EC (or Assistant EC) needs to approach participants privately and with respect. Ask first if the operator is having difficulty either of a mechanical nature or a health issue. If the car is functioning well and the operator is feeling well, the EC needs to remind that participant of his or her responsibilities to the group as noted in the

previous paragraphs. If a participant can't or won't comply, the EC has the final say in how the issue is resolved. It might be necessary on some occasions to take a car in tow, put an experienced operator in a car to help an inexperienced operator cope with new conditions such as steep, curvy, mountainous operations, or even set a car off. The EC's word is final.

OPERATOR RESPONSIBILITIES

Operators also have responsibilities to the group: report mechanical problems that are causing you to slow down, note when your speed is vastly different than others nearby and adjust accordingly, listen to more experienced operators nearby and ask for help if you need it. If you feel the speed of operation is unsafe, approach the EC privately to discuss your concerns. Listen to your EC – he or she has the final decision-making authority. Accept that there are times when your preferred leisurely pace won't be possible due to train meets, hours of operation, commitments to the host railway and other providers. If you are not happy with one railway or EC's leadership style, avoid them in the future. There are other groups and other railways where you might feel happier, safer and more able to operate as part of the group.

Finally, notice when you sign up for an excursion if there are restrictions on who should sign up. There are railroads and excursions that are not well suited to an inexperienced operator. ECs expect a higher level of competency on such runs.

Safe operation occurs when all of us work closely to observe the rules, adjust for the peculiarities of the day and treat one another with respect and dignity. This was a difficult railroad and the excursion was advertized as suited to experienced operators only. Mr. Ralston has provided us with an opportunity to think through our actions and the principles and rules guiding those actions – as a hobby, as ECs, and as operators.

NARCOA Board of Directors



AREA THREE IN, LOWER MI, OH DAVE VERZI

Bob Knight reports that Great Lakes Railcars (GLRC) held its annual meeting in North Judson, IN, on Dec. 8th. The planned railcar run after the meeting was scrubbed due to the recent snow. Formal business items preceded a discussion on the success of making donations in the name of the railroads we were holding the excursions on to nonprofit groups like the United Fund. GLRC has found that this has created a very positive mindset toward our motorcar hobby. Further discussed were the ECs and their future runs for the 2009 season. Thanks to Mike Ford for his great efforts to plan and hold many runs for GLRC and the NCR affiliates. Bob also gave a short summary of the NARCOA board meeting and included some safety topics.

A donation was made to the Hoosier Valley Railroad Museum's Grasselli tower project as thanks for their support of our hobby. Elected as 2009 officers were Bob Knight - President, Fred Lonnes - VP, Stan Conyer - Sec./Treasurer, and Chuck White -Newsletter Editor.

Ohio Valley Railcars will hold its annual meeting later in the spring. The OVR web site is down and is being rebuilt over the winter with a new internet host.

Bruce Carpenter sent in a memorial to Tony Phillips who passed away just three days after enjoying a sunny fall excursion on the Great Miami & Scioto Railroad. We extend our condolences to his widow Beverly.

Dave Verzi, Area 3 Rep.

On October 21, 2008 Tony Phillips passed away suddenly at age 55 of a heart attack. Tony always showed up at excursions early and ready to go. He maintained his equipment in top notch condition and was always prepared. Tony's favorite saying for an operator running too fast for track conditions was, "well, there's only three quarters of an inch between the rail and eternity." I will always remember that.

Next years 2009 excursion on the Indiana Northeastern RR will be renamed "The Tony Phillips Memorial Motorcar Excursion" in his honor and will be hosted by Mike Ford. Tony was held in high regard and will be missed by his friends and family, but especially me.

Bruce Carpenter, Past Area 3 Rep.

AREA FOUR KY, NC, SC, TN, VA, WV TOM FALICON

Happy New Year Area Four!!!!

Boy, to say 2008 was an interesting year is an understatement. From the highest ever and then pleasantly lowered fuel prices to the government bailing out businesses that didn't do their jobs correctly in the first place, we've had a hell of a year!

Now that we're deep into the winter months, it's time to stay warm, put the ol' car up on blocks and check axles, bearings, the undercarriage and other maintenance chores that may have slipped through the cracks throughout the year.

Here's hoping that our country's financial woes are behind us and we can all have an amazing 2009!

Tom Falicon, your Area Four Rep.

AREA FIVE MS, AL, GA, FL BOBBY MOREMAN

Here in Area 5, we had a good 2008. It was injury and incident free, and for that I'm most thankful. A special thank you goes to those hard working Excursion Coordinators in our area. I'd like to recognize the following ECs for their tireless dedication to our NARCOA hobby, and for their efforts to organize motorcar excursions in 2008. In no particular order they are: Ron Long and Kathy Pults (our newest ECs); Charlie Pults, Keith Mackey, Jay Boggs, Carl Hymen, and Bill Stringfellow. In 2008 we did motorcar excursions in every state of Area 5 which is Mississippi, Alabama, Georgia, and Florida. In several cases we had new railroads to enjoy.

2009 promises to be a good year also. There are tentative excursions planned for Florida, Georgia, and Mississippi which includes some new track.

Down here in the south we don't have to winterize our cars like some, but we still must take precautions. You should grease all the bearings, change the oil and filters, protect your car from the winter elements, and store that battery inside and with a maintenance charger.

Don't forget that if your spouse wants to drive your motorcar in 2009, he / she must also take the rules test and be mentored as necessary. For 2009, I will require that all operators and passengers wear a

REFLECTIVE safety vest / shirt while on railroad property. This is a slight addition from previous years and I feel will enhance your personal safety.

Almost all my motorcar announcements are via e-mail, the NARCOA website, and The SETOFF. If you want to be on my e-mail list please contact me at puttputtntut@mindspring.com and I will add you to the list. If you do not have e-mail, contact me by phone at 770-457-6212, and I'll put you on a free snail mail list. So far I have three snail mail addresses for 2009. There is more information in my announcements than there is space in The SETOFF, so be sure to sign up for my e-mail list.

Brenda and I send our warmest Merry Christmas to all of our friends in our NARCOA family.

Bobby Moreman, VP & Director Area 5

AREA SIX MN, WI, IL, UPPER MI HAL JOHNSON

How do we begin to secure the future of NARCOA by developing strategies to encourage new and younger members to join our hobby and to operate in a safe and responsible "common sense" manner? Across America today, service organizations and hobby groups struggle to stay afloat as the time and finances of their members become stretched with so many opportunities and choices with which to direct their resources. As I pause to reflect on the great people who "set the table" for me to enjoy this wonderful hobby over the past ten years, I wonder who will become the new faces and the next generation to participate in excursions and help provide the leadership needed to grow our future?

One answer is for each of us to renew our membership by completing the rule-book examination, renewing our insurance coverage, and thoroughly checking our motorcar or Hy-Rail to ensure that all structural and mechanical components are in safe operating condition, and in compliance with the "common sense" rules that we subscribe to.

Another answer might be for each of us to begin to think of a family member, neighbor, co-worker, old school pal or the curious bystander who stops us on the street as a potential member. Why not invite that person on an excursion, with the hope that they, too, might experience the

Please turn to Page 6

AREA SIX CONTINUED

same enjoyment and sense of fulfillment that we feel each time we release the hand (or foot) brake and the steel wheels propel us on another journey down the tracks?

If we stand idle and wait for the last person to organize the excursion, buy the insurance coverage, obtain the permission of the railroad, and find the food and rest-room facilities, it will be too late. Let's begin now to secure our future...one renewal and one new member at a time. Before we know it, our base will expand with a cross-section of good folks who can help set the table for future generations to enjoy this remarkable experience. Call or e-mail me with your thoughts or if there is anything I can do to help serve your needs. Thank you!

AREA SEVEN ND, SD, NE, IA CARL SCHNEIDER

Greetings to all!

I hope your holiday season was happy and you got all of the motor car accessories and parts that were on your Christmas list. Thanks to all who joined us on excursions in Area 7 in 2008.

As I write this letter, I'm looking out the window at snow on the ground which means there will be no motor car rides for a few months in Area 7. It's not only white out there, but it's cold too! Winter is a great time for us to do maintenance and rebuilding on our motor cars in preparation for the 2009 ride season. Like some of you, I have a motor car restoration project in the works, and that should keep me busy all winter and well into the spring months. Restoring a motor car from the ground up is an excellent way to learn everything about your car and make it safer for you and your passengers.

We are already setting up our excursion calendar for 2009 and we're looking forward to meeting new friends on the rails and welcoming new members to the club. As we lose some members each year for a variety of reasons, it's important that we encourage new membership to keep NARCOA strong and growing. Welcome those new members to the club and show them that riding the rails as a hobby can be fun and safe at the same time.

Have you taken your rule book test and applied for your 2009 NARCOA insurance? Remember that the deadline for insurance renewal is March 31st, but you

must have the rule book test passed first, so don't wait until the last minute. Renew early!

AREA EIGHT CANADA, MEXICO, AUSTRALIA WARREN FROESE

Excursion Coordinators are working now to put the final touches on next year's runs. Remember that our chances on the rail are related to our relationships with the railway, and specifically the railway's past experience with us on their property. One of the most significant issues I am learning on the board is that all we do as NARCOA individual members and excursion groups is aimed at safe and enjoyable experiences on the rails, not just for today's sake, but to continue to build good will in the railway community. How we function in the hours we are on their property needs to have less to do with our individual comforts and concerns, and more with the relationship we are growing with the railway and its employees. Safety, respect, and good team spirit all matter.

I have been working to grow an Area 8 email list. I would appreciate you sending me a note at wsfroese@shaw.ca so that I can be sure you are on the list. Please feel free to contact me with any concerns or questions you may have.

Warren Froese - Area 8



AREA TEN WA, OR, ID, MT, AK, WY JIM SPICER

Greetings from the far corner.

When you read this, winter will be in full force. I hope your motorcar has been winterized and safely put away. When you are doing winter maintenance, be sure to include your trailer. If you have not recently repacked the wheel bearings, maybe this is the year to do it. Don't forget to check the brakes, and if your tires are getting old and starting to weather check, replace them. Better to do all that at home, than on the road.

There are some really exciting things on the agenda for next summer. It looks like we are going to get on quite a few

miles of new rail. Be sure to check the calendars of the three affiliates that work the NW. Pat and I are looking forward to spring and seeing all of you on the rails. Jim

TAKE THE TEST

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RULE BOOK CERTIFICATION AL MCCRACKEN

Overall the test program is going very well, and I wish to thank all who have demonstrated responsibility by completing the test quickly, and fulfilling the re-certification process in a timely manner. In the first two weeks over 400 tests arrived. Kudos to current operators in that the most frequent score is a perfect paper of 100% correct. There have been five people who had to retake the test, and so far the second test is usually a perfect score.

What slows me down is if a self addressed stamped envelope (SASE) is not included in which to return the certificate of examination. We supply return postage to our Canadian friends, since U.S. stamps are not readily available there, but a return envelope that is already addressed is really appreciated.

If you have not yet taken the test, please print your name and address carefully. For clarity, I prefer a return address label, or return address stamp, on both the test envelope and the return SASE. I am having a fun guessing game with some of the submissions!

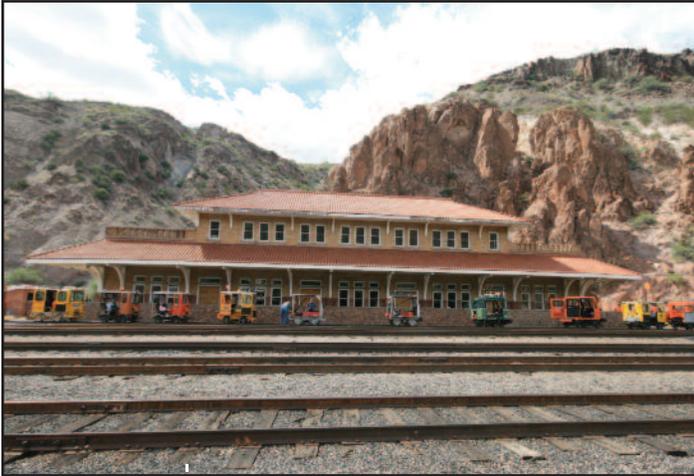
My address is incorrect on the test forms. My real zip code is **95051**, not 95951. I have been told the good Lord protects the dumb and stupid. Well, he must be working double time for me, because the wrong number is not an active zip code. The postal employees in Santa Clara know of the crazy railroad guy, and they have been forwarding all tests to me. Please use **95051** for the test zip code.

The deadline for the test and insurance renewal is March 31, 2009.

2008 SOUTHWEST RAIL TOUR

PACIFIC RAILCAR OPERATORS & MOTORCAR OPERATORS WEST

BY SUSIE PARDEE



Photos by Susie Pardee

Duncan, AZ – Oct. 4-5-6, 2008 The tour started with new mileage track on the Arizona Eastern Railway. The Clifton Subdivision along the Gila River had farms and ranches, and smooth ribbon rail. The vegetation consisted of mesquite, yucca, with cottonwoods near the river. Clifton's depot has been restored on the exterior. On Sunday we ran from Safford to Globe. The copper mines can be seen high in the mountains to the east with lights on through the night. Mount Graham stands majestic to the west. At Globe there were many old buildings, but no time to explore. On Monday the track to Bowie was jointed and quite bumpy. However, the day was sunny and warm. This area has many storms which cut out deep ravines resembling mini Grand Canyons.

Williams, AZ – Oct. 8, 2008 We started at 7 AM to precede the Grand Canyon Railway regular excursion train. The track slowly climbs into the Kaibab National Forest and into the Grand Canyon Park. The Depot, just a short walk from the South Rim, has many antiques worth seeing, including the bathroom fixtures!

Hayden, AZ - Oct. 9, 2008. Maintenance of way repairs on the Copper Basin Railway provided the opportunity for today's run. For the first few miles there were large numbers of very old and stately Saguaro cacti. Following the now muddy Gila River, we crossed two unique metal bridges into a valley surrounded by rugged red mountains, and rode on to Florence Station for lunch.

Thanks to Clark Johnson for hosting us on the Arizona Eastern Railway, and to Excursion coordinator Dave McClain.

Thanks also to The Grand Canyon Railway, Dan Berg, EC, and to the Copper Basin Railway, Doug Stivers, EC, for our rides on those two lines.

Left: Clifton, AZ on the Arizona Eastern Railway - Clifton Subdivision. Right: Just west of Cochran, AZ on the Copper Basin Railway.



20TH ANNUAL HOBO RUN

BY DICK FORDE

Lincoln, NH - May 31 / June 1, 2008
The HOBO Run started in 1989 with 14 cars. Speeder enthusiasts, who were helping the Hobo Railroad by doing minor maintenance such as brush cutting, decided to do a formal run just for the fun of it. Every summer since then 50 to 60 owners of railroad trackcars have made this gathering in the White Mountains of New Hampshire the biggest motorcar event of the year. In 2008, for the 20th anniversary run, there were 72 speeders, 3 hy-rails, 138 people, and 2 dogs!

Saturday's operation was from Lincoln to Wiers Beach at Lake Winnepesaukee. Sunday's operation was from Tilton, NH to Wiers Beach. The original organizer Paul Yorkis was again the meet coordinator with help from George Kenyon, David Gregoire, Charles Fullam, Dan Peck, and Kathleen Yorkis.

The Hobo Run is a non-NARCOA event that happens each year on the first weekend of June. For details see the excursion calendar at www.railspeeders.com

Left: Saturday lunch stop at the boardwalk at Wiers Beach, NH

Photo by Dick Forde

KNOX & KANE RAILROAD

LAST RUN TO THE KINZUA BRIDGE?

BY DAN PAGE



Photos (3) by Wayne Parsons

Left: Returning from Kane, the group pauses at Russell City, PA, known to the locals as De Young. Right: Kinzua Bridge State Park, where a 2003 tornado collapsed 11 of the 20 bridge towers. There are no current plans to rebuild the bridge.

Marienville, PA - October 25/26, 2008 NARCOA members from eight states and Canada made what may be the last rail excursion on the Knox and Kane (K&K) Railroad from Marienville, PA, to the Kinzua Bridge.

This road, built by The Pittsburgh, Bradford & Buffalo Railway, was completed from Knox, PA through Marienville and Kane, and on to Mt. Jewett in 1883. It was taken over by the Pittsburgh and Western in late 1883, and then in 1902 by the Baltimore and Ohio. In 1982 the road was bought by the K&K. The K&K ran a combined freight and passenger line from 1982 to 2002. The freight traffic was mostly glassmaking sand and coal for industries now gone.

The main attraction of the K&K tourist service was a trip over the Kinzua Bridge. The viaduct was extensively damaged by a tornado in 2003. When the State of Pennsylvania, which now owns the viaduct, could not afford to repair it, the railroad lost its major tourist draw, and shut down after a disappointing 2004 season.

On October 10/11, 2008, the railroad's rolling stock was auctioned off, and the property was sold to a salvor, The Kovalchick Corporation. The two steam locomotives, although damaged in a fire, were bought by operating railroads.

Gary and Eileen Shrey along with Dale and Cathy Steiner of Northern Central Railcar Association coordinated this historic and scenic two-day excursion. The K&K did not welcome speeder excursions,

but Gary's previous safe excursions on other railroads owned by Kovalchick made this run possible. Gary warned us that the railroad has not seen any traffic for several years and was overgrown in places. Many crossing flange ways were filled with pavement or dirt. Gary said, "We will clean the ones we can and drive slowly over those we can't. If you don't want to drive through brush or weeds, don't

generally good shape but overgrown with brush, and the flange ways at crossings rough.

It was cold and wet on Saturday morning at set-on in Marienville. After our safety meeting, 23 cars headed north east from Marienville towards Kane, 34 miles distant. At this point, the K&K runs through the Allegheny National Forest, the only national forest in Pennsylvania. Impressive in size, age, and condition, the forest has many species that provided some awesome fall colors and wildlife.

Gary put Jamie Haislip and Mark North in the lead with their big A cars, reasoning that the heavy cars would help cut the flange ways deeper. During the trip, the crossings were flagged by Eileen Shrey, John Hafer (former K&K engineer), Cathy Steiner, and Jim Woods (former K&K fireman). We arrived at Kane at 11:30 AM, turned on the wye, and backed down into Kane station. There the group had a



Photo by Eileen Shrey

Oct. 24th work party. - Gary Shrey, Jamie Haislip, Mark North, Wayne Parsons, and Dale Steiner dig out a crossing.

come." Gary and Dale (and their wives), Jamie Haislip, John Schmidt, and Rich Steiner (a local friend) did a survey run in September clearing the crossings. This visit resulted in some great press for NARCOA: an article in the local paper *The Kane Republican* about the upcoming run.

Since that time, bad weather had moved through the area and resulted in over twenty trees falling across the tracks. This necessitated another work party on Friday, October 24th that cleared the line from Marienville to Kane. Thanks to their efforts, there were few delays during the excursion. We found the track to be in



Jamie Haislip opens flange ways with his heavy Fairmont A-4-E in CN livery.



Photo by Jamie Haislip

Aug. 23, 2008 - Knox & Kane survey party lifts a gas line over the motorcars.

chance to inspect the two steam locomotives. After lunch, we returned to Marienville, and were all setoff by 5 pm.

Sunday came with cold and windy weather, but it was a glorious fall day by 10 AM. We drove the 25 road miles to set-on in Kane. From Kane, we ran north east 16 miles through the towns of Kane and Mt. Jewett, and then on into the Kinzua Bridge State Park. The tracks run through the center of the local golf course, and we surprised a few late season golfers. We stopped a few times along the way to clear trees and flange ways. At the park, we were met by park rangers who gave us a short presentation on the history of the bridge. While enjoying box lunches from a local restaurant, we answered questions from park visitors about our motorcars.

The return to Kane was much faster, and we were all setoff by 3 PM, and on the way home from this delightful and historic run. Special thanks go to Gary and all his helpers who made this run possible. Gary's attention to detail, including finding a great place for us to stay, preparing packets of information for each car, and working hard to make the entire operation run smoothly made this excursion fun for all of us. Thanks Gary!

The future of the K&K tracks is in doubt. For now, those of us who went on this unique and historic run have made some great memories.



Photo by Gary Shrey

The group "plays through" on the Kane Country Club golf course.

ABERDEEN, CAROLINA & WESTERN RAILCAR OPERATORS OF THE CAROLINAS BY RICK TUFTS



Photos by Rick Tufts

Above: Sunday set-on in the early morning fog at Robbins, NC. Below right: A young man stands with a look we all have had at his age as motorcars pass by him at the Oakboro, NC, museum.

Troy, NC – September 4, 2008 Aberdeen Carolina & Western Railway (ACWR) operates approximately 160 miles of former Norfolk Southern track in central North Carolina. ACWR moves 12,000 railcars yearly.

Eighteen speeders joined Railcar Operators of the Carolinas (ROC) Excursion Coordinators Carey Boney and Tom Stallings for this two-day event. Saturday's operations, on what is known as the Piedmont division, ran west from Troy crossing over the 1000 feet long, 70 feet high, Pee Dee River trestle behind the Progress Energies hydro-electric dam. Continuing westward through rolling farmlands, small towns, and climbing 2.2% grades, the group arrived at Oakboro, NC. We were greeted by the local newspaper, some residents of a nearby assisted living home, and volunteers for the newly constructed depot museum. Motorcar participants were given tours of the new depot while the depot volunteers were given tours of the various motorcars.

Robbins, NC – September 5, 2008 After repositioning 20 miles east from Troy, the group set-on at Robbins in an early morning fog. Sunday's ride east to Gulf was at a much easier pace due to fewer grade crossings and little highway traffic. The scenery here was old farm houses set in rolling farm land adjacent to low lying swamps. At one point ACWR pilot Harry Higgins had to stop everyone, because a lone deer stood her ground between the rails, and would not move despite much horn blowing. At noon we turned our cars at Gulf, NC, proceeded back to Carbonton for lunch, and returned to Robbins for setoff.

Thank you to ACWR officials Robert Menzies II, owner and President, Carl Hollowell, General Manager, and Jan Lingle, Superintendent, for hosting this ROC event!



MONTREAL, MAINE & ATLANTIC

NORTH EAST RAIL CAR ASSOCIATION

BY JAMIE HAISLIP



Left: Al Elliott is the last car to leave Northern Maine Junction, interchange point between the MM&A and Pan Am Railroads. Below: Cars turn on the turntable at Millinocket, ME. *Photos by Jamie Haislip*



Searsport, ME - October 4/5, 2008 North East Rail Car Association's Excursion Coordinator Warren Riccitelli combined three railroads to create a fantastic four day "Downeast Tour" event that began on the Montreal, Maine & Atlantic Railway (MM&A). There was never a dull moment on this line which combined the beautiful scenery of fall foliage, water front views, nature, and remnants of the industrial northeast. From set-on at Searsport we headed along the waterfront with its nautical views, and then inland and north through the spectacular fall foliage to Millinocket.

Just when you had enough of the country side and beautiful old homes in the towns peppered along the way, industrial

scenes would come in view, and entertain you more. Given the scenery, one would almost forget that we are on a railway.

At Northern Maine Junction, the Derby Shops, and the yards of Millinocket, the railroad provided different bygone sites to reminisce about the days of steam; truly a modelers dream.

Saturday evening found us on a sidetrack in Millinocket for the night. The next morning we came out to see the RR busy at work sorting trains. The speeders' move back into the complex yard, to spin on the turntable, took us through a maze of switches that appeared to have everyone pointed in different directions.

Headed back south again we stopped

for lunch at the Derby shops, where we were allowed to help ourselves and walk around. These shops don't look like they have changed since the days they were built, but they are kept up and well maintained. A beautiful 30-track transfer table slides down the middle feeding buildings on both sides. Scales, lift cranes, snow plows, repair shops were all visible. I just wished there had been more time to poke around. Oh well, guess I'll have to come back next year!

DOWNEAST SCENIC RR

NORTH EAST RAIL CAR ASSOCIATION

BY JAMIE HAISLIP



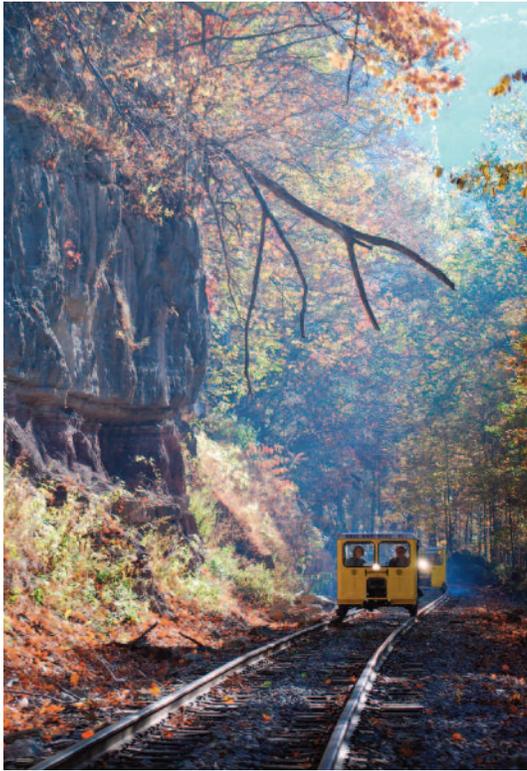
Photo by Jamie Haislip

Mile post 156 - The North East Rail Car Association group stops for a morning break next to Little Rocky Pond.

Ellsworth, ME - October 6, 2008 Our second stop on the "Downeast Tour" was the Downeast Scenic Railroad. The set-on was at the Washington Junction yard where crews are busy at work fixing the rails, and prepping the trains for service. The Downeast Scenic has not yet opened for business, but is sure to be a hit when it does. The name is very fitting!

We spent the day running 60 miles of pure beauty. This is former Maine Central RR track that goes from the coast at Ellsworth to Brewer Junction near Bangor, ME. Our ride was spent mostly in wooded areas weaving around lakes, ponds, and bogs. After spending two days on the MM&A, one might think the scenery would start to look the same. Not so. I felt that I was in a totally different area of beautiful wilderness, woods, rocks, wetlands, and water all along the line. Since the grade crossings were paved over, we got our exercise lifting the cars across! Soon these crossings will be reopened for train service making the run next year all the more enjoyable!

WEST VIRGINIA CENTRAL APPALACHIAN RAIL EXCURSIONS BY JAMIE HAISLIP



Photos by Jamie Haislip

Clockwise from left: Wendell and Vicky Stahler, followed by Justin Ralston and Lori Broadwater, enjoy the beautiful view along the Shavers Fork River. The whole gang awaits the arrival of the Cheat River Salamander at Spruce. Western Maryland BL-2 brings up the rear of the Cheat River Salamander. The Stahlers emerge from the recently repaired Elkins Tunnel.

Elkins, WV - October 11/12, 2008 Appalachian Rail Excursions hosted a fall run on the West Virginia Central (WVC) billed as the most scenic railroad south of the Canadian border. This trip sells out quickly. Cancellations finally moved my name to the top of the waiting list at 1:00 PM on Friday. With this very short notice, my father Sonny and I left for Elkins, making it to the Western Maryland Depot for the tail end of set-on.

The West Virginia state line roadside welcome signs say "Almost Heaven." That proved so true on this event where the curving mountain sides, with their ever changing colors, provide a different and

never disappointing perspective every mile of the trip.

Saturday morning, while south bound toward Spruce, the dew and grease on the rail combined to make very slippery conditions. At High Falls the group had trouble getting going. Several riders got out to push for quite a way up the long torturous grade. When their cars got some traction, a couple of pushers were left behind, and had to walk up the hill! After lunch the sun burned the moisture off the rail.

This was peak fall foliage time. The WVC was running their excursion trains to capacity. We motorcar operators, too, kept up our schedule with short rest stops, a no

break down rule in effect, and a shortened lunch break to get back on schedule.

At Spruce we switched to the Cass Scenic Railroad's connector and traveled the 1.5 mile track to Old Spruce. A bonus on the run was to see the Cass Scenic Railroad's historic Shay engines No. 5 and No. 6 in operation bringing excursion trains down the mountain. "Big 6" is the last Shay ever built and the largest still in existence. We got to see No. 5 up close, and some climbed up for a cab tour.

On Sunday the group traveled from Elkins north to Belington and onto Tygart Junction, WV. Thank you Paul S. Rujak for coordinating this colorful fall event.



CHATTOOGA & CHICKAMAUGA Rwy

PHOTOS BY STEVE JOHNSON



Summerville, GA - November 1/2, 2008 First time rider Steve Johnson, guest of his friend Brad Clark, sent these photos of Atlanta Railcar Transportation's two-day run on the C&C Rwy coordinated by Bobby Moreman. Top left: Motorcars slip into the siding during Friday's seton. Some of the cars are taking a ride on the turntable (left frame) for a photo op. Above right: Saturday morning seton for the late arrivals. Left: C. V. "Mac" McMillin's M19 cooks off steam in the cold morning air. On Saturday the group ran from Summerville to Chattanooga and return, including through part of the Chickamauga battlefield. Sunday covered Kensington to Chattanooga on former Tennessee, Alabama & Georgia Railway track.

FARMRAIL RAILROAD - OKLAHOMA RR MUSEUM

BY DRAKE RICE, EC

Clinton, OK Nov. 21-22, 2008 Saturday's run on the old Frisco line from Clinton to Snyder, OK was 128 miles round trip. Sunday's trip was 76 miles round trip on the old Rock Island Line from Clinton to Elk City, OK. Fourteen motor cars and four hy-rail trucks participated. Oklahoma Railroad Museum appreciates Farmrail, and Rodney Roof and his staff, for their willingness to host us!



Photo by Myron Malone

Terry Birchett, Max Kinney and G.W. Householder (both with Farmrail), Bob Hussey, Bruce Sealy, Jim Murray, Drake Rice, Fred Fabian, Phil Gray, Aaron Gray, Dave Caldwell, Donna Spiro, Ron Peterson, John Spiro, Linda Hamilton, Gary Hamilton, Leland Stewart, Frankie Stewart, Earl Leeson, Dale Birchett, Guy Lynn, Wally Schneider and Carl Schneider.

STEWARTSTOWN RAILROAD

NORTHERN CENTRAL RAILCAR ASSOCIATION

BY JAMIE HAISLIP

New Freedom, PA – Nov. 1 / 2, 2008
Northern Central Railcar Association's Excursion Coordinator Gary Shrey offers regular runs on the Northern Central Railroad from New Freedom to York, PA. Following the November 1st runs and evening barbeque in the Howard Tunnel, the group ran the Stewartstown Railroad on Sunday.

This was the first NARCOA run on the line, also known as the farmers railroad. Constructed in 1885, it is intact and under the original charter to this day. The rails weaved and bobbed from farm to farm along the seven miles from New Freedom to Stewartstown, PA. At the first mile marker was a broken rail joint requiring some temporary repairs, and walking the cars over the spot. We drove through front yards on a continuous basis where the home owners were quite surprised to see us. The railroad pilot riding with me told a story about a local who called the dispatcher years ago claiming there were Martians riding on the rails. Given the looks from some of the surprised homeowners, I wondered if we looked like Martians? The hilly wooded run continued on into town, passing over a "used" rail bridge built in 1860 and later sold to the Stewartstown. We made it to the Stewartstown Junction in under two hours.

As a result of our NARCOA run, the Friends of the Stewartstown Railroad meeting, held later in the week and normally a quiet affair, had 140 visitors show up just to see what was going on!



Photos By Jamie Haislip

Top: Dean Grote's 1955 GMC Hy-Rail leads the pack out of Hanover Junction, PA, on Saturday. Left below: The rails go through front yards on the long closed Stewartstown Railroad. Right below: Cars were walked over this temporary repair.



NOMINATIONS ARE OPEN

FOR EVEN NUMBER SEATS ON BOARD OF DIRECTORS

Area 2 – NJ, PA, DE, MD

Area 4 – WV, VA, KY, NC, SC, TN

Area 6 – MN, WI, IL, Upper MI

Area 8 – Canada & Worldwide outside USA

Area 10 – WA, OR, ID, MT, AK, WY

If you would like to nominate someone in your Area who you think will do a good job for NARCOA, check with them to be sure they are willing to serve. Then contact a member of the Nomination Committee:

Carl Anderson (ca636@aol.com)

1330 Rosedale Lane, Hoffman Estates, IL 60195

Bobby Moreman (moreman@mindspring.com) Bill Taylor (wtaylor@bresnan.net)

The committee will also be seeking candidates, as well as receiving nominations from members at large. Our goal is to have at least two people running for each position on the Board. Any member of NARCOA in good standing is eligible to run for the Board seat in their area. Sets of mailing labels, that include all members in the area, are available to candidates for mailing campaign material. Nominations close March 15, 2009. Ballots will be mailed May 1, 2009 with the May / June SETOFF issue. Voting ends July 15, 2009.

MENTORING: HOW'S THAT WORKING FOR YOU?

EDITED BY JAN TAYLOR

CONTRIBUTIONS BY DICK FORD, ADAM BARR, ELIZABETH STUTZ,
DON WILSON, BOB WONDERLING, AND DON WIGEN

NARCOA first adopted its mentoring policy in 2004. Since then nearly 400 operators have completed the process successfully and become fully licensed operators.

When the SETOFF decided to examine the mentoring process, we contacted a number of operators—both giving and receiving mentoring. Like Dr. Phil, we asked, “How’s that working for you?” Here are some of the responses.

DICK FORD: When I mentor a new speeder owner I like to meet with him (her) at their home a few days before the run and review what will happen during the mentoring process. Then we go over the speeder, the trailer and the tow vehicle for any obvious problems or safety issues. We check to insure that all required items are in the speeder, and that optional comfort items are ready.

On the first day of the run, I meet the new owner at the set-on location. Then we go meet the Excursion Coordinator, get set-on instructions and take care of the run paperwork such as release forms. I guide the operator during the offload of the trailer and

seton to the tracks, all the while stressing safety. Because of our meeting prior to the run, the car inspection should produce no surprises. Then the car gets started and warmed up.

When it is time to move out, I drive first with the new operator in the right seat. I also prefer that there be no one else in the car at this time. As I drive, I make sure that the car is running properly. I review the controls with the new operator and demonstrate proper following distances. Then I point out potential hazards such as grade crossings, track switches, etc.

At the first rest stop, if the new operator feels comfortable, we swap seats and he (she) drives. We continue the day this way, with me providing guidance and advice and the new operator gaining confidence. At the end of the day’s run I guide with the setoff and trailer loading, again, stressing safety.

On the second day of the run, I try to put my car on right behind the new operator’s car. If I don’t have my car, I try to scrounge a ride in a car following the new operator. The new operator will probably have family along for this ride. If day one went well, there should be no problem with day two. At the end of day two I review the run with the new operator and fill out the mentoring form. The form goes to the EC and the new operator is no longer NEW.

This is MY preference on how to do mentoring. If I sign off on a new operator, I am sure that in future runs he (she) will be invited back because of exemplary operating skills and regard for safety.

ADAM BARR: I purchased my first speeder, a C&O M9, in January of 2008. It needed to be completely rebuilt, which meant I got started a little late in the season.

I was able to do my mentoring run on the New York & Lake Erie trip on July 5, 2008. Dave Verzi was very helpful in arranging Fred Furminger as my mentor. This excursion has a lot of challenging sections with steep grades and sev-

eral reverse moves. This made it a perfect excursion for mentoring, because I was able to practice on a lot of diverse terrain while having a seasoned veteran along to show me the best way to operate the car.

To me the mentoring was very useful. I learned a lot of things I did not know about the mechanical operation of motor car, and also a lot of techniques to get the car through challenging situations. I cannot imagine operating on an excursion with out first having this training.

ELIZABETH STUTZ: When I decided to be mentored, I wasn’t too sure if I could do it. Could I move the gears, clutch, and brakes? After all, I have tendonitis in both hands and have trouble pushing/pulling, or twisting anything. Did I really want to do this and why? I had been riding along just fine, thank you, and liked being in charge of flagging, looking at all the scenery, and taking pictures whenever I could. Because I got lots of encouragement from two experienced teachers, Jack, my loving husband,

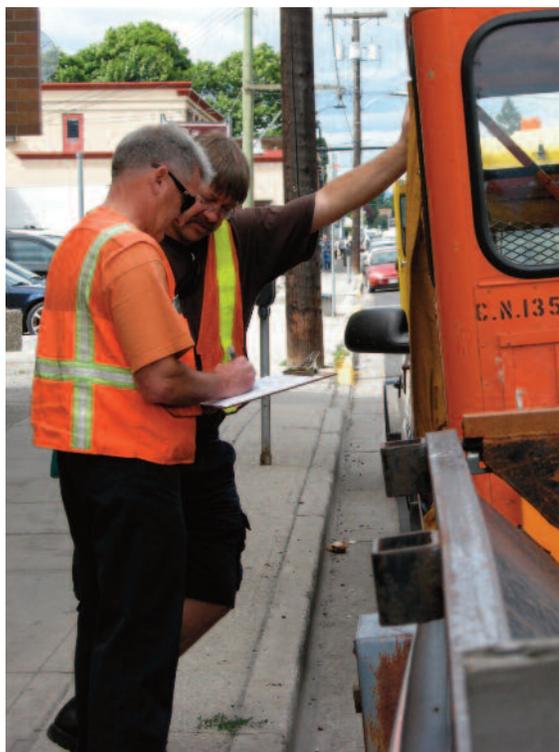


Photo by Diana Wigen

EC Glenn Ford and Don Wigen at Vernon, BC.

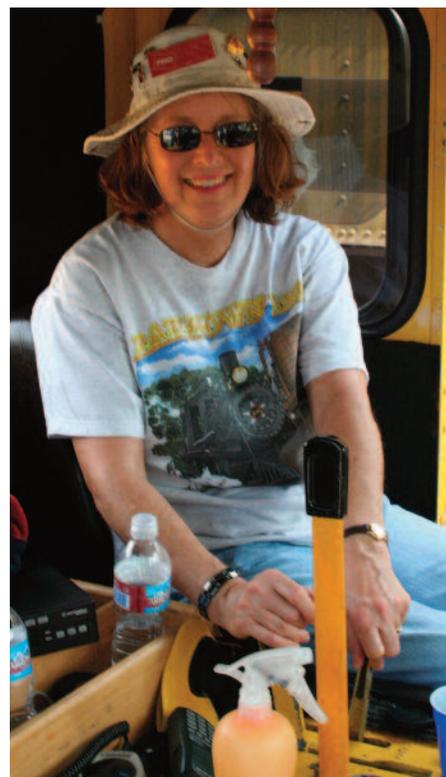


Photo by Jack Stutz

Elizabeth Stutz operating on The Sierra Railroad, Oakdale, CA.

and Marv Weber, a good friend, that I agreed to give it a try. What better place to learn than on one of my favorite runs, Sierra Railroad!

After setting on and before the run began, I practiced slowly running the car back and forth just a short way to learn how the cheese-box and it's gears and brakes work. The easiest part of learning to drive was on a clear stretch of track with no grade crossings. I could "speed" along and "feel" the car rolling down the rails. The hardest part of learning to drive was coordinating the brake, clutch, and throttle, especially from a stop going uphill. But with each mile of track, it became easier and I felt more and more in control.

At the end of the day, I owed thank yous to my teachers Jack and Marv, to Barbara Paluso for her encouragement, and a special thanks to run EC Steve Paluso.

DON WILSON: I was mentored on the Upper Hudson River Railroad this summer, for my first experience in operating a rail car. My mentor was Eric Muller, who rode with me for two days and provided excellent instructions on the proper and safe operation of a rail car. I cannot thank him enough for his outstanding mentoring.

I have to say that I am very impressed with the entire process of getting insurance, studying the rule book for the written test, and especially the mentoring. I had no idea that I would need to be mentored before being allowing to operate a rail car on an excursion, and I had no clue about the safe operation of a rail car. The mentoring is an invaluable procedure to teach a new operator about the various facets of operation, such as grade crossing safety, following distance from car ahead, etc.

BOB WONDERLING: I will always remember April 5, 2008 as a sunny, cool spring morning at the East Troy Electric Railroad Museum. It was the North Central Motorcars Ltd. spring working weekend and motorcar shake-down run, a weekend full of weed-cutting, track maintenance and railroad fellowship. That Saturday that Hank Brown mentored me was the first time I had my MT19 out on the tracks, and I was ready for a short check ride and some fun with my new toy.

Well, short it wasn't, and work it was. Hank started by explaining the proper things to do when arriving at the seton, what paperwork to have along, what to have filled out before arrival and why. He walked

me through every item on the inspection check list, explaining each and why it was important and asking me if I had questions on those items.

Hank showed me things like how to adjust the brake linkage and what to look for when checking the drive line. After an hour or two, it was time to hit the tracks. That's when Hank said, "Let's hook up my car, and you can tow it." I'm heading out on my first run, and I'm already towing someone! After I got started, I understood that he was testing my ability to handle something out of the ordinary, to see how I could handle my car with an extra 1,200 pounds hanging out back.

We spent the next few hours stopping, starting, flagging, playing follow the leader, and running with the other speeders. By the end of the day, I really felt like I was welcomed to the group. Hank went out of his way to make sure that I was introduced to all the other operators on the run as a new NARCOA operator, even though I had known some of them as long as I had known Hank.

After another season or two, I will apply to be a mentor, so I can give back to a club of which I am proud to be a member.

DON WIGEN: I contacted Margaret Hope the MOW excursion coordinator [for their 2008 PNW tour] who was very encouraging and willing to find us a mentor for the [Okanagan & Kootenay Valley] excursion. So, come event day we found ourselves in Vernon, British Columbia with a recently serviced rail car.

Lots of things got done before the car hit the rails for the first time in many years. I left the original paint job on the car for the time being, more concerned with mechanics than the aesthetics of the car, which can come later.

We did take some advice and bought a Sigtronics intercom and headsets for the trip, which worked out great for the mentoring. At the set-on inspection the brakes would not hold the car in the first notch, but with a couple of turns on the links and some new cotter pins, we were good to go.

Alan Wilber introduced himself and his wife Karen, our mentors for the trip. Diana rode with Karen while Alan set me straight on running the Fairmont. It was obvious from the start Alan knew a thing or two about "poppers," even though he was driving a very nicely appointed MT14 Tomah cab. He got me to start the car in forward, than reverse the direction of the motor by shutting off the ignition and reengaging it just before it stopped to make the initial backing up move in the Vernon yard.

On the first leg of the excursion trip from Vernon to Lumby it was found that the tension on the drive belt was a bit too tight for the first notch and the engine idle was a bit high. Alan and I made some quick adjustments to the belt tensioner and throttle setting when we got to Lumby, and we were good for the rest of the trip. Alan went through the safety procedures such as the 10-second rule on following the car in front of you, flagging at crossings, and slowing down through turnouts.

Alan gave me a passing grade later that day, but we still had a few more things to learn on our own—such as to make sure and not to leave the timing left full forward when there is stopping and starting at a busy grade crossing, as you may accidental reverse the engine!

All in all, I'd say our first excursion was great, and we can't wait 'til we go again. We'd like to thank the Wilbers and our unofficial mentors Lorne and Patti Gunther with an M19 just in front of us for taking good care of us. We would also like to thank excursion coordinators Glenn Ford and Margaret Hope, plus all the others involved—registers, car inspectors and everyone else who made this happen. It truly is a great hobby to be in.

I guess you could say I'm pretty much hooked as since the excursion I've acquired four more Fairmonts, a pair of MT14s and a pair of MT19s which need a lot of TLC. But hey, that's half the fun.

Photo by Diana Wigen

Mentor Alan Wilber and new operator Don Wigen climb up the hill from Vernon to Lumby near Coldstream, BC.



ARE YOU READY TO RUN?

BY TERRY WADE

Winter is here. Now is the time. When the season slows down, take some time to look over your equipment. Think back over the last year and try to find a fix for those few moments of panic you had last summer. Each no start, can't stop or fouled plug has a cause.

There are many well written technical articles on the NARCOA web site. Each came about from a moment like you had with your car. I went back through them recently and reread several. While the cars in our hobby have become much more dependable, there are still things to be learned from last summer's experiences.

After a trip using jumper cables each time to restart, I found the car had a bad battery. The first clue I had overlooked was a very wet battery top with a lot of corrosion on the cables. After recharging the battery, I thought the problem was solved. Next the alternator regulator failed, and finally the starter went.

All this could be traced back to the bad battery. A large draw on the alternator failed the regulator. Cranking the engine with a very low battery burned the starter motor. Clearly, the time and money spent on the fix was a lot more than a battery test at a local dealer and a replacement battery, if it had been needed.

If you've recently begun operating an "A" car, spend the extra time to learn how to keep it running reliably. While "A" cars allow you to invite more friends along on the ride, it's a challenge to find seats for them all when something goes wrong. I always have a picture in my mind of my little MT19 hooked to a gang car and just barely able to move along.

So operating this heavier machine places a greater responsibility on you. Because your car uses different tune-up parts than most of the other cars on a run, bring a basic supply with you—and the tools you'll need. But then, that's good advice for all operators.

Have you ever used a gas additive? Good. Just remember to run the engine long enough to get the treatment into the carburetors and feel it helps.

While you're in and around your car, look at the drive chain adjustment. Very few cars have troubles, but now is a good time to double check. Also, do you carry a repair link or half link if you need to put your chair back on?

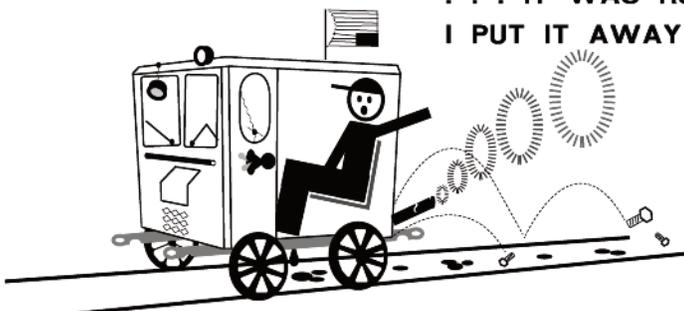
Here's a little hard-earned information. It seems the ratio of failure with non-Fairmont equipment added to a normal, stock motor car gives me pause when I consider changing or adding to my car. On most any excursion, an amazing supply of repair parts—and expertise—can be found when a car fails. Those winter project items you added on extra aren't so easy to find. Reliability comes hand in hand with basic, preventative maintenance.

Remember, it's not just the cold weather that affects our cars in winter. It's also the idleness. Just like for us, sitting in one position without moving isn't the same thing as maintaining the status quo.

Enjoy winter. Get to know another operator in your area. Revisit the web sites that have grown along with the hobby. Both help with some of your questions.

And they take the mystery out of that other guy's Onan or two-cycle sitting there, running at a perfect idle.

**I DON'T UNDERSTAND . . .
. . . IT WAS RUNNING WHEN
I PUT IT AWAY LAST FALL.**



Cartoon by Jan Taylor



BY TOM FALICON

Hi Folks! This is the first installment of a new column that is written to supply EC's with important excursion hosting issues. This column is meant to be read by EC's as well as the rest of us. When all of us are informed about problems EC's may be experiencing we can work together to try to solve those problems.

As part of our new EC continuous learning program all EC's will be receiving The NARCOA E.C., an email newsletter every so often. In order to keep your certified EC status you will be asked to read and review each issue, and as an EC, address the issues and problems that have been presented to you in each newsletter. The first issue will be emailed to you before you have read this column. Every effort has been made to acquire all certified EC's email addresses. If you have not received your first NARCOA EC newsletter by the time you read this please contact Tom Falicon with your proper email address.

FRA EMERGENCY ORDER #26 – Due to the UP/commuter train collision in Chatsworth, CA, and many other incidents you may not be aware of, the FRA (Federal Railroad Administration) has asked all RR's to enact rules limiting or banning train crew use of cell phones and text messaging, etc. while on hours of service duty. Track equipment and hy-rail vehicles are also included in this emergency order.

While we, for the most part do not fall under FRA rules, our organization's insurance program is furnished by the same folks that insure railroads across the country. If we ever have an incident that gets our insurance provider involved, you can rest assured that each motorcar operators' phone records will be checked to see if electronic communications may have played a part in the incident.

Electronic communications have no place on an excursion when motorcars are being operated, crossings are being flagged or switching operations are taking place!

RIDING WITH JOE

BY JIM MCKEEL

Joe Speeder was really excited about today's excursion on a world class railroad. The safety meeting included information on a train meet where the group would take the siding. In the hole, while waiting for the train, people were visiting and working on cars on both sides of the track. In the direction of travel for the speeders, the siding was on the left side of the main line with about 12 feet between the two tracks.

Joe was adjusting his brakes on the right side of his car as the train approached. He really needed to get this finished before the group resumed their trip so he kept working as the train passed his back. Thankfully, he finished just as the excursion coordinator told everyone to mount up and head out. Joe was pretty pleased with himself for getting that little adjustment made in time to resume the trip. He enjoyed the remainder of the day – until the group got their cars secured and the excursion coordinator came to speak with him.

What did the EC have to say to Joe?

Joe violated rule #6 in Section III of the NARCOA Book of Rules. "Do not stand between your motorcar and a train that is passing on an adjacent track that is within 25 feet of your motorcar." Joe should have stopped working along the right side of his car and moved to the other side of the siding track when the train approached. Had something been hanging off the side of the train as it passed by, Joe could have been struck by that object. If he had stood up while the train was passing and lost his balance, he could have fallen against or under the passing train.



Photo by Wayne Parsons

July 27, 2006 west of Prince George on the Canadian National main line. Participants are safely well back from the passing train. This is greatly appreciated by the locomotive engineers.



Photo by Leon Sapp

CHEVY V-8 ENGINE IN A NORTHWESTERN GANG CAR

BY LEON SAPP

As a Missouri-Kansas-Texas Railroad Trainmaster, I worked the fall Wheat Rushes for several years in western Oklahoma. One year, on the old Northwestern Division, I was following a train trying to get from Laverne all the way to Elk City, OK. We had gotten a big delay at Woodward waiting for the ATSF Interlocking. When we got moving again, the crew had barely enough service time left to make the few scheduled pickups, and scratch into Elk City. I went on ahead to line up the work at Vici, Trail, and Hammon; picking up the paperwork in order to save as much time as possible.

Just before I arrived at Trail, the elevator had tried to move a box car away from the tipple by pulling it with a tractor. The car had gotten away from them, and was now fouling the switch at the far end of the track. There the rail was slightly uphill, and the old tractor did not have enough muscle to get the loaded car back into the clear. It looked like another long delay in the making for my short-time train crew, and would probably mean them tying up on-line. However, I was not about to give up without a fight.

Just across the road the Bridge and Building (B&B) gang had tied up for the day leaving their equipment beside the track. They used larger motor cars than the section gangs since they often pulled track trailers loaded with heavy bridge timbers. The gang had recently replaced the worn out engine in the old Northwestern Gang Car with a small block Chevy V-8, and had

bragged about the power the thing had. I grabbed the B&B foreman, who was just leaving for the day, and asked him if he thought the contraption could shove the grain car back into the siding. He was just as dumb as I was, and agreed to show off his new toy.

We manhandled the thing onto the track, got an old cross tie propped between its front "bumper" and the grain car, and let out the clutch. With the tractor pulling, us pushing, after a lot of smoke, grumbling, spinning wheels, and handfuls of sand (a plentiful commodity in western Oklahoma) thrown under the wheels, we managed to move the grain car into the clear.

Right as we were shoving our miniature switch engine out of the way onto its setoff, the headlight of my train came over the hill. The Bridge Foreman and I acted as if nothing had happened. If the crew had seen us in action I'm sure we would have been "time-slipped" for performing switching, but apparently they had missed it. The crew made their pick-up, and scratched into Elk City ahead of the hours of service law. I bought the Bridge Foreman a six pack of his favorite beverage, and after a good laugh, we agreed to forget the whole affair.

This is an excerpt from an article for the Katy Railroad Historical Society, and appears here courtesy of the writer. The picture of the motorcar was taken the next day as a hedge against the possibility of the Trainmaster having to defend himself to the Superintendent. - Editor.

PRESERVATION GROUP FORMS IN TEXAS

ORGANIZES FIRST NARCOA EVENT
BY MYRON MALONE



Founding Members of Railroad Partners: Ed Michals, Treasurer, Myron Malone, Secretary & Agent Greenville, TX, Martin Reimer, Linda Hamilton, Jerry Light, Agent Llano, TX, Frankie Stewart, Gary Hamilton (partially hidden behind Frankie), Don Kendall, Ronnie Pereida, Mike Harris, Leland Stewart, President

A new group called Railroad Partners, Inc. (RPI) has been formed to promote public education about railroad safety and to support the preservation of railroad corridors for future use. While still in the early stages of formation, RPI has already organized our first NARCOA motorcar excursion and fundraising event October 18, 2008, on the Blacklands Railroad in north east Texas.

RPI is based in Texas and patterned after the Recreational Railroad Coalition in California (*see July 2008 SETOFF page 16*). Our initial focus will be on threatened branch lines in Central and North East Texas. President of RPI is Leland Stewart; Vice-President, John Pattison; Secretary, Myron Malone; and Treasurer, Ed Michaels.

Railroad Partners, Inc is organizing

volunteer labor and privately owned maintenance equipment to preserve historic rail corridors in partnership with communities, railroads, local governments and other entities and individuals. Our efforts will include educating the public regarding safety within rail corridors and building community support for the preservation of out-of-service or soon to be out-of-service rail corridors.

Our plans also include promotion of motorcar excursions and other activities within historic rail corridors through training and mutual cooperation with rail-related groups.

We are looking to grow our membership and our area of support for historic rail corridors, so please check our website for additional information at:

<http://www.railroadpartners.com>

ROLLER CHAIN

McMaster-Carr Supply Co. (562) 463-4277 www.mcmaster.com

- 7210K3 #50 Single Strand @ \$8.68 / ft.
- 7210K325 #50 Connecting Link (aka Master Link) @ \$1.60 ea.
- 7210K326 #50 Offset Link (aka Half Link) @ \$2.98 ea.
- 2331K1 #40-2 Double Strand @ \$16.81 / ft.
- 2331K11 #40-2 Connecting Link (aka Master Link) @ \$3.48 ea.
- 2331K12 #40-2 Offset Link (aka Half Link) @ \$7.05 ea.
- 6051K15 Easy-Grip Roller Chain Breaker Tool @ \$21.60 ea.

Prices are for 1 to 9 foot lengths. Note: #50 chain with part number 6261K175 and #40-2 chain with part number 6261K712 are also offered at lower prices. However, these 6261 series chains are not labeled as "specially treated for washdown and outdoor applications" as are the 7210 and 2331 series chains. (*Prices as of 12/02/08. See web site for final costs with taxes & shipping. This information compiled by the Editor*)

RULE CHANGES APPROVED & NOW IN EFFECT

BY JIM MCKEEL
CHAIR
RULES COMMITTEE

The proposed rule changes and additions that received tentative approval by the board of directors at the 2008 Board meeting in Chicago have now received final approval from the board of directors and are in effect as of publication in this issue of The SETOFF. These changes and additions can be found on pages 20 to 22 in this issue of The SETOFF in the minutes of the board meeting. Also note in the minutes, that there are a couple of proposed changes / additions that did not receive initial approval at the board meeting and so went no further in the process.

As per NARCOA policy, the proposed rules were published in the last issue of The SETOFF (*Rules Committee, Volume 22, No. 6, p 11.*) for member review and one month was allowed from publication for members to contact their area director with comments and suggestions. At the conclusion of the review period the board then opened the matter for further discussion and a final vote was taken.

In accordance with NARCOA policy, each director's vote on each of the rule changes/additions must be published in The SETOFF. All directors voted to approve all of the proposed rule changes and additions with one exception. Joel Williams, Area 2, voted "no" on the vote to approve the Rail Sweeps rule. Once again, all of the changes and additions that were published in the last issue of The SETOFF are now in effect as of publication in this issue of The SETOFF. An addendum to your rulebook will be mailed to each member.

EXTRA CALENDARS:

Additional NARCOA 2009 Calendars are available for \$6.00 each (which includes the postage). The proceeds benefit NARCOA. Send checks payable to NARCOA to:
GEK Printing
8468 Haskell Hill Road
Wattsburg, PA 16442

**NARCOA Board of Directors, Annual Meeting, Chicago, IL
Friday, September 26, 2008**

AREA DIRECTORS:

Present: Warren Riccitelli (Area 1); Joel Williams (Area 2); Dave Verzi (Area 3 – Director Elect) Tom Falicon (Area 4); Bobby Moreman (Area 5); (Area 6 – vacant); Carl Schneider (Area 7); Warren Froese (Area 8); Mark Springer (Area 9); Jim Spicer (Area 10); Pat Coleman (Area 11)

Absent: None *Quorum present?* Yes

DIRECTORS AT LARGE:

Present: Bernie Leadon

NARCOA Committee Members:

Present: Albert J. Elliott (Judicial Committee); Jim McKeel (Rules Committee); Bob Knight (Safety Committee); Carl Anderson (Nominating Committee); Dick Wilhelm (Judicial Committee); Tom Norman (Treasurer/Insurance)

Other members/guests:

Present: Margaret Hope; Mike Kelley; Pat Spicer; Bill Taylor; Dave Otte; Wally Schneider; Mugzi Falicon; Debra Springer; Wayne Parsons; Greg Kightlinger; Carol Brown; Kathryn Norman. David Stroemer and Karen Stroemer arrived at approximately 0940 hours.

Proceedings:

GENERAL SESSION

Meeting called to order at 0910 hours, on Friday, September 28, 2007 by Warren Riccitelli, Presiding President. (All voting by show of hand, unless otherwise noted.)

Elections:

Area Directors: Carl Anderson certifies results as follows:

Area 1 – Warren Riccitelli

Area 3 – Dave Verzi

Area 5 – Bobby Moreman

Area 7 – Carl Schneider

Area 9 – Mark Springer

Area 11-Pat Coleman

Motion # 1: Accept results of Area Director Elections as certified by Carl Anderson. Tom Falicon/Pat Coleman (Move/Second).

Vote: 9/0/0 (for/against/abstain)

PASS: Dave Verzi elected as new director for Area 3.

Motion #2: Suspend rules and select replacement for Area 6 Director vacancy before election of new president of Board of Directors.

Pat Coleman/Carl Schneider (Move/Second) Discussion followed.

Motion withdrawn: Pat Coleman/Carl Schneider.

Nominations for President of the Board of Directors for 2008-09 term were called for by President, Warren Riccitelli.

Nominee #1: Mark Springer.

Dave Verzi/Jim Spicer (Nominate/Second)

Nominee #2: Warren Riccitelli

Pat Coleman/Bobby Moreman (Nominate/Second)

Motion #3: Close nominations for President.

Bobby Moreman/Carl Schneider (Move/Second)

Vote: 10/0/0 (for/against/abstain)

PASS

Election conducted by Carl Anderson via paper ballots: **Mark Springer elected President of NARCOA Board of Directors for 2008-09 term**, and presiding over meeting at 0937 hours.

Nominations for officers of the board for 2008-09 term called for by Mark Springer, President.

Vice President:

Nominee #1: Bobby Moreman

Joel Williams/ Mark Springer (Nominate/Second)

Motion #4: To close nominations.

Warren Froese/Pat Coleman (Move/Second)

Vote: 10/0/0 (for/against/abstain)

PASS: Bobby Moreman elected Vice President of NARCOA Board of Directors for 2008-09 term, by acclamation.

Treasurer:

Nominee #1: Tom Norman

Dave Verzi/Bobby Moreman (Nominate/Second)

Motion #5: Close nominations.

Pat Coleman/Warren Froese (Move/Second)

Vote: 10/0/0 (for/against/abstain)

PASS: Tom Norman elected Treasurer of NARCOA Board of Directors for 2008-09 term, by acclamation.

Secretary:

Nominee #1: Joel Williams

Bobby Moreman/Mark Springer (Nominate/Second)

Motion #6: Close nominations.

Warren Froese/Tom Falicon (Move/Second)

Vote: 10/0/0 (for/against/abstain)

PASS Joel Williams elected Secretary of NARCOA Board of Directors for 2008-09 term by acclamation.

Selection of Area 6 Director - unexpired position

Written statements previously submitted by candidates Bob Knight, Mike Kelley and Hal Johnson were reviewed by the board. Candidates Bob Knight and Mike Kelley addressed the board. Candidate Hal Johnson was not present. All but board members, officers, election chairman, and recording secretary were excused from the room by Mark Springer, President, to allow private discussion of candidates' qualifications for Area 6 Director position. After discussion, paper ballot election was conducted by Carl Anderson.

Hal Johnson elected by Board of Directors to complete the 2007-09 term of Area 6 Director. (This vacancy was created by the death of Hank Brown earlier this year.) (Hal joined the meeting at 8:00 AM Saturday morning.)

Others were invited back into the room, and announcement of Board's decision was made by Mark Springer, President.

Presentation to Carol Brown: On behalf of NARCOA, Bobby Moreman, Director Area 5, presented a plaque with the following text to Mrs. Carol Brown in appreciation for her and her late husband Hank's contributions to NARCOA.

*"PIONEER AWARD"

*Presented to Hank and Carol Brown and Wilderness Tours, for pioneering the motorcar hobby on railroads all across North America. Thank you from all of your NARCOA family. *

Sept. 25, 2008

*NARCOA Board of Directors**

Appointments – by Mark Springer, President: Bernie Leadon was appointed Sergeant at Arms, and Margaret Hope was appointed Parliamentarian for the meeting.

Approval of e-mail votes conducted by the Board since the last meeting: None.

Reports:

Treasurer's & Insurance Administrator's reports: submitted by Tom Norman.

Membership report: submitted by Joel Williams, Secretary.

Nominating/Elections committee report: submitted by Carl Anderson.

Affiliates report: submitted by Dave Verzi.

Rulebook Committee: submitted by Jim McKeel. Several rule changes to be discussed later during the meeting.

Judicial Committee report: submitted by Al Elliott. Pat Coleman was appointed by Warren Riccitelli, 2007-08 NARCOA President, as operations chair and will therefore replace Hank Brown on Judicial committee. Computer virus resulted in some records being lost, but they should be recoverable. Board will meet in closed session at 0800 on 9/27/08 to discuss Judicial Committee report.

Operations Committee report: submitted by Pat Coleman. Pat Coleman was appointed by Warren Riccitelli, 2007-08 NARCOA President, and will replace Hank Brown as Operations Committee Chairman.

Safety Committee report: submitted by Bob Knight
Requests item be added to agenda – quality of mentoring – he will submit a proposal.

(Pat Coleman was out of room 1121-1124 hrs)

Legal Committee report: No activity this year, per Mark Springer.

Custom Built committee report: submitted by Tom Falicon.

Communications Committee report: submitted by Bernie Leadon. Bernie Leadon introduced Greg Kightlinger, printer for NARCOA. Bernie Leadon in-

roduced Wayne Parsons, SETOFF editor.

SETOFF editor's report: submitted by Wayne Parsons. Wayne currently spends about 8 hours of production time for each page of the SETOFF. He requests assistance with the SETOFF.

Webmaster's report: submitted by Bernie Leadon for Keith Mackey (absent) (Warren Riccitelli out of room 1153 – 1158 hrs)

NARCOA Forum report: submitted by Pat Coleman for Rich Stivers (absent)

Electronic Roster report: submitted by Pat Coleman for Don Pomplun (absent)

Computer Data and Roster Committee: no report per Pat Coleman & Warren Riccitelli.

FRA Committee: no report per Mark Springer for Ron Zammit (absent).

Motion#7: Accept all reports.

Warren Froese/Pat Coleman (Move/Second)

Vote: 10/0/0 (for/against/abstain)

PASS

Meeting adjourned for lunch at 1203 hours by President, Mark Springer.

Meeting reconvened at 1315 hours by President, Mark Springer.

Alternate Insurance Proposal: Lou Schillinger, of United Short Insurance Services, was introduced by Mark Springer, President. Mr. Schillinger gave a presentation on alternate liability insurance that is available to NARCOA through US Rail Insurance Company (a risk retention group).

Committee Changes: None, other than Pat Coleman replacing Hank Brown on the Judiciary Committee, and as Chairman of the Operations Committee.

Approval of New Affiliates: Two affiliates were submitted by Dave Verzi for Board approval.

Fallen Flag Excursions, LLC

Leland Stewart – individual

Motion #8: Approve new NARCOA affiliates as submitted.

Bobby Moreman/Carl Schneider (Move/Second)

Vote: 8/0/2 (for/against/abstain)

PASS

Excursion Coordinator Issues: Review of list of the 119 Excursion Coordinators that were tested by Hank Brown. Revisions to list:

James Long –add

Lynn French - add

Hank Brown –remove (deceased)

Paul Goldzung - in process of mentoring

Steve Rinker - needs mentoring

Jim Spicer - remove

Dave Voeltz – mentored, paperwork pending

Steve Gadd - add

Louis Francois Garceau - needs mentoring

Jim Garner - inactive list (no insurance)

Roger Hoffman - remove (resigned)

Phil Gray - needs mentoring

Motion#9: Approve list of Excursion Coordinators with the revisions listed above. Warren Froese/Mark Springer (Move/Second)

Vote: 10/0/0 (for/against/abstain)

PASS

Question posed regarding whether the wife of an insured member can be an Excursion Coordinator without being insured herself?

Tom Norman, NARCOA Insurance Administrator, advises that spouses are covered by insurance through an endorsement. If the spouse of an insured member wants to become an Excursion Coordinator, they must take the EC test and be mentored. Kathy Pultz & Janet Dominguez fall into this category. Donna Snyder is an insured EC.

Meeting adjourned for break at 1504 hours by Mark Springer, President.

Meeting reconvened at 1524 hours by Mark Springer, President

Excursion Coordinator Issues: Discussion regarding: how to ensure high quality Excursion Coordinators. Presentation made by Tom Falicon of possible qualifications/guidelines/mentoring process for new Excursions Coordinators. President Mark Springer proposes that an Excursion Coordinator Committee meet that night to develop an Excursion Coordinator proposal to be presented to the board on 9/27/08. Committee to be comprised as follows:

Tom Falicon, Mark Springer (temporary chairman), Pat Coleman, Tom Norman, Bill Taylor, Dave Otte

Motion #10: Form Excursion Coordinator Committee as above.

Warren Froese/Dave Verzi (Move/Second)

Vote: 9/0/1 (for/against/abstain)

PASS

Radio Issues: Discussion of various issues.

(Pat Coleman out of room from 1619 – 1624 hours)

Motion #11: made by Warren Riccitelli to appoint Warren Froese, as Canadian radio committee, to resolve radio issues in Canada, and seconded by Joel Williams.

Warren Riccitelli/Joel Williams (Move/Second)

Vote: 10/0/0 (for/against/abstain)

PASS

Motion #12: Disband U.S. Radio committee.

Bobby Moreman/Warren Froese (Move/Second)

Vote of 8/2/0 (for/against/abstain)

PASS

Meeting adjourned at 1650 hours by Mark Springer, President

NARCOA Board of Directors, Annual Meeting – CLOSED SESSION: 0805-0940 HRS.

Board Members and Judicial Committee Members Only

Chicago, IL

Saturday, September 29, 2007

NARCOA Board of Directors, Annual Meeting

Saturday, September 27, 2008

Proceedings: GENERAL SESSION

Called to order at 1000 hours by Mark Springer, President. Hal Johnson introduced as new Area 6 Director. Introductions.

Radio Issues revisited per request of Tom Falicon: Discussion followed request.

Motion #12: Rescind yesterday's motion to disband U.S. Radio committee.

Dave Verzi/Bobby Moreman (Move/Second)

Vote: 11/0/0 (for/against/abstain)

PASS

Motion #13: Temporarily suspend activity of U.S. radio committee, pending action of Canadian radio committee.

Dave Verzi/Carl Schneider (Move/Second)

Vote: 11/0/0 (for/against/abstain)

PASS

Motion #14: Add radio frequencies 158.400 and 151.505 to Operations manual as additional approved frequencies for NARCOA use.

Warren Froese/Mark Springer (Move/Second)

Vote: 11/0/0 (for/against/abstain)

PASS

NARCOA Insurance Program: The two insurance proposals available this year were reviewed by Tom Norman.

Motion #15: made by Dave Verzi to stay with insurance from Empire (current carrier) for 2009.

Dave Verzi/Bernie Leadon (for/against/abstain)

Vote: 11/0/0 (for/against/abstain)

PASS

Proposed Rules changes: presented by Jim McKeel

SECTION I

7. WHEELS. Worn ~~running~~ surfaces on detachable plate wheels (pressed wheels) are not to be repaired by welding. Wheel ~~running surface~~ thickness on plate wheels shall not be less than 3/32 inch for light weight cars (M-9's), 1/8 inch for ~~light and~~ medium weight cars (M-19's, M-14's, MT-14's, S-2's, etc.), and 5/32 inch for heavy gang cars ("A" series cars). Wheels must ~~be free from~~ not have cracks. Only manufactured wheels are allowed. Exception: Wheels approved by the NARCOA Board of Directors. (This change reduces the required minimum thickness of wheels on light inspection cars to 3/32 inch.)

Motion #16: Approve proposed change.

Bobby Moreman/Carl Schneider (Move/Second)

Vote: 10/1/0 (for/against/abstain).

PASS

SECTION I

21 or 22. RAIL SWEEPS. Rail sweeps, if the motorcar is so equipped, must be in the lowered, or working, position when the motorcar is in motion. The rail sweeps shall be properly adjusted so that they are within close proximity to the head of the rail when in the lowered position in order for them to properly clear items off the top of the rail.

(This was proposed last year and was not approved by the board of directors, but I feel that this is an important issue that should be addressed due to the increased risk of derailment to motorcars not using rail sweeps. It has been modified this year to exempt those cars not originally equipped with rail sweeps.)

Motion #17: Approve as new rule.

Bernie Leadon/Tom Falicon (move/second)

Vote: 7/4/0 (for/against/abstain).

PASS

SECTION II

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

(This change adds a new type of frog that is now being installed at some locations that will be hazardous to motorcars.)

(Warren Riccitelli out 1104 – 1108 hrs)

Motion #18: Approve proposed changes.

Bobby Moreman/Tom Falicon (move/second)

Vote: 11/0/0 (for/against/abstain)

PASS

SECTION II

22. PASSENGER STATIONS. Motorcars shall not pass between a station and a train discharging or receiving passengers.

(This “new” rule is not really new at all. It only moves this sentence from the “SPEED” rule, where it really doesn’t apply, to its own place in the rulebook.)

Motion #19: Approve as new rule.

Warren Froese/Pat Coleman (move/second)

Vote: 11/0/0 (for/against/abstain)

PASS

SECTION II

11. BRAKING. Sudden application of the brake shall not be made except in an emergency. Warning of such application ~~should~~ shall be given to riders and following cars as soon as possible.

(This change just makes the warning mandatory rather than optional and stipulates that it be done “as soon as possible”.)

Motion #20: Do not accept the proposed change.

Warren Froese/Pat Coleman (move/second)

Vote of: 9/2/0

PASS

SECTION II

12. STOPPING OR SLOWING. An automatic stoplight is the primary means of signaling following cars ~~of a stop~~ that you plan to stop and shall be used when you are in the process of doing so. The automatic stoplight should be used as a warning device when slowing down by moving the brake handle slightly forward in order to activate the stoplight. ~~In addition, a~~ A red or orange flag should also be displayed as soon as possible.

~~If it is necessary to stop on a curve or other spot with restricted visibility, a flagger must be sent back immediately to warn following motorcars. A flagger must immediately be sent back to warn following motorcars if it is necessary to stop on a curve or at any location with limited visibility. During hours of darkness, Flaggers must use a portable light to warn following motorcars during hours of darkness. The motorcar operator must demonstrate the use of the flag to all passengers prior to departing on an excursion and indicate that they are to use it in case of emergency.~~

(These changes make use of a stoplight mandatory for warning following cars that a motorcar is stopping, recommends that they be used to warn that the motorcar is slowing down, and improves the sentence structure in two sen-

tences of the original rule.)

Motion #21: Do not accept proposed change.

Joel Williams/Dave Verzi (move/second)

Vote: 8/2/0 (for/against/abstain)

PASS

SECTION II

16. INDEPENDENT OPERATION. The Excursion Coordinator will define the plan for the excursion. Operation outside of the organized group without the knowledge and permission of the Excursion Coordinator ~~or~~ and the host railroad is prohibited.

All motorcar movements are governed by the Excursion Coordinator and the host railroad. ~~No NARCOA insured excursion shall be held without railroad escort or proper written track authority. No NARCOA member may operate on any railroad without railroad escort or proper written track authority. Proper~~ ~~written~~ track authority or a railroad employee escort is required for all NARCOA insured excursions. NARCOA members will not operate motorcars or hy-rails on any railroad without proper ~~written~~ track authority or a railroad employee escort.

(This change improves the sentence structure in the last two sentences.)

Motion #22: Approve proposed change.

Jim Spicer/Warren Riccitelli (move/second)

Vote: 11/0/0 (for/against/abstain)

PASS

SECTION III

1. COOPERATION. All excursion participants will follow the instructions of the Excursion Coordinator. Failure to do so could cause disruption to other traffic on the railroad or cause delays to the motorcar excursion, either of which could result in the railroad no longer allowing motorcar excursions.

(This addition specifically states that motorcar operators must follow the instructions of the Excursion Coordinator.)

Motion#23: Approve as new rule.

Dave Verzi/Hal Johnson (move/second)

Vote: 11/0/0 (for/against/abstain).

PASS

SECTION II

20. OPERATOR CERTIFICATION/INSURANCE. All persons operating a motorcar or hy-rail vehicle on any NARCOA insured excursion must have successfully completed the NARCOA rulebook examination, obtained a NARCOA Certificate of Examination, have current NARCOA liability insurance coverage through the NARCOA insurance program, and (if they joined NARCOA after June 1, 2005) have been or are in the process of being mentored in accordance with the NARCOA operator mentoring program.

All persons operating a motorcar or hy-rail vehicle on any NARCOA insured excursion must have a current Certificate of Examination card and a current NARCOA insurance card in his/her possession. (Exception: persons designated by the railroad on which the excursion is being run who are in the performance of their duties as railroad liaison/escort.)

Motorcar and hy-rail owners/operators shall not allow any person that does not meet the above qualifications to operate a motorcar or hy-rail at a NARCOA insured excursion.

(This added sentence makes it a violation for someone to allow a person that is not properly certified to operate a motorcar or hy-rail at a NARCOA insured excursion.)

Motion#24: Approve proposed change.

Bobby Moreman/Warren Riccitelli (move/second)

Vote: 11/0/0 (for/against/abstain).

PASS

SECTION III

5. GRADE CROSSING FLAGGERS. Flaggers should always face the highway traffic and watch for vehicles that may not stop. Hold flag up and away from body. Don’t make motions to motorcars that highway traffic could ~~mis-~~ ~~understand~~ misinterpret as intended for them. Flaggers must only signal highway traffic to stop. Flaggers must never signal highway traffic to ~~go~~ proceed (to do so assumes liability) and should instead simply walk away from the roadway. Highway traffic and pedestrians have the right of way over our motorcars at all grade crossings. Flagging of grade crossings during periods of poor visibility, storms, or hours of darkness must be done with fuseses, flashlights, or lanterns. Reflectorized flags could also be used. Reflective safety vests should be worn by all flaggers anytime they are attempting to flag traf-

fic on a roadway.

(These additions clarify some issues, give additional guidance, and encourage the use of reflective safety vests for flaggers.)

Motion#25: Approve proposed change.

Joel Williams/Dave Verzi (move/second)

Vote: 11/0/0 (for/against/abstain).

PASS

SECTION III

EXCURSION CONCERNS. Excursion participants will not complain to railroad officials or railroad employees about the manner in which excursions are being or have been conducted or about anything related to their railroad. NARCOA members are responsible for the conduct of their guests. All excursion related complaints will be directed to the Excursion Coordinator. If the member does not feel that his complaint has been remedied or reasonably explained, or if the complaint is about the Excursion Coordinator or the way the excursion was conducted, the member will then direct their complaint to their Area Director.

(This rule allows NARCOA to address issues where members might make complaints to railroad officials/employees that could cause that railroad to deny future excursion requests and gives direction to the manner in which complaints should be handled.)

Motion #26: Approve as new rule.

Bobby Moreman/Warren Riccitelli (move/second)

Vote: 11/0/0 (for/against/abstain).

PASS

SECTION IV

11. SAFETY MEETING. A safety meeting will be conducted prior to departure each day of every excursion. The safety meeting will serve as an opportunity for the Excursion Coordinator to remind operators of important safety items, to inform operators of unusual circumstances that might be encountered on the excursion, to inform operators of the schedule for the day, and to pass along any other information from the Excursion Coordinator or from railroad officials. It is mandatory that all excursion participants attend and be attentive. (This new rule makes it mandatory that an EC hold a safety meeting before departure on each day of every excursion and that all operators attend and be attentive.)

Motion #27: Approve as new rule.

Hal Johnson/Mark Springer (move/second)

Vote: 11/0/0 (for/against/abstain).

PASS

SECTION IV

4. OPERATOR CERTIFICATION/INSURANCE. OPERATOR QUALIFICATION VERIFICATION. Excursion Coordinators, or their designee, must verify before the excursion departs the point of origin that all operators have a current NARCOA approved certificate of examination, have valid NARCOA insurance, and (if they joined NARCOA after June 1, 2005) have been properly mentored in accordance with the NARCOA operator mentoring program. (This rule was passed last year, but apparently did not make it into the updated rulebook. The title change will more clearly identify the purpose of the rule.)

Motion #28: Approve proposed change.

Warren Riccitelli/Tom Falicon (move/second)

Vote: 11/0/0 (for/against/abstain).

PASS

SECTION V

3. WHISTLE/HORN SIGNALS. Two long whistles blasts of a whistle or horn is the standard railroad indication to proceed forward. Three long short whistles blasts of a whistle or horn is the standard railroad indication to back up from a stopped position.

The Excursion Coordinator may designate a specific whistle/horn signal at the Safety Meeting that will be used as a warning for everyone to return to their cars and prepare for departure. Whistle/horn signals are to be originated by the Excursion Coordinator or their designee.

(These changes clarify some portions of the wording and correct the whistle/horn signal for backing up.)

Motion # 29: Approve proposed change.

Pat Coleman/Mark Springer (move/second)

Vote: 11/0/0 (for/against/abstain).

PASS

SECTION V

7. FLANGE-BEARING FROGS. These frogs may appear either in switches or in diamonds. The flange-bearing frog in a switch will have a rise in the rail head on one rail on the diverging route and present a special hazard to motorcars due to this rise and the fact that they may have a wider than usual gap for the running rail on the mainline route. The flange-bearing frog in a diamond will have a rise in the rail head on both rails on the less prevalent route and present a special hazard to motorcars due to this rise and the fact that they may have a wider than usual gap in both of the running rails on the route with the flange-bearing frogs. The purpose of these frogs is to eliminate the flange-way gap in the running rails of the primary route which reduces wear on equipment on the primary route. Motorcars must be moved very slowly over a flange-bearing frog in order to reduce the likelihood of a derailment. It is recommended that motorcars be walked over these frogs to ensure safe passage. (This addition describes a new type of frog that is now being installed in various locations on several railroads.)

Motion#30: Approve as new rule.

Pat Coleman/Warren Riccitelli (move/second)

Vote: 11/0/0 (for/against/abstain)

PASS

Meeting adjourned for lunch at 1214 by Mark Springer, President.

Meeting reconvened at 1330 hours by Mark Springer, President

JC policy issues: presented by Jim McKeel, Judicial Committee

IX. POINT SYSTEM

1. Incidents

a. Physical damage to vehicle or object:

1) Minor contact, negligible damage: 1 pt.

(Note: If the Judicial Committee believes that repair of the total physical damage incurred in the incident would not exceed \$50.00, the committee may elect at its discretion not to assess 1 point.)

2) Damage to one or more vehicles, but not disabling the vehicles from operating safely: 3 pts.

3) Disabled vehicle: 5 pts.

b. Personal injury:

1) Injury of a minor nature: 1 pt.

2) Injury requiring a doctor, or emergency room treatment: 5 pts.

3) Injury requiring hospitalization greater than 24 hours: 8 pts.

4) Catastrophic personal injury: 10 pts.

c. The Judicial Committee will determine whether an incident is Non-Chargeable, Partially Chargeable, or Wholly Chargeable, or as defined in Article I. A Non-Chargeable incident will result in no points being assessed. A Partially Chargeable incident will result in points being divided between the operator and the other party/parties, if any, based on share of responsibility for the incident. A Wholly Chargeable incident will result in assessment of points to the solely responsible operator. Consideration should be given to the operator of a motorcar rendering assistance by towing or pushing a disabled motorcar if that operator was determined to have not contributed to any incident that occurs during that process.

Motion #31 Approve proposed change.

Warren Froese/Pat Coleman (move/second)

Vote: 11/0/0 (for/against/abstain)

PASS

Directors' and Officers' Insurance coverage: Additional coverage option was presented by Tom Norman, NARCOA Insurance Administrator. Tom Norman recommends the same coverage be kept.

(Mark Springer out at 1346. Vice President, Bobby Moreman presiding in his place) (Warren Riccitelli out at 1346- 1349 hrs)

Recommendation accepted by consensus – no change in Directors' & Officers' coverage.

Rulebook Certification: Presented by Pat Coleman, Operations Committee Chairman.

Jim McKeel will write the questions for the certification test, which will be administered by Al McCracken.

(Mark Springer back at 1353 hrs, and presiding)

Excursion Coordinator Policy Proposal: presented by Mark Springer, EC committee – Temporary Chairman, as follows:

Excursion Coordinator Certification Process

Process of Certification

Any member desiring to become an Excursion Coordinator (EC) must be sponsored by a local affiliate who will also recommend a mentor for the trainee. Each member must also be approved by the local NARCOA director. The local director will refer approved trainees to the Operations chair. All trainees are required to read the NARCOA Operations Manual and other documents as defined by NARCOA. Before further training can progress the trainee must pass a written test administered by the NARCOA Operations Committee. After passing the test they become an EC in training.

Mentoring Process Guidelines

One year experience being mentored.

Variety of excursion experience

Excursion Coordinator Qualification Guidelines

Insured mentored operator for 2 years.

Active operating member during that time frame.

Mentor Qualification Guidelines

Insured Certified EC for at least 2 years.

Mentors must be a Certified EC approved by the Area Director.

Criteria for removal of EC Status

Non-Renewal of NARCOA Insurance.

Place in inactive Status.

After 2 years removal from EC list.

Failure to complete recertification requirements.

EC's will need to participate in ongoing education as defined by NARCOA.

Motion #32: Accept EC Certification Process policy proposal.

Mark Springer/Warren Froese (Move/Second)

Vote: 11/0/0 (for/against/abstain)

PASS

Motion #33: Repeal last year's action that required ECs to be tested every other year.

Warren Froese/Dave Verzi (Move/Second)

Vote of 11/0/0 (for/against/abstain)

PASS

Judicial Committee Policy (wording change): presented by Pat Coleman, Operations Chairman

Motion #34: Change Judicial Committee Policy Section 6, Item 7 and Section 3, Item 7 to say "Operations Chairman" instead of "Secretary."

Warren Froese/Dave Verzi (Move/Second)

Vote: 11/0/0 (for/against/abstain)

PASS

SETOFF production deadlines policy proposal – presented by Bernie Leadon, Communications Committee Chairman.

- 1) The SETOFF production deadline is the 15th of the month preceding the month of issue; the goal is to have the SETOFF in the hands of the membership by the first of the issue month.
- 2) The annual NARCOA Calendar production deadline is Sept. 15; the goal is to have it in the hands of the membership by Nov. 1st.
- 3) The annual Area Director election ballots production deadline is April 15; the goal is to have ballots in the hands of the membership by May 1st, mailed together with the SETOFF.
- 4) The annual Area Director election results will be provided to the SETOFF Editor by Aug. 10th, for inclusion in the Sept/Oct SETOFF issue.
- 5) The SETOFF content deadline for Area Directors who desire to publish a SETOFF column is the 10th of the month prior to a publication date.

Motion #35: Accept proposed SETOFF related policies.

Mark Springer/Warren Froese (Move/Second)

Vote: 11/0/0 (for/against/abstain)

PASS

SETOFF Issues: presented by Bernie Leadon, Communications Committee Chairman.

1) SETOFF software purchase proposal – discussion followed.

Motion #36: NARCOA to purchase and retain ownership of an extra copy of Quark software for use by Leon Sapp, Acting SETOFF Assistant Editor.

Warren Riccitelli/Pat Coleman (Move/Second)

Vote: 11/0/0 (for/against/abstain)

PASS

2) Other SETOFF issues –

PDF version of SETOFF issues are currently being e-mailed by Joel Williams, Secretary. Bernie Leadon offered seek someone to take over this task to lighten Joel's workload. The Chair directed him to do so.

Extra printed issues of the SETOFF have been stored and mailed out as back issues to new members by Joel Williams, Secretary. Greg Kightlinger, NARCOA member and printer used by NARCOA, offered take over this task and archive past issues in order to lighten Joel's workload. The Chair directed him to do so.

Proposal for electronic NARCOA data base: presented by Warren Riccitelli, Data & Roster Committee Chairman. Discussion followed. Consensus of the board was that Warren Riccitelli may proceed with development of a proof-of-concept data base at no expense to NARCOA.

(Bobby Moreman leaves meeting at 1431 hours. Quorum present.)

Boy Scout donation: No action taken.

NEW BUSINESS-

Functioning of Board of Directors: President Mark Springer asked for a consensus from the board regarding the type of items that should be dealt with between yearly meetings. Discussion followed. Consensus of board was that only voting on Judicial Committee recommendations and other high priority items be dealt with between the annual meetings. All other items/issues will be placed on the agenda for the next annual board of directors meeting.

Status of Executive Committee: clarified as inactive.

Election/Nomination Committee: needs and issues discussed. Bill Taylor & Bobby Moreman appointed to Elections/Nominations Committee by Mark Springer, President.

Director at Large Appointments: Bernie Leadon was re-appointed as Director at Large, and Margaret Hope was appointed as Director at Large by Mark Springer, President.

Affiliates: no action.

Affiliate territory issues: no action.

Excursion Coordinator of Record: clarifications by Tom Norman, Insurance Administrator, as follows:

When multiple rides are listed on a Certificate of Permission form, all possible Excursion Coordinators for those rides must be identified on the Certificate of Permission form. All Excursion Coordinators listed must be certified by NARCOA. Whenever the Excursion Coordinator of record on the Certificate of Permission form will not be available to conduct the ride, the area insurance representative should be notified as soon as possible. The name of the substitute Excursion Coordinator needs to be given so the Certificate of Permission form can be corrected.

Calipers for sale: presented by Warren Riccitelli. Stainless steel, wheel thickness calipers will be advertised in the SETOFF for sale to the NARCOA membership for the Christmas season. Engraving will be available. Warren Riccitelli and Dave Verzi will coordinate the sales. Approval given by board consensus.

Proposal for possible advertising of NARCOA: presented by Bernie Leadon, Communication Committee Chairman. Discussion followed. No action taken.

Jake awards: no action.

Increased transparency of the board – discussed. No action.

RailAmerica Corporate decision to not allow motorcar excursions: Issue presented by Mark Springer. Discussion followed. Bobby Moreman will be asked to inquire through his unofficial contact.

2009 Annual NARCOA Board of Directors meeting scheduled for –

Location:

The Sheraton Gateway Suites Hotel

6501 Mannheim Rd.

Rosemont, IL 60018

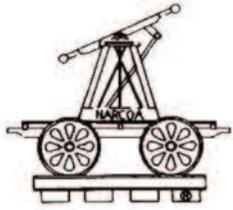
Dates: Friday, September 25 and Saturday, September 26, 2009

Time: 0800 hours

Meeting adjourned at 1602 hours by Mark Springer, President.

Respectfully submitted,

Debra Springer, Recording Secretary

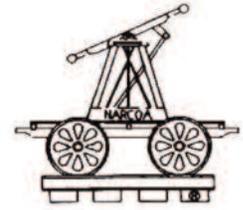


NARCOA EXCURSIONS

AS OF DECEMBER 11, 2008

Please submit all excursions and ads directly to
webmaster@narcoa.org

The SETOFF downloads directly from the website
for the most current information.



December 5- 7 and 12-14, 2008 - OR - Oregon Pacific Railroad

Dick Samuels welcomes you to a 3 day run on his Oregon Pacific Railroad on 5,6,& 7 and again on 12, 13 & 14 December 2008 to give rides to the public in conjunction with SP4449 at the OHRF 2008 Holiday Express (www.ohrf.org). There will be no run fee for this event which will be based at Oaks Park in Portland Oregon. Depending on the number of A cars we will have space for 10 -14 cars and experienced operators who wish to run one or more complete days. Cars must be fully NARCOA compliant however this is a NON-NARCOA event with insurance being provided by the railroad. For complete details of the event please contact:- Guy Howard, 94991 Toftdahl Lane, Junction City, Oregon 97448 541-998-5280 ghoward@efn.org.

December 13, 2008 - PA - 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 - \$55.00. 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: (570) 538-9050 or email firefighter5@jlink.net

December 14, 2008 – IN - Indiana Transportation Museum

The Hoosier tradition continues. Great Lakes Railcars is pleased to announce the annual Christmas run with Santa on the Indiana Transportation Museum between Noblesville, IN and Tipton, IN. Set on will be in Noblesville, IN on south 8th street at the Indiana Ductile Foundry parking lot. We will begin set on at 8:00 A.M. and depart at 9:00 A.M. Trip fee is \$35.00 which includes pizza buffet for 2 at the pizza shack in Tipton. For further information contact Andy Sargent via e-mail at andy.sargent4010@hotmail.com or call 812-591-3345 before 9:00 P.M. (small children).

December 31, 2008 & January 01, 2009 – NC Great Smoky Mountains RR

Tom Falicon would like to announce his annual NARCOA insured "SUN or ICE Run" on the Great Smoky Mountains RR in Bryson City, North Carolina. Who knows whether we'll be blasted with an ice or snow storm or if global warming will once again give us spring-like days in the mountains as we ring in the New Year running the entire GSMR line. Set-on will be in Bryson City, NC and total round trip miles for the two day event will be around 104 miles. Your sign-up fee also includes complimentary entrance for two to our now famous New Years Eve dinner extravaganza! Cost for this event is \$150.00. For a sign-up form and more info contact: EC, Tom Falicon, 1227 Sawmill Creek Rd., Bryson City, NC 28713, 828-488-8063, raildawg@gte.net

January 02, 2009 - GA - Blue Ridge Scenic Railroad

Blue Ridge, GA toward Ellijay, GA and possibly McCaysville, Ga – Approx 30 to 40 mile trip. Work day – trash pick-up, cleaning under trestles and surrounding brush. Bring Lunch and drinks. Also bring work gloves, loppers, etc. and also a lunch. NARCOA rules apply. Set on Blue Ridge at Fire Station, South of Depot, at 8:30 AM, Safety Briefing at 9:30 AM.

Do not set on until permission is given by EC. Price: No Charge For Clean-Up Help. Did I mention that you need to bring a Lunch? Coordinators: Carl Hymen (706-455-0492, Scottie Wershing (828) 644-5204, Ron Long (706) 632-9736. Email: aherron@tds.net

January 02, 2009 - GA - Blue Ridge Scenic Railroad

Blue Ridge, GA to Ellijay, GA – Approx 30 miles round trip. Supper stop in Ellijay. NARCOA rules apply. Set on Blue Ridge at Fire Station, South of Depot, at 4 PM, Safety Briefing at 5 PM. Do not set on until permission is given by EC. Price: \$5.00 per car active Blue Ridge Scenic Railroad Volunteers. All others \$10.00 per car. Coordinators: Carl Hymen (706-455-0492, Scottie Wershing (828) 644-5204, Ron Long (706) 632-9736. Email: aherron@tds.net

January 03, 2009 - GA - Blue Ridge Scenic Railroad

January 3, 2009 – Blue Ridge, GA to Ball Ground, GA - Approx 95 miles round trip. Lunch stop in Ball Ground at Two Brothers Bar-B-Que – NARCOA rules apply. Set on Blue Ridge at Fire Station, South of Depot, at 8 AM, Safety Briefing at 9 AM. Do not set on until permission is given by EC. Price: No Charge If You Rode On January 2, 2009. For New Set Ons Only — \$5.00 per car active Blue Ridge Scenic Railroad Volunteers. All others \$10.00 per car. This trip is subject to change due to GNRR work schedule. Coordinators: Carl Hymen (706-455-0492, Scottie Wershing (828) 644-5204, Ron Long (706) 632-9736. Email: aherron@tds.net

January 03 - 04, 2009 - CA - Skunk Train / Medocino RR

Motorcar Operators West is pleased to announce a two day excursion on the Skunk Train / Mendocino Railway on the weekend of January 3rd and 4th, 2009. We will depart Willits on Saturday, travel 40 miles to Fort Bragg, and stay overnight and return on Sunday. Chris Baldo will once again host a New Years celebration at Rancho Baldo, however, this year it will be on New Years Day rather than New Years Eve. This is a NARCOA insured event and all NARCOA rules apply. Spark arrestors are required. No hy-rail vehicles are allowed. Chris Baldo is the excursion coordinator. To apply send \$150 to Chris Baldo, PO Box 874, Willits CA 95490. Contact Chris if you are interested in the New Year celebration at (707) 459-2600.

January 04, 2009 - GA - Blue Ridge Scenic Railroad

Blue Ridge, GA to Mineral Bluff/McCaysville – Approx 35 miles round trip. Comfort stop only in McCaysville with an immediate return. NARCOA rules apply. There will be NO New Set Ons. Safety Briefing at 9 AM. No Charge For This Part Of Ride. Coordinators: Carl Hymen (706-455-0492, Scottie Wershing (828) 644-5204, Ron Long (706) 632-9736. Email: aherron@tds.net Gift Shop will be open before the trip departs, times will be announced later.

January 24, 2009 - OK - Kiamichi Railroad

The Oklahoma Railway Museum a NARCOA Affiliate is hosting a NARCOA Motor Car Trip on the Kiamichi Railroad on Saturday, January 24, from Antlers, OK to Paris, TX. Ride distance will be approximately 84 miles total. Set on will be at 8:00 AM in Antlers. For more information contact Drake Rice, Coordinator. drake.rice@cox.net

June 13, 2009 – MN - Harsco Track Technologies is celebrating its 100th anniversary in 2009. They are planning several events on Saturday, June 13th at the plant in Fairmont, Minnesota. Open to the public.

September 25 - 26, 2009 – IL - 2009 NARCOA Annual Meeting
Sheraton Gateway Suites, 6501 North Mannheim Road, Rosemont, IL 60018 This meeting is open to all paid NARCOA members.

Excursions Held On A Monthly or Bi-Monthly Basis

2008 season - First & Third weekends of each month - NC - Red Springs & Northern Railroad Railcar Operators of the Carolinas (ROC) invites you to ride 12.5 miles on the Red Springs & Northern Railroad in Red Springs, Located near Fayetteville, NC and 17 miles west of Lumberton /US 95 on Hwy 211. NARCOA rules are in effect. Trips are mainly on Saturday starting in Red Springs and going north to Parkton, NC and return. Cost is \$20/day or ROC membership of \$50/year. Contact person: Carey Boney - EC, 1605 Powers Road, Wallace, NC 28466. Tel: 910.285.7489 or careyboney@embarqmail.com

February 1, 2008 - January 31, 2009 - PA - Northern Central Railroad

The Northern Central Railcar Association is offering to NARCOA members, excursions on the Northern Central Railroad from New Freedom, PA to York, PA, on various dates between February 1, 2008 through January 31, 2009. Call Dean Grote - EC at 717-637-7647 for details.

2008 season - Continuous, as needed - NY - Middletown & New Jersey Railway

The Volunteer Railroaders Association (VRA) invites you to ride the remaining 7 miles on the Middletown & New Jersey Railway between Johnson, NY and Middletown, NY. Trips are held on an as needed basis to maintain a presence on the line, for fun, and motorcar testing. The line is passable but overgrown and has been out of service several years. We must contact the railroad 2 business days in advance of any planned trip day. There is no fee, but a small donation would be greatly appreciated. This is a NARCOA insured excursion, and all NARCOA rules will apply. Contact person: Christopher Vitz - EC, VRA Headquarters 80 Royal Avenue, Hawthorne, NJ 07506 or via the Volunteer Railroaders Association email address; volunteerra@yahoo.com or call 973-238-0555.

WANTED

WANTED MI - (2) Fairmont 1 15/16 " diameter differential axles, part number M22199N, (4) Cast Steel 16" X 7/8" demountable wheels, part number M21298, (1) Cast Steel 20" X 7/8" demountable wheel, part number M21383. New preferred but will consider good used. David M. Williamson, 9745 Buck Road, Freeland, MI 48623 (989) 695-6881, fairmontdave@speednetllc.com

WANTED - TX - Parts or complete engine (running or not) for a Waukesha FC-330A gasoline engine (4 cylinder). Engine specs 31/4 x 4. I am rebuilding a Fairmont A-5-C and need oversized pistons, rod and main bearings (.020). I'm located in Santa Fe, Texas. Phone: 409-925-8401, cell-409-750-2701. E-mail: altaloma@comcast.net Ralph W. Stenzel, P.O. Box 125, Santa Fe, Texas 77510

WANTED - GA - Info on ST2 Fairmont Car with belt driven transmission with chain drive rear axle. I need some pictures of parts and there location to help assemble my car. If you have a ST2 or know someone that does please contact me. William Thompson, 4062 Rockbluff Rd, Blakely, GA 39823 Phone: 229-723-8231 Fax: 229-723-2357 E-mail: cwthompson@alltel.net

FOR SALE

A-8 (Dec 05) CA - (Latest one built) Full Time 4-Wheel Drive, Disc Brakes, Factory Turn Table. Includes new Trailer, Will deliver in lower 48 states. \$35,000. Paul Zaro Cell 408-234-2172 Zarocmtrails@aol.com

RCC / Woodings - (Dec 05) NJ - Car Serial Number A-054, Series 82, marked as a CBI on the builders plate, but the car is the size of a CBL. Car has been restored. Techumseh 18 hp motor totally rebuilt. Hour meter reads 2687.8, only about 30 hours on the engine since rebuild. Alternator rebuilt, all new wiring. Series 7 transmission and rear differential in

good shape. Wheels 3/16" thickness or better, Brakes adjusted and in good shape. Frame degreased and repainted. Body has some fiberglass repair completed and painted in gray sanding primer. Some additional small screw holes need filling. Canvas windscreens for the doors but also have the original wood doors that can be used as a pattern. Rear window glass is new, front glass is in good shape, side glass is older plexiglass and could use replacing. A Woodings and Tecumseh Engine Manual will go with the car, as well as flags, and small tool box with various parts. \$3,500.00 Prefer to be contacted via email but OK by phone after 7pm EST. Christopher Vitz; Butler, New Jersey 07405, Phone 973-283-9064 email: cvitz@hotmail.com

M-19 (Nov 28) CO - RO-C engine. 95% complete, this open (no cab) M-19 is completely disassembled with many parts bead/sand blasted and ready for paint and assembly. Car includes extra fenders, extra floor pans, extra engine tunnel sides, extra partial frame, and Fairmont yellow and gloss black epoxy paint. Disassembled engine comes with new rings, stud bolts, and gasket set. Priced at \$1750, this car is located in Pueblo, Colorado. Contact Doug Summer by email at drwg478@msn.com or at (719) 545-9752.

Kalamazoo Model 27AWF (Nov 26) WA - open gang car. Former US Army, MILW RR (Kyle Railroad) car mfg. 1952. 4 wheel drive, 4 cyl. Hercules engine 40 hp, 4 speed trans with full reversing diff. Comes with a Fairmont portable turntable for easy handling and lots of extra parts and service manuals. \$3500 B.J. King 206-910-4773 Kent, WA zoocars@yahoo.com

MT14 (Nov 19) CA - Motor Car with 4 comfortable seats/seat belts/radio/intercom with 4 headsets. car body extended one foot for leg room. Les King electric turntable. New wheels/carburetor/windshield wiper motors/battery/chain in 07. Narcoa ready. Ex UP. MOW 3 week trip in 08 with no problems. Custom trailer included with quick tie downs. Price \$8,500. Bill McNab 510-524-8257 S.F. Bay area.

A-4 Five passenger gang car. (Nov 19) AZ - CN speeder this car was rebuilt from the ground up and has been on mega runs in British Columbia and Mexico. Features of the car include; overhead cam Ford industrial engine, hot water heat, 5 spring shock seats, aluminum diamond plate floor panels, large aluminum diamond plate trunk luggage box, and 18 gallon aluminum gas tank. Although the car is in excellent running condition it needs a new starter ring gear and side curtains. \$7,000 OBO, delivery possible. Serious inquiries please. Dave Myers 928-380-7056

A-4D Narrow Gauge Five passenger gang car. (Nov 19) AZ Here is a rare opportunity to own a piece of NG speeder history. Ideal for partnerships or clubs this car has appeared on the pages of magazines and calendars for years. It was professionally rebuilt from the wheels up and is ready to use. Features of the car include; overhead cam Ford industrial engine, hot water heat, jack operating turn table (rarely needed), 5 spring shock seats, easy access grease fittings, locking tool boxes, and 18 gallon aluminum no rust gas tank. Serious inquiries please, more pics available. \$19,500, delivery possible. Dave Myers 928-380-7056

MT-14 (Nov 17) GA - With Onan Engine. Has new curtains. Narcoa ready and has made several runs this year. This car is in great shape. Also included a 2008, 6 X 12 utility trailer with new trailer tires and 2500 pound mile marker electric winch. Complete package for \$7000.00. Contact William Thompson, Blakely GA 229-723-8231 E-mail: cwthompson@alltel.net

M-9-G-1-2 (Nov 07) WA - Built 7-12-48 for the CRI&P. ROC engine set up to run using buzz coil. Car is not running at this time. 12 volt system. Car has top and front with broken glass. Car has never been in NARCOA. Have history card. Location of the car is 30 miles North of Seattle, sitting next to the Sumas Div. of the N.P. ROW., in Snohomish. \$2000. 360: 568-5424 Bruce Ferguson

M-19 with 7000 lb. capacity two axle trailer (Nov 04) NJ - It is 1946 car NARCOA compliant. The car is still original 6 volt, new wiring with fuse block. \$5,000 for both. Frank H. Conlon FC712@aol.com

Forest River 7' x 10' box trailer (Nov 04) CO – 2007 model for MT-14 and MT-19 sized cars. Includes narrow and standard gauge rail system, 3700 lb. Warn winch with on board deep cycle battery, and shelf in front. Features interior and exterior loading lights, single axle with brakes, drop down rear door, side door, and 2 5/16" Bulldog ball hitch. Trailer is located in Pueblo, Colorado and is available for \$5,000.00. Contact Doug Summer at (719) 545-9752 or drwg478@msn.com.

MT-19A and trailer (Nov 02) WI - fresh paint, cab-off restoration, Onan CCKB engine, EX: Soo Line car from Thief River Falls, MN, new in Aug. 1970. New tires on trailer. NARCOA compliant. Photos available on request. \$5,500 for car and trailer. Ed Wagner Madison, WI Phone: 608-244-3349 or 608-770-2388. E-mail: ab9fn@hotmail.com

M9-G and Trailer (Oct 22) KS - This a 1952 spring suspension speeder, 1 cylinder, 2 cycle engine. Restored with windshield wiper motors, side/rear curtains, wheels, brakes, seats, large muffler, trailer with electric winch & battery, spare tire, travel/storage cover, custom front storage boxes, electric control panel, AM/FM radio/cassette player; 50W VHF transceiver; volt meter; engine hour meter (now at 101 hours); fuel gauge; two stereo headsets with microphones for the intercom, radio, and transceiver; stereo speakers; variable air horn control; fuse panel; front storage door open warning light; and two 12V accessory sockets. I will gladly email anyone a DETAILED and PICTURE LADEN document about what you get and need to know about this car (44 photos including electrical diagram); email me to download the 3MB pdf document. Price \$6000, car and trailer located in Wichita, Kansas. William Kinney, wkinney@cox.net, 316-744-3565.

MT-19 (Oct 21) CA - Ex Pumpkin with an all new Tomah MT 14 cab. All new glass, insulation etc. New Multiple channel Kenwood commercial radio with all of the published R.R. channels. Les King axle and sprocket, idlers with O ring chain (no oiling), complete rebuild of Onan CCKB (std. bore & std. crank) with less than two thousand miles. Large brake shoes, S2, new Les King seats. Transmission seals - input and shift rails. Hydraulic turntable. All in excellent shape. Can be seen on the Santa Maria run 11/1 and 11/2. \$10,000 with trailer including spare parts. Located central coast Calif., San Luis Obispo area. 805-528-5304 bevroy@sbcglobal.net.

MT-19A (Oct 14) OR - Aluminum cab w/doors and B48G motor, runs very well, includes Fairmont 4ft. trailer with tow bar. Working lights, stoplights, running lights, strobe light and remote operated spot light. New brakes, wheels (on car) and idler pulley and clutch pedal lowering kit. Safety belts, seats in like new condition. Set up for Speed-O, heat Gauge, has fuel gauge, wipers and heater (needs repair), factory turntable with alarm, spark arrester and paints o.k.. NARCOA ready. The car is in Dallas, Oregon, asking \$5,000 U-Haul. Contact Walt Baldrige (503) 623-2475

Kalamazoo 56ON - (Oct 14) IA - I have a partial Zoo 56ON... very similar in size to a Fairmont MT-14. It has 14 wheels, a partial Onan engine (its stuck I'm sure), a good transmission, clutch, chain, and a pretty good body. No rust out on the cab. Curtain rods are still there as well. Good place to start or a really good parts car. \$1500 or best reasonable offer. Bryan Shupe (641) 425-9191

CPR A5 (Oct 10) ON - Must sell - NARCOA ready A5. Ex CPR car complete with all CPR service records. Removed from service in 2001. 4 cyl Isuzu diesel with 4 speed standard transmission. Runs superbly. Working lights, spot lights, brake lights, strobe. Like new wheels, New brake shoes. Running boards. More photos available on request. \$4500 Neg. Contact: Mike Gravel, 744 Pinewood RD, North Bay Phone: 705-475-9787 E-Mail: cantrak@hotmail.com

MT-14 Frame. (Oct 08) WA - Ex-CN. The frame is bare without axles, wheels, brakes, cab, lift handles, motor, transmission or any electrics. The sweeps, control levers and brake rod are there. It is in typical shape from being stored outdoors. The floor pans are rusted through but the rest of the steel is ok. Email or call for pictures or more information. Located in Everett, WA. Make an offer. Contact Giles Sydnor by email tracyandgiles@gmail.com or call (425) 829-7823.

M-19 with trailer. (Oct 08) PA - Ex CN #3700-83, older restoration, runs good, last run in 2004, garage kept, asking \$5,000 or best offer. I can email other pictures, just ask. Contact Dennis Brubaker at (717) 665-9607 or dbjm@dejazzd.com.

CR-7 (Oct 01) CA - (M14) I bought this car in 2002 it has been kept under wraps since that time. It runs very strong and I just rebuilt the timer. It has a new alternator. The floor pans have significant rust and are bent from heavy RR use (no holes however). I have new pans cut and holes punched which are included. It is NARCOA ready and fun to operate. This car was from the Canadian Pacific Railroad and believed to be in service at Castlegar, B.C. Canada. (The lift handles were shipped there as evidence by the shipping instructions). Additional photos upon request. Asking \$2000 obo. Contact Malcolm Frost by email mfrost@aegispacific.com or call (530) 305-2145

MT-14, (Sep 24) IL - NARCOA ready. 1975 Frisco car from Springfield, MO, original Fairmont and Onan parts manuals. The car was completely disassembled, sand blasted and then assembled with new plated or stainless hardware. Three coats of Federal yellow and new stainless steel panels. The aluminum roof painted to match the stainless, Les King eight gal. tank new sediment bowl and fuel line. The wheels two years old and less than 500 miles on them, new Les King turntable, remote controlled. Car was restored 2006, call or email for details of refurbishing. There is a Motorola Maxtrac 128 channel radio programmed with 99 ARA, 7 weather and Narcoa frequencies, 4 station intercom, 2 noise cancelling headsets and may be activated by VOX or P.T.T switches. The four seats are from Northern Tool. Forward seats have an adjustable suspension. Adjustable speed wipers, Hella headlight and Les King ditch lights. The ditch and LED brake lights can wig wag if desired. New canvas in early 2006. 100% new wiring and both the starter and alt. where rebuilt. Wolo Silver Streak dual air horns with an instant on compressor, chrome plated W.L.Jenkins bell. The car performs well and is extremely reliable. \$16,000 Lee Harris 815-455-9064 or email- w9vtc@aol.com

M-19B, (Sep 22) TN - S/N 57588 EX NW 6152. ROC engine. No coil. All original as from RR. Lift bars, front tool boxes, all glass good. No dents except back fenders. Sweeps, small side bell (not original), wiper motors, arms and blades, gas tank. Plywood seat and engine cover. Original manual with reproduction engine service instructions. Last ran several years ago. Always garaged. Added tow hitches, stop light and small wiring repairs. Will deliver up to 100 miles from Cookeville TN. \$3000. Getting too old to play with. Donald Schneider - Email: railcar@rocketmail.com Large pictures can be viewed at: <http://s379.photobucket.com/albums/oo238/mdneyman/railcar/>

Old motor cars, hand car, ROC engine: (Sep 20) CA - Mudge, approx. 1917, ex United Fruit, engine turns, good compression, direct drive, all wood with outrigger/tool tray, needs total restoration, \$2500. Early '50s Northwestern, ex Army car, from Oakland, CA, still in Army green paint (poor condition) with tags, runs great, needs crank seals on Briggs engine, all original, about the size of an M-9, uses M-9 size wheels, \$4000. Mid '30's Kalamazoo, all wood including wheels, ex Western Union, has property tag, crossbar holder for telegraph jobs, complete with cross bar, all original, runs, \$4500. Fairmont MM-19, from "River Runs Through It" area of MT, interesting history, sliding base, magneto engine, torpedo

NARCOA does not guarantee, certify or warrant that any mechanical equipment, modification, solution or device described in articles or advertisements in The SETOFF are safe or suitable for any members' needs or purposes. Technical articles are provided for members' consideration only. Readers are advised to do their own due diligence to determine the safety and suitability of any such equipment, modification, solution, or device for their purposes, and are advised to seek outside expert advice.

proof wheels, original, needs restoration, engine turns, \$3000. Sheffield hand car from Hudson Bay Railroad, new wood, about 90% original metal parts including 4 large matching wheels, with one spare, foot gong, runs great if you have someone young on board, \$8500. Complete ROC engine, rr rebuild, never run, complete with 6v generator, no carb. \$900, with carb core \$1000. Steel rail: about 20 lb rail, in 15 ft sticks, one switch, 2" high, 2" wide at base, 1" wide at top, perfect for your private motor car rr, about 1000 feet of rail, \$1500. All located halfway between LA and SF in CA. Contact Ron Zammit, rzammit@gmail.com, 805-489-5724. EMAIL ADDRESS CORRECTED 09/26

A-4 motorcar (Sep 19) BC - 1984 CP.Rail 4 Cyl Ford engine, new floor boards, wheels, brakes, also has been repainted and looks new, Has new turntable, needs front windows. One of the last Canadian cars used by Canadian Pacific. The car is still stored in a speeder shed on Canadian Pacific property! So you would be the first private owner to own it. Have all paperwork with car, and selling it on there behalf. E-mail for photos. Steven Rigby Phone: 1-250-367-7348 \$3500. OBO E-Mail Blhedges@telus.net or kvrspedder@yahoo.ca

MT-14 Tomah cab (Sep 14) CA - Needs restoration - Original Milwaukee Road Tomah Shops built cab, not a replica, brand new aluminum peaked roof including gutters. I did dis-assemble the cab to begin restoration. Left panel on front end needs replacing. Diamond plate steel running boards require straightening and body panel have 1/4" holes where window openings were covered with plywood. Hinges on doors need replacement. I have not started engine. With car is new 10 gal SS gas tank and new A car brake shoes and liners. Price is \$3,250.00 as is where is. Price is firm. Free delivery within 50 miles. Pat Coleman, 1989 Robin Ridge Ct - Walnut Creek, CA 94597, Phone: 925-979-1030, Fax:925-979-1609 E-Mail: patcoleman@astound.net

Parts (Sep 08) IL 3 A-3 reversing rear axles 2/w hubs, bearings, collars \$1000.00 to \$1500.00 each. 2 ICK engines w/ 4-speed transmissions, fly wheels, clutch et/al 1000.00 to \$2000.00 each. These engines are "NOT" froze nor are the transmissions. As a package this would be \$5000.00 to \$8500. On sale now for only \$2000.00 as is where is. Ask questions. Harold L. Moore - Springfield Illinois. gmoitc@warppnet.net

MT-14 (Sep 08) ON. Ex. Ontario Northland Car #41-1831. Good CCKB, Working hydraulic Turntable with Manual lock and handpump. Needs fuel tank. More photos on request. \$2200US. Delivery could be arranged for added cost. Located in North Bay, Ontario. Contact: Mike Gravel cantrak@hotmail.com 705-475-9787

MT-19 front without glass. (Sep 04) GA - Front is used but in good condition and includes the "grab" bars. The front is priced at \$500.00. Will not charge for crate to ship in. Also have two MT19 used floor panels that I will include no charge. Email me with any questions. Kevin Sprayberry csxt5555@yahoo.com

Motorcars (Aug 20) FL - For the sake of time and space I'm selling off some of my motorcars. They are all in need of different degrees of restoration and I will consider any offers. They are as follows: -Velocipede \$350.

MT-19 w/ Onan engine (good compression), no cab, runs, \$1500. NC&StL A3 w/ waukesha 4 cylinder, cab, \$1500. SCL M-19 no cab (2), \$1500 each. S-2 (disassembled), \$800. Honda 50 rail bike, \$1000. Maine Central M-19 w/cab nearly fully restored, \$2000. ACL M-19 drilled steel frame (no cab) \$800. Don't hesitate to email me with any questions. Contact: Wes Coscia, 17648 Pine Knoll Dr. Dade City, FL. 33523 Phone: 813-927-5021 Fax:352-518-8092 rwcoscia@gmail.com

MT-19 (Aug 13) WA - Speeder for sale with trailer, Car runs great has first aid kit, fire extinguisher, roof becon, head lights, brake light, Fairmont turntable and a spair brand new clutch. The car DOES NOT have a bell on it any more, sorry.. I am asking \$5,000 US The car is located in Washington State. Contact Ryan Handel slwhistler2004@yahoo.com

Push Cart (Aug 12) WA - - Heavy Duty Steel frame, with wood decking. Makes it light weight to be pulled with smaller cars. It can haul a bundle of ties with ease. Tie debris not included. \$650 obo. Will travel up to 4 hours in any direction to meet you. Ron Tessier, Puyallup, WA 253-732-8424 rontessier@centurytel.net

SUPPLIERS

If you are a supplier of motorcar parts or services, and wish to be included here, please contact setoff@ix.netcom.com. No endorsement is made of the products, services, or vendors. All listings are for members' consideration only, and are at the discretion of the Editor.

Atlantic Rail Cars / Warren Riccitelli, warren.riccitelli@verizon.net 39 Jacksonia Drive, North Providence, RI 02911 phone: (401) 232-0992 Fax: (401) 231-7073. Brake Shoes, brake liners, and brake parts for most cars.

Carey Boney, careyboney@embarqmail.com or 1605 Powers Road, Wallace, N C 28466 phone (910) 285-7489. Engine & Carburetor gaskets - RKB Twin engine set.

Brown Railroad Equipment / Dan Brown, www.brownrr.com. 4 Amer-sham Court, Glen Carbon, IL 62034. (618) 797-5484. The entire remaining Fairmont factory inventory of motorcar parts was bought by Brown when Fairmont stopped making speeders in the early 1990's. Web site has NOS inventory look up by part number. Over 200 cars for sale.

Railroad Motor Car Resource Library / Doug Cummins, rrstuff@hawaii-host.us 1146 W. 27th St. Independence, MO 64052-3222. Library of rail motorcar manuals, performance sheets, parts lists, maintenance instructions.

Fredericksburg Shops, fredshops@earthlink.net or leskingmotorcars.com or 209 Creamery Rd., Fredericksburg, Ohio 44627, phone: 330-465-0713 2PM-6PM EST. Newly manufactured motor car parts and accessories. Many original producers identified, and their parts are again for sale. Shop also does car repair. Formerly Les King & Company.

Tom Phair tom@phairst.net phone (925) 820-4159. Complete line of the David Clark Company Intercom systems and railroad type Motorola Radios; new double chain sprocket kits, inventory of NOS Fairmont parts. Some motorcars for sale.

NARCOA COMPANY STORE



Wheel Inspection Tools -The clear plastic wheel profile is necessary to determine if the wheel is flat, thin in the flange area, or has wear between the flange and the flat section of the tread. Use the wheel profile as your first step in diagnosing "hunting" on the rails. Use two of the clear plastic wheel profiles to determine track gauge. The stainless steel caliper is necessary to determine if you have the required 1/8" minimum wheel thickness. One plastic wheel profile is \$11 including s/h. Two plastic profiles are \$17 including s/h. Stainless steel wheel calipers with laser printing (they'll outlast your grandson!) are \$30 each including s/h. One plastic profile and one stainless steel wheel caliper go for \$35 including s/h. Two plastic profiles and one stainless steel wheel caliper caliper are the best combination for \$40 including s/h. The calipers have a bold mark at the 1/8" minimum. Make your check payable to NARCOA, and mail to Warren Riccitelli, 39 Jacksonia Drive, North Providence, RI 02911 E-mail questions to: warren.riccitelli@verizon.net

Profits from Company Store sales go to NARCOA.



**VOLUNTEER
RAILROADERS
ASSOCIATION
A CLUB AFFILIATE
IN NEW JERSEY
By
CRAIG W. HARTMAN
PRESIDENT**

I would like to introduce you to the Volunteer Railroaders Association (VRA), a 501c3 Corporation and affiliate to NARCOA. Our group was formed 1993 to serve as a volunteer base of car hosts for New York, Susquehanna & Western Railway (NYS&W) steam program. The association operates out of the Historic Hawthorne, New Jersey Train Station, which we lease from the NYS&W.

Over the last 15 years the group has gotten involved in everything from historic preservation, to assisting railroads with MOW work, to running Santa Clause and Easter Bunny trains, to everyone's all time favorite, operating motorcars excursions. The VRA also owns, and rents out to its members, several NARCOA compliant motorcars. The VRA has turned an A5 into a "Brush Hog", and is in the process of doing a wheels up restoration of a Lehigh



Photo by KC Smith

VRA motorcars pause for a rest stop at Bair's Farm in Warwick, NY on the Southern Division of the NYS&W on October 18, 2008.

& New England Sheffield 40B motorcar.

For the past nine years we have operated successful NARCOA excursions in New York, New Jersey, Pennsylvania, and West Virginia. We are working on plans to add a couple more runs to our itinerary next year. In addition, our goal is to add some new "side trip trackage" to our already interesting events.

One of the things that make VRA trips different from others is our famous "teams of flaggers," which are especially helpful on the Southern Division trip in NJ. These teams "leap frog" to the many crossings along the route to protect them as the consist quickly and safely passes through the crossing. The mileage obtained through their help is truly incredible given this trip's location, for without them, we would be lucky to do half the mileage each day. This year's trip included tuning on the only operating turntable in northern NJ, as well as a walk from the end of track up to the tunnel that once served the railroad as it passed through the Palisades. It was absolutely beautiful.

Speaking of set-ons, we take pride in

finding large areas that typically make the task of setting on and off a breeze. The areas often allow participants to get loaded up quickly and on their way home due to the coordinated efforts of the volunteers. The Southern Division run offers the largest set-on facility, with room for 20+ cars to set-on at once in a paved yard. If you have missed this ride in the past, you have missed one of the best!

In recent years we have added our now famous Saturday evening Hobo Party at my home, not far from the set-on. Beef stew, chili, eggplant Parmesan and more are served to the many participants that attend, and a great time is had by all.

If you care for more information on Volunteer Railroaders Association activities and future trips, please visit our web site at www.vratrips.org or e-mail vratrips@yahoo.com, and we will be glad to let you know what is going on. You may also contact me at hartindinc@aol.com.

The Volunteer Railroaders Association truly lives up to its slogan "So close to railroading, only the paycheck is missing!"

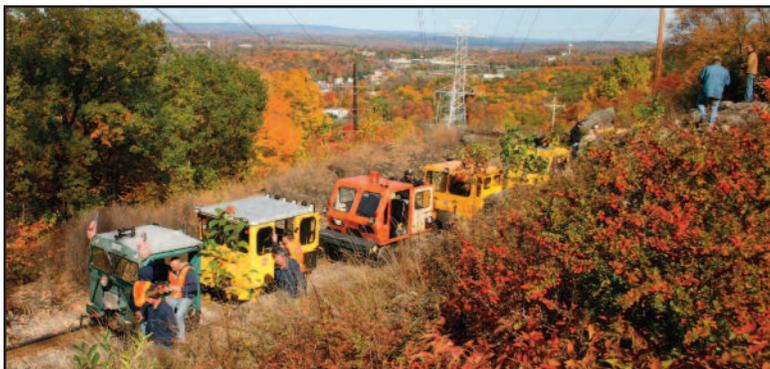


Photo by KC Smith

VRA cars stop for a photo at High Point, NJ. This spot, on the Southern Division of the NYS&W, is the highest point on the rails in New Jersey.



Photo by Shirley Hartman

Working on the VRA club owned Sheffield 40B. Left to right: KC Smith, Charlie Roselius, Craig W. Hartman, Dick Ray, Larry Ten Hoeve.