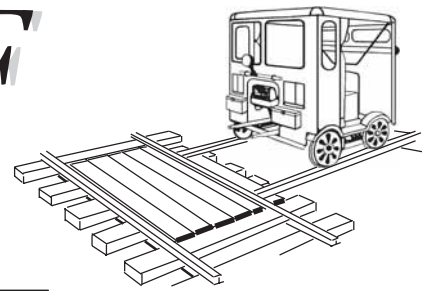


The *SETOFF*



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

March/April 2006, Volume 20 - No. 2



Crossing a Trestle on the Great Smoky Mountain Roalroad, December, 2005  
Photo by Alan Wilber

CONTENTS

President's Message ..... 2      Great Smoky Mountain Run ..... 12
Letters To The Editor ..... 4      Indiana Transportation Museum ..... 14
Insurance Update ..... 5      Paws On The Rails ..... 16
From The Director's Desk ..... 6      Speed Table for Speeders ..... 17
Safety Comments: Cause and Effect: ..... 9      Classified Ads ..... 18
Canadian Rail - Kinghorn Adventure ..... 10      Excursions ..... 21

Please submit materials  
for the May/June issue of  
The **SETOFF**  
by April 15  
as follows:

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

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## President's Message

As winter begins to blow itself out and plans begin to gel for a new season of running take some time to check out your motorcars and hy-rails. The new gasoline's' tend to take their toll on fuel systems. If you did not drain fuel at the end of the 2005 season or add stabilizer you might want to drain now and replace with fresh gasoline before first run. Also time to check wheel condition, chain condition and tension, look at electrical system and generally make sure the motorcar is ready to function safely.



By now, we hope that all of you have completed the Operator's test. If you need another copy of test please contact Al McCracken for a replacement. His contact information is listed in *The Setoff*. Al informs me that as of February 18<sup>th</sup>. Approximately 800 have taken the test with a 99.99% pass rate. Still a fair number of folks to take the test before insurance renewal on May 1, 2006. A very big Thank You to Al McCracken for all he does for our hobby. He also manages the Jake Jacobsen award pin production and distribution to our railroad friends in ASLRRRA. Also wish to Thank Bo and Joyce Johansen for assisting Al in the grading of tests.

Speaking of insurance be aware that the 2006 policy will be a nine month policy running from May 1, 2006 to January 31, 2007. We are going back to that timing to provide a better management situation for Tom Norman. Tom has completed his negotiations with various brokers and I believe as of this writing that we are now back to a railroad form policy with more complete coverage. Look for Tom's article in this issue. United Shortline will continue to provide property damage protection for us. You are required to carry public liability insurance to operate. The Property Damage insurance is to cover your motorcar and is an option.

I am hearing more about home built motorcars. Truly wish I had the time, talent and materials to build one. When planning and constructing one of these cars please take a few minutes to read the Custom Built and Highly Modified Motorcar Guidelines at <http://www.narcoa.org/docs/governance/custombuiltv1.5.pdf>. Also review the rulebook and inspection forms to see if you are complying with common practice and good judgment in your design. An Excursion Coordinator has the right to not allow you to run if they do not like, understand or agree with your design or custom features. This is an action not taken lightly by any Excursion Coordinator, but can and has happened.

The Annual Meeting is scheduled for September 29-30, 2006 at The Wyndham Hotel at Chicago's O'Hare Airport. All members are invited to attend. The meetings are held between 9:00 a.m. - 5:00 p.m. both days. Please contact your Area Representative if you are coming so we can have an appropriate amount of space for all attendees.

Best regards and safe running,

C. Patrick (Pat) Coleman, President





## Letters To The Editor



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

setoff@juno.com

Please put LETTERS in the subject line.

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

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**REMINDER:** To submit photos and articles electronically, please reduce the size (from megabytes to no larger than 600 kilobytes). My old country phone lines will not handle big files.

**ALTERNATIVE:** Burn a CD and snail-mail to:

Charlene Morvay  
17825 Route 8  
Union City, PA 16438



Virgil Kuhn and I spent all day Saturday, August 27, with three speeders at the first Annual Xenia RailFest. Xenia Ohio was once blessed with more than five different railroads entering and leaving the city, and was host to at least two turntables and round houses. Unfortunately, ALL rails were removed years ago with the main east/west and north/south lines converted to bike paths, earning Xenia the self-proclaimed title of "Bike Capital of the Midwest".

Anyway, Virgil (a veteran of 44 years in the railroad industry) brought his 1956 M-9 up from Beaver Ohio and I made two trips to Xenia (fortunately, only eight miles from home) to take my CN MT-19A and CP A-4. We had them set out in the middle of Main Street in front of the county court house for nearly 13 hours and entertained more kids and old folks than I care to remember. The kids had no idea what these things were, but they sure liked the switches, buttons, and levers. They also loved Virgil's air horn and seemed fascinated by my A-4's independently controlled front and back windshield wipers.

The older folks told us all about the old rails that used to run in and out of Xenia, including the main line that went right down the middle of Detroit Street, the main drag north and south. I came away with a new appreciation of the rail history of this now sleepy little town. It was a pretty successful festival and the sponsors are looking forward to an even bigger event next year.

I got in two blocks of "rail miles" in my MT-19A as I "bootlegged" down to the end of the block and back again after the crowds had thinned out some. I don't think the little lines in the pavement will be noticeable for very long!

Virgil and I got invited to two other (static) activities coming up in the area, as well as a standing invite to next year's RailFest event.

Who says we have to have rails to enjoy our speeders?

Roger Hoffman, Ohio

CN MT-19A, 134-64

CP A-4, 4700-84



## **NARCOA INSURANCE for 2006**

by Tom Norman, NARCOA Insurance Administrator

I'm pleased to report that NARCOA has received two proposals for insurance for the new policy year. Current liability insurance expires 5/01/06. I'm writing this article on the cut off date for submissions to *The Setoff*, and the NARCOA board is currently reviewing the pros and cons of each proposal. Unfortunately I can't confirm which proposal will be accepted. However I believe that a decision is coming shortly and I'm expecting that by the time you are reading this, the insurance applications will have been printed and inserted in this issue. If not, we will make a special mailing of insurance applications to all members.

I can give you some information about the two proposals. One is from Valley Oaks Insurance. They handle our current policy and provide a good Commercial General Liability policy from Admiral and James River. However it eliminated the personal liability policy we used to have on each member for railcar liability outside NARCOA excursions. Valley Oaks proposes to extend their current program. The second proposal is from Empire Insurance Services and is a railroad liability policy through Essex with both personal and association liability coverage, similar to coverage in previous years. Needless to say, the board needs to review details of both proposals before a decision can be made.

Our normal insurance policy year of February 1<sup>st</sup> to February 1<sup>st</sup> was changed to May 1<sup>st</sup> to May 1<sup>st</sup> last year, as we could not get insurance in place until May 1<sup>st</sup>. Both current proposals will be for a nine-month policy year to get us back on the February 1<sup>st</sup> schedule. The May 1<sup>st</sup> policy year presents a problem in that you need to have two different insurance policies if an excursion occurred April 30<sup>th</sup> and May 1<sup>st</sup>. I've always preferred the February 1<sup>st</sup> schedule as it allows excursions to run over the Christmas and New Year holidays, without needing to have purchased new insurance. Also excursions seem to slow down in January and February, and it is a slow time for me so that I can process insurance applications.

I'm expecting the premium for this policy year to be around \$100. Remember that this is for a nine-month policy year. When we are back on a full twelve-month year the premium will go up, and will be similar to previous years.

Many NARCOA members buy optional (not required by NARCOA) insurance to cover physical damage coverage on their motorcars. This insurance has been provided by United Shortline Insurance Services. They will continue to offer this insurance directly to NARCOA members. The policy year is 3/31/06 through 3/31/07. The premium did not change from last year. There are three levels of motorcar valuation - up to \$5,000, \$5,001 to \$10,000, and \$10,001 to \$20,000 for a premium of \$55, \$110, and \$165 respectively. A \$500 deductible applies per car. Applications will be taken through 4/14/06. A minimum of 120 motorcars must be insured before the physical damage coverage will be written. NARCOA has met that requirement the last three years. United Shortline will mail applications to members that currently participate in this insurance program.

Additional application forms can be downloaded from NARCOA's website at [www.narcoa.org](http://www.narcoa.org) or may be obtained from the Area Insurance Reps listed below:

**Hank Brown, 622 Oak Street, Cottage Grove, WI 53527 Phone: (608) 839-4939**  
Illinois, Indiana, Iowa, Kentucky, Manitoba, Michigan, Minnesota, Ohio, Ontario, and Wisconsin.

**Jim McKeel, 9742 Yosemite Court, Wichita, KS 67215 Phone: (316) 721-4378**  
Arkansas, Kansas, Louisiana, Missouri, Nebraska, Oklahoma, and Texas.

**Tom Norman, 1047 Terrace View Drive, Alberton, MT 59820 Phone: (406) 722-3012**  
Alaska, Alberta, British Columbia, Idaho, Montana, North Dakota, Oregon, Saskatchewan, South Dakota, Washington, and Wyoming.

**Doug Stivers, 1544 Fuchsia Drive, San Jose, CA 95125 Phone: (408) 269-5547**  
Arizona, California, Colorado, Hawaii, Nevada, New Mexico, and Utah.

**Tom Falicon, 1227 Sawmill Creek Rd, Bryson City, NC 28713 Phone: (828) 488-8063**  
Alabama, Florida, Georgia, Mississippi, North Carolina, South Carolina, and Tennessee.

**Dick Wilhelm, PO Box 209, Bearsville, NY 12409 Phone: (845) 679-2870**  
Connecticut, Delaware, Maine, Maryland, Massachusetts, Newfoundland, New Brunswick, New Hampshire, New Jersey, New York, Nova Scotia, Pennsylvania, Prince Edward Island, Rhode Island, Vermont, Virginia, and West Virginia



## ***From The Director's Desk***

### **Area 3 (IN, Lower MI, OH)**

by Bruce Carpenter

Hi to all the Area 3 folks!

Well the 2006 season has officially started. Take the time to service and inspect your cars now. Over the winter I disassembled my next project car, a C&O M9 from North Judson, Indiana. I've also been catching up on my model railroading in the spare time and the CTC system is almost done!

You should have all received your new NARCOA Rule Book test by now and hopefully most of you returned it. Yes, **WE** all are required to take the test, regardless of when you may have taken it last. Please get them in early so you don't miss out on any excursions or insurance renewal. Insurance does not sound like it will be an issue this year, as it was last year. Tom is working to get the start date back to the beginning of our season for 2007. **The one rule change we all need to be aware of is the replacement of quick release retaining type pins on brake and running gear.** Basically, if you have anything other than original type cotter pins installed, they must be replaced. Pins with quick release rings and other variants are not acceptable. An incident occurred last season where an operators pant leg inadvertently caught the quick disconnect ring and the pin fell out of the brake rigging, rendering half the braking system useless. No one was injured, but you sure wouldn't want this to happen while descending Cumbres Pass!

The Great Lake Railcars have had their annual meeting and are putting together another busy year of excursions. Ohio Valley Railcar's annual meeting is scheduled for March 19<sup>th</sup> and the OVR operating schedule will be posting shortly thereafter. The OVR meeting will be held at the Mad River RR Museum in Bellevue, Ohio. All are welcome to attend. Mike Ford is also offering a great line up as well, including a first time run on the Huron and Eastern in Michigan. Please check out both websites often, via NARCOA's affiliate link section.

It's NARCOA election time again and I hope that I have proven to be worthy as your Area Representative for the past two years. I have fielded many issues from our area membership and all issues were resolved in one form or another. I enjoy being on the NARCOA Board Of Directors and look forward to serving you for another two years. Any support you can offer will be much appreciated. Thanks in advance.

Have a safe day!



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

by Tom Falicon  
Area 4 Director

Boy, oh boy, if your January weather was anything like ours . . . it sure was an amazing month! Then we got slapped back to winter reality in February! On a return trip from New Jersey, I spent fifteen hours on the snowy interstates trying my darndest to stay slightly ahead of that February blizzard/noreaster. Then, two days later, I was working hard to stay a few miles ahead of a freight train as my inspection hy-rail climbed a five percent grade of rail made invisible by many inches of snow over the tread of the rail. OK, that's enough snow . . . I'm ready for sunshine and springtime!

One event that benefitted from that mild January weather was our annual New Year's Run on the Great Smoky Mountains Railroad, Bryson City, NC. Our usual crowd of motorcar friends traveled from all parts of the country to enjoy two fun-filled days of mountain railroading. We roamed around the wreck site from the movie *The Fugitive* and then explored indian caves along the right-of-way. We even discovered that if an A-car turntable problem arises at a turn-around point, the hy-rail is equipped with a cutting torch and I'm not afraid to use it! A good time was had by all, and we hope to see many more of you on the GSMR in 2006.

It looks as if our Area 4 email information network is up and running! I appreciate you guys working with me to bring this thing together by helping to find missing email addresses and also by volunteering to share information with Area 4 members that do not have email capabilities. I'm not going to bother you guys by emailing you monthly with useless drivel (sort of like my column this month), but when there is the need to get you NARCOA information fast . . . we are networked together and you will be informed first!!! Good job guys; thanks!

Tom Norman has done another tremendous job getting our group a great insurance policy for our upcoming season. We all owe him a debt of gratitude for the extensive amount of time and effort he put into securing our new policy. The ultimate way we can thank him is by all of us operating as safely as possible this year and not even having to bother our insurance agency until it is time to renew our policy for 2007.

Although it is still early in the year, I have already been sending out some NARCOA RR Certificate Of Permission forms to Excursion Coordinators in our region. We're going to have some nice runs in our part of the country this year. If I can help you EC's in anyway . . . just give me a call or email.

Have fun and run safely!



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

Spring is here (or soon will be) and I hope you and your motorcars are ready.

When loading your motorcar for that first excursion don't forget to take along your current NARCOA rule book, approved operators certificate and valid insurance card. If you are forgetful and have more than one car you might want to make clear legible copies and put one in each car. We had a member drive quite a ways only to be denied permission to operate because of no papers.

As we are getting more into the computer age, there are two items coming up for discussion at the annual board meeting that will be of interest to you. It has been brought up that perhaps the Setoff should go on line and drop sending out hard copies. Rosters have not been printed for several years, they are available on line. I like to be able to carry mine with me on trips. I would like feedback on rosters and Setoff. Do you want hard copies or are all of you happy with the on line version? Please don't be part of the silent majority, speak up, either way. The January/February Setoff has several articles of interest to all members. I hope all of you read the article, Proposed Additions to Current NARCOA Rulebook, and the article, Custom-built & Highly-Modified Motorcar Guidelines. I encourage all of you to keep up with proposed changes. Even if they don't effect you now, they could in the future. Some keen eyed readers have suggested changes in the current wording of proposals. Good job, guys. That's why they are posted before acceptance.

There are some great trips coming up in the NW this year; some on short notice. Because of time lag not all make it into the Setoff. To avoid missing that trip you always wanted to make, check the NARCOA web page excursion calendar often. On the web page there is a wealth of information concerning our hobby. All the NARCOA rules, regulations and guidelines are there under info for members. Take some time and look under Documents and Forms; they can all be downloaded.

PRO, MOW and SW Railcar all have NW excursions planned, be sure to check out their respective web pages.

Pat and I plan to attend quite a few events this summer. I know a lot of the Area 10 members and I would like to meet the rest. One of the things we really enjoy about motorcars is meeting new members. On excursions, it seems you only talk to people in cars close to you in the train. By setting on near different cars we get to meet new people. The same goes for lunch. Join or invite different people to join you. There are some great people out there. We all have one interest in common. If you have suggestions, comments, concerns about anything, motorcar or NARCOA look me up.

Any NARCOA member that is attending trips in the NW and would like to park a car in the Eugene, OR area between trips is welcome to park it at our place. We have lots of room for outside parking. We are only two miles off I-5, contact me.

Be safe, keep the wheels shiny.





## **THE SAFETY COMMENT: CAUSE AND EFFECT**

by Bob Knight, Chairman, NARCOA Safety Committee

In the insurance claim business, there are many terms used to describe what the chain of events that might have been before an actual event or incident/accident occurred. Examples of terms might be "probable cause, proximate or approximate cause". For us in the motorcar hobby, just understanding and learning from a "cause" (some action) and "effect" (a result) is usually sufficient.

When the NARCOA Safety Committee reviews an incident report we review, analyze, define and probe for all possible causes and effects. Let's take an incident where a motorcar had developed an electrical problem and had to be towed. The car was an MT14 and was being towed by a larger A-Series car.

During the towing operation, the towed MT14 derailed causing severe damage to the motorcar. From recorded observations, there were no track defects present and there had previously been over 30 plus motorcars and 4 hysails passing over this section of track on the previous day's run and now all 30 plus the four hy-rails passed the site again before the derailment.

The derailment site was right before a turnout and the direction of the motorcar was entering the turnout from the frog end of the switch. Had this derailment occurred at any other than just before a turnout, the motorcar would most likely not left the track gauge. Observation also indicated some part of the front of the motorcar struck the switch frog. As the motorcar appears to have derailed before the switch frog a turntable footplate being too low is not the cause of the derailment. Adding also, to the chain of events, the towed derailed motorcar was being dragged across the frog and diverging rail of the turnout and stopping at the switch points. The report also stated that speed was not a factor as the two motorcars had slowed to a safe speed for traveling through the switch.

Now we have a derailed motorcar . . . and what happened . . . and what can we learn from this incident?

- 1) Was the track in gauge?
- 2) Were the motorcar wheels in gauge?
- 3) As the motorcar was an MT14 with not much frame flex, did a wheel hit a rail joint and ride the top of the rail to the frog where it derailed?
- 4) Does towing a car change the tracking characteristics of a motorcar?
- 5) Were there any past structural changes to the car that contributed?
- 6) Did the fact that just before the derailment, the operator was changing to the other side of the car affect a tracking characteristic?
- 7) Did one wheel hit the frog guard rail as it was being towed and therefore pull the car out of the track gauge?

The Safety Committee and other related individuals may never know the exact cause of this incident, but the KEY SAFETY focus is for us as NARCOA members to learn from incidents like this and realize that derailments can happen at anytime or place. How that many of us have some "extra winter" time and if you have a work area that will allow you to work, consider checking the following based on this one incident example:

- 1) Make close observations of your wheels checking for correct profile and wear. Make use of the available inspection tools advertised in *The SETOFF*.
- 2) Check the alignment of the motorcar wheels and square the frame.
- 3) Check to make sure the wheel spacing is set to the proper gauge.
- 4) If you have a turntable, check to make sure the footplate is a minimum of 2-1/2" above the railheads.
- 5) Make sure there are no cracked or broken frame members, bent axles, or loose bearings. And make sure you grease your car before the first run this season.
- 6) Check all frame nuts and bolts for proper torque.

With all of the above said, We hope these thoughts and ideas will produce the best and SAFEST MOTORCAR SEASON ON RECORD!!!



## Canadian Rail - Kinghorn Adventure – July 2005

by Jay Boggs – Jacksonville Florida

Starting from Jacksonville FL, John Leynes and I pointed the big Ford truck and trailer with motorcar to the north and started logging miles. Through Savannah, Columbia, Spartanburg, and Asheville, where we stopped for tire repair and dinner.

Heading north, we passed over the Mackinac Bridge, and into cooler, drier weather. Next we arrived at Sault Ste. Marie and the locks, just in time to see the largest lake freighter go through.

The next morning we headed into Canada and onto the Trans Canada highway. After arriving at Nipigon, Ontario, we unloaded, set-on the MT19, and rested up for the first day on the Canadian National's Kinghorn Subdivision. The weather, scenery, and railroad are great. These Canadians really know how to treat visitors!

Leaving Nipigon, we waited for clearance from the Canadian Pacific construction crew. They're reinforcing the piers on the CP's mainline bridge that crosses the Nipigon River and the Kinghorn. With 24 cars and two hy-railers motoring north, cameras got a workout as we passed the first of many lakes and crossed the swift and deep Nipigon River.

Our first stop was at the home of the Winterburns. They put up signs along the track inviting us to stop and get coffee and fresh cookies. We were invited to look at their home, and the site they have chosen for their summer home is ideal. It was originally one of the sites the CN construction crews used when building the railroad. This small peninsula is surrounded on three sides by another one of those lakes with clear cool water and several of our group waded at the beach. They designed and built the log house themselves using trees cut locally. The garage had an Overland touring car that is being restored and runs.

Lake Nipigon is the largest lake in Ontario. It looks like part of the ocean. The day is filled with great scenery and we went through one of the forest fire areas from the 90s. It's recovering but there are still lots of dead trees showing. We motored through Geraldton and on to Longlac. This is where the CN built new railroad in the 30s as a shorter route to Edmonton, making the Kinghorn less heavily traveled. It's hard to tell because the roadbed, all the bridges, and most of the rail, are in excellent condition.

The meet coordinators have put together another one of those super Canada rides. The second day is as good as the first, and the threat of a shower soon disappears as



*Set-on line up at Nipigon.*



*Pre-ride safety meeting at Nipigon.*



*Nipigon River Trestle.*



*Cash Creek Trestle.*



*CN & CP near Red Rock and Lake Superior.*



*Pass Lake Trestle (aka Blende River Viaduct).*



*Near Dorion.*



*Clearing birch from ROW.*

we return to Nipigon. At every stop Jim McCullough, our local guide, provided lots of information about railroad and local history.

Cars cruise south and too soon we arrived at Nipigon, and we're ready for a meal at the Nipigon Café. Good food and the CP main line just outside provides more entertainment for those of us who just have to see it all.

The third day we checked supplies and started toward Thunder Bay, paralleling the CP main for a few miles out of town. The bay, Lake Superior, the high cliffs, and perfect weather. . . . what sort of background music could be used for this video? Only scores from a big movie production like Star Wars would seem fitting. But how do you shoot video that shows the beauty and grandeur of this country? This was a motorcar operator's dream!

There are lots of great rides for us and I would do this one again. Unfortunately it looks like the Kinghorn is doomed. CN has applied to remove this line.

We passed through Red Rock and saw more of the CP. We had lunch at a great little café on the lake. After lunch, the finale of the day is the Pass Lake trestle. It's over 2000 feet long and close to 200 feet high! The view is impressive and with the valley below and Lake Superior's sparkling blue water. Seen in the distance is a dot in the meadow (the dot is a videographer traveling with us and we waited for him to get into position before crossing the trestle).

We turned just outside Thunder Bay and returned to Nipigon. Again this ends all too soon, but we need to rest and get supplies for the final day.

Friday we again motored north across the rivers, by the lakes, and again past the Winterburn's fabulous house. After passing Orient Bay and through the Macdiarmid tunnel (the only tunnel on the line) we turned and headed back and covered the final miles back to Nipigon, and one more dinner at our favorite café.

We started home the next day enjoying the scenery and city sites. It is relatively quiet except for John (Leynes). He has had the experience of a lifetime, and so have I. He is already planning a presentation with all the photos and video he's taken and even recites a poem he's working on! He asked me to rate this ride on a scale of 1 to 10. That's hard to do; numbers don't go high enough!

Thanks to all who rode the Kinghorn, the CN, Ted Stevens, and your team!

PS: John has placed many of his Kinghorn pictures, including panoramic and 3D shots, on his website for all to enjoy. He is the President of his Florida Railroad Company, a historic endeavor dedicated to preserving the history of Florida's first, and other Florida railroads.

The URL address is: [www.flarr.com](http://www.flarr.com) See CN Kinghorn on page 2.



## **Great Smoky Mountains Railroad – Bryson City, NC December 31, 2005 – January 1, 2006**

by Mark D. Hudson

Debbie and I had the good fortune to be able to travel back to Bryson City, NC, for the annual New Year's run sponsored by Tom Falicon. This was the first anniversary of Debbie's first motor car ride. We got to make the run on the same days in 2004 and 2005. We didn't think the weather from last year's run (65 degrees and sunny skies) could be topped, but we were hoping.

On December 30<sup>th</sup> we loaded up L&N 199 and traveled to Bryson City. Once again we traveled with one of my buddies, Denny French and his wife, Shirley. He had loaded his and Allen Jones' cars and we teamed up to make the trip. We were to meet up with Allen and Rita Jones in Bryson City.

The trip was uneventful. We checked into the motel and went to dinner. After dinner we had the good fortune to meet with several other enthusiasts for a "bull" session in the motel breakfast area. The wives made an early exit and by the time the night was over it was four men (Bob Knight, Jim Dragstrem, Denny, and myself) talking motor cars, motor car trips, and rail fanning.

We set our cars on beginning at 11:30 on New Year's Eve. After the safety meeting, we traveled to Dillsboro; a 34 mile round trip the first day. Even in the dead of winter the North Carolina mountains are beautiful. The clear running river, the rock formations, and the evergreens poking their heads out above the leafless deciduous trees make for a great setting.

An A-car did slip off its turntable while turning at Dillsboro, and another A-car had some fuel problems and had to be towed, but other than that, the trip was uneventful. Back at Bryson City, Tom and Mugz had made arrangements for a pizza supper for all participants.

After supper, back to the motel. As the trip over the mountain began early on Sunday, the "bull" session was cut short.

New Year's Day broke partly cloudy and very cool with a temperature of 27 degrees. Once again, our great host, "Raildawg," had made arrangements for a local restaurant to be open for the trip participants for breakfast. After filling our bellies, Tom conducted the safety meeting and we were off up the gorge.

It's hard to put into words; the scenery you see on this run is spectacular. Fontana Lake lowered down



*Lineup at Bryson City.*



*Crossing Tuskasegee River.*



*Scenery at Nantahala Gorge Outdoor Center.*



*Scenery at Nantahala Gorge Outdoor Center.*



*Lineup at Andrews, NC during lunch break.*



*Denny French's MT19 entering tunnel near Andrews.*



*Mark Hudson's MT19 taken from shallow caves near Fontana Lake.*

to its winter pool. The rock formations below summer pool reflecting in the water. Fontana bridge as we cross an arm of the lake. The quick running water of the Nantahala River as it crashes over rocks, boulders, and ledges in the gorge. The height of the mountains as we travel through them in our tiny rail cars. It's gorgeous, even in winter!

The highlight of the trip on the second day is climbing the 4-5% grade over the mountain to Andrews, NC. We stopped just before going up the grade so Tom could travel the line in his hy-rail. After giving us the all clear signal over the radio, each car began its trip up and over the mountain. Each operator waited for 15-20 seconds before going up the hill.

As you go up the mountainside you have to really think about the workers who worked so hard in the early 1900's to construct this line up and over the mountain. Looking down in the valley below you have admire their work ethic and bravery while constructing the roadbed through rock and over small streams. Not easy work with the simple tools back then.

The trip was great. We arrived in Andrews at about 11:30 a.m. and turned our cars at a crossing east of the depot. We then backed down the line and parked our cars across from a small shopping mall. We were able to walk across the street and parking lot for lunch.

During lunch, our cars created a significant group of onlookers and information seekers. One man even parked his van in the middle of the road, got out, and walked up and down looking at our cars. There were people in the restaurant talking about our cars. Some of them walked over to view our speeders and ask questions after finishing their lunch. I am very pleased to be a part of an organization that takes the time to answer questions about our hobby. No one who requested information was turned down. You never know when one of the curious will want to join the hobby because of one operator taking the time to answer a few questions.

Soon it was time to leave and we went back up over the mountain. Once again, the trip was uneventful as all cars operated fine. Tom did make a stop for us near some shallow caves. It was a small trip up the mountainside to reach the caves and quite a few made the walk.

All too soon the trip was over. We arrived back in Bryson City and loaded up our cars on our trailers. And the weather, it was great. Lows in the high 20's and highs in the high 50's with partly cloudy skies. Not quite as

good as last year, but you can't complain when it doesn't rain or when you don't need your long johns on New Year's Day!

I want to thank Tom and Mugz for once again sponsoring this trip. I also want to thank the management of the Great Smoky Mountains Railroad for working with Tom and NARCOA for allowing us to travel their line.



## **Indiana Transportation Museum – December 10, 2005, Noblesville, IN**

by Mark D. Hudson

In 2003, I my real interest in the motor car hobby began as I went on my first motor car ride as a passenger with Denny French. The temperature was about 12 degrees and the wind was right out of the northeast. Denny did not have doors on his car at the time. Boy was it cold! Despite the weather, I was hooked.

Two years later, I was back at ITM, but this time as an operator with my own car. Once again the weather was cold and added to the low temperature was about 8 inches of snow in the Indianapolis area. Debbie and I traveled to Noblesville to spend the night on Friday, December 9<sup>th</sup>.

Upon getting up on Saturday morning we discovered the temperature to be 9 degrees. I went to start the truck and it would not even turn over. A call to Ford roadside service brought a tow truck to jump start the truck, but he did recommend we get a new battery right away. We went to five places before we found a battery and I had to install it myself.

We did make it to the set on site right before time to leave. We hurriedly unloaded the car and prepared to leave. During the safety meeting, Stan noted there had been a change of plans. Instead of going north to Tipton, we would be going south to Fishers. Snowdrifts north of Noblesville were preventing us from making the normal trip.

We went slipping and sliding down the line toward Fishers. There were several crossings and one or two really busy ones. We had to take our time and be patient until it was safe to cross. Despite the very cold temperature the car was very comfortable. We wore several layers of clothing including coveralls. Upon arriving at Fishers, we parked our cars in a siding. Next to us was the museum Santa Train. It was a push pull



*Morning lineup at Noblesville, IN.*



*Running in 8" of snow.*



*Lineup in siding at Fishers, IN.*



*ITM F Unit with Bruce Carpenter's hy-rail.*



*Santa Claus at Fishers, IN.*

operation with a former Monon F unit on the south end and an EMD GP painted in Nickel Plate colors on the north end. Between the two were several stainless steel passenger cars including four or five of Santa Fe origin.

After a delicious lunch at the Nickel Plate Café we waited until the train left northward, backed out of the siding, and went further south to a less used crossing to turn our cars. We had to use shovels to clean out the crossings as the snowplows had been out clearing roads. We then went back north and parked just short of the main crossing in Fishers. We parked our cars and waited for the train. Stan had made arrangements for our group to ride the train to Noblesville and back. The ride was great and relaxing.

Upon our return we started our cars and waited for the train to pull south of the siding we had been parked in during lunch. One of the cars had trouble going forward. The brake shoes had frozen to the wheels. With that problem solved, we pulled just short of the train and backed into the siding. The train pulled southward and we left the siding to return to Noblesville. During the return trip, the crossings were much busier. Debbie and Allen Jones' passenger got out to flag these crossings. Who says my wife can't stop traffic?!

Back at Noblesville we loaded our car for our return to Kentucky. The trip was shorter than planned, but with the nice lunch, the train ride, and the good companionship of the members of the group, it was a very enjoyable trip.



## Paws On The Rails

photos by Marg Hope



*Teddy with his human, Marg Hope.*



*Katelyn with Teddy.*



*George Hope, Moleson, Teddy, Prince, and Renda Mackey.*



*Moleson and Teddy playing tug-of-war.*





**Hints and Tips**  
**Speed Table for Speeders**  
 by Roman Carolton

How fast are we going? What operator hasn't heard that from the passenger? Heck, what operator hasn't asked that themselves?

There are ways to figure out your speed: GPS receivers, bicycle speedometers, and we won't discuss hy-rails. For the purist, timing the mileposts is the ONLY way. Trouble is most time/speed charts are for the 90 MPH Hiawatha Express. Heaven help you if you're going that fast!

Speeders need a chart tailored to the other end of the scale, and here it is. To use it, just start you stopwatch at one milepost and stop it at the next. Look up your minutes:seconds and you can get the "how fast" answer, and heaven help you if you need the first few lines of the table!

Minutes/Seconds	MPH	Minutes/Seconds	MPH
60:00	1	2:51	21
30:00	2	2:44	22
20:00	3	2:37	23
15:00	4	2:30	24
12:00	5	2:24	25
10:00	6	2:19	26
8:34	7	2:13	27
7:30	8	2:09	28
6:40	9	2:04	29
6:00	10	2:00	30
5:27	11	1:56	31
5:00	12	1:53	32
4:37	13	1:49	33
4:17	14	1:46	34
4:00	15	1:43	35
3:45	16	1:40	36
3:32	17	1:37	37
3:20	18	1:35	38
3:10	19	1:32	39
3:00	20	1:30	40



## Classified Ads

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

### For Sale

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

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

### Service for Alternators and Starters.

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

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

### For Sale

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

**Fairbanks-Morse 40-B Railroad Motor Car,** two cylinder aircooled engine, friction drive. Car in running order and all in original form as when retired from the Winston-Salem Southbound Railway. An original turntable goes with car. Price is \$1,900.00 for both items.

**Fairmont Railway Motor Car Master M2** and a predecessor to S2 style. Belt driven, 20" wheels, metal front with 2 windows, metal running boards, 8 HP, Type HP QBA, Group E, Special 1, Max HP 13, Engine #82573. Car in running order and all in original form as when retired from the High Point, Thomasville & Denton RR Co. An original turntable goes with car. One piece of turntable missing. Price is \$1900.00 for both items. Contact Ray Hinkle, P.O. Box 1127, Welcome, N.C. 27374 or Tele- 336-731-4231 or email: [HINKLEHERE@AOL.COM](mailto:HINKLEHERE@AOL.COM) MJ06

**Velocipede.** Used on the MK&T Railroad at San Antonio, Texas through the 1950s. Original except for new oak handles. Located in Georgetown, Texas. Asking \$2,000. Buyer to pay for crating and shipping. Phone: 512-863-6391 or email: [turnercb3@aol.com](mailto:turnercb3@aol.com). Charles Turner MJ06

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

**NARCOA high performance 3m vinyl decals.** Black. Measures 2-1/2" x 22". \$5.50 each includes postage. Other colors available. **Fairmont logos** also available. Send requests to Jana Mitzel, 787 S. Meridian Road, West Brooklyn, IL 61378 MJ06

### For Sale

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

JA06

**FOR SALE – MT19A-2** with fiberglass cab. This car is a squeaky clean car inside and out. It comes with all equipment including the operating and parts manual. Completely NARCOA ready. All you need is your insurance and membership. It is on a new custom built trailer with nearly new 13" tires. This car is located in north Idaho, 75 miles south of Coeur d' Alene. Email me for pictures and/or questions. \$5,400. Will consider part way delivery. Jerry Bates (208) 858-2103 or email [jerrybates@sheepskinsnyarn.com](mailto:jerrybates@sheepskinsnyarn.com)

JA06

**Fairmont S2-E4 Section Car.** Delivered new to B&O RR, Dayton, Ohio in June, 1944. Historically refurbished, repainted Cat yellow and decaled in 2003/4. 8-13hp QBA engine, windshield and top with spare wheel, coil, carb and brake parts. Added NARCOA safety equipment and wood seats. Ran 70 mile OVR excursion without problems. Price \$1,500. Contact Harry Noble at (937)372-3908 in Xenia, OH or email: [n8cys@netzero.net](mailto:n8cys@netzero.net). Selling because I lost my storage space.

JA06

**For Sale**

**Last of the Canadian Rail speeders** for sale in BC Canada, all shapes and sizes and budgets, Fairmont, Woodings, Railcar Canada, push-carts and much more including parts. Come and check out the site and contact me for further info. These cars are located in Southern British Columbia 3.5 hrs north of Spokane, WA. All cars sold as is/where is condition. Please contact me for further info and pics. All sales in US\$ or CDN equivalent. Contact: Terry Baumann, Nelson BC, Canada. Phone: (250) 229-4474 email: greenacre@telus.net or visit my website: [http://www3.telus.net/greenacre\\_speeders/](http://www3.telus.net/greenacre_speeders/) JA06

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

**For Sale**

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

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

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

**For Sale**

**MI - 1946 M-19 Fairmont Motorcar with ROD engine** (tapered roller bearings). Was in process of restoring car; just needs to be painted. I really enjoy it as an open car. It has the pointed nose/ V-nose cab you don't see very often. I can send pictures of the cab. Four new wheel bearings and engine completely gone through; starts and runs great. 12 Volt system/alternator with voltage regulator down to 6 Volts for the buzz coil. All new wiring. Have run this car on the E&LS and LS&I in Upper MI and Coopersville, MI. Narcoa compliant. I don't know railroad history of the car other than what I was told. Trailer does not go with the car. Call Kevin Cushway at 231-796-5495 Big Rapids, Michigan \$2,000. MJ06

**BN1232M, a 1983 Fairmont MT-19 Series A2-14 motorcar** with Onan CCKB-MF/2746J engine. This Burlington Northern railcar was reportedly the last one used between Everett, WA, and the Stevens Pass tunnel. It was stored in the Skykomish substation/powerhouse until entering the railcar hobby. Was used on Pacific Northwest railcar excursions from 1993-2000. In very good condition, includes two stock seats, side and back curtains, windshield wiper, Hunter gasoline heater, equipment/flag tube, NARCOA-approved hitches and tow-bar, flags, fire extinguisher, head, tail, and stop lights, amber beacon, horn, and Fairmont service instructions and parts list.

**Fairmont M-19 Motorcar** with Fairmont 5 HP, Type RO Group C engine SN 111529. Car is mechanically complete, without seats, windshield, or top. Includes Fairmont service instructions and parts list.

**Set of four new Fairmont 16" wheels and two insulation sets** picked up at Fairmont factory in 1995. Additional new flange brake shoes for MT-19 and other Fairmont parts.

Asking \$6,000 for all of the above. Kevin Saville, 1448 Old Military Road, Tenino WA 98589. Tel: 509-929-3760, 425-353-8013, or 360-264-4373. Email: [kevin@saville.net](mailto:kevin@saville.net) or [savillekr@verizon.net](mailto:savillekr@verizon.net) MJ06

# Les King Motor Cars

[www.leskingmotorcars.com](http://www.leskingmotorcars.com) - Your source for parts and remanufactured motorcars  
Box 164, N. Lawrence, Ohio 44666 - Toll Free (Orders Only) 888-833-7989

### For Sale

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

**Custom Tandem Trailer, built in 2005.** Tandem trailer with electric brakes, 3,500 lb. electric winch with remote controls mounted inside large lockable metal storage box, attached to trailer. Removable ramps stored on top of storage box. Bright red finish with polished bright diamond plate added to trailer for protection. All trailer wiring including break-away and electric winch are mounted inside of lockable storage box for safety and protection. Trailer is licensed and registered in California. Trailer has only 200 miles on it. Price is \$3,000.00 dollars firm. Will consider delivery in Southern / Central CA, buyer pays for gas. Contact: Jack Forgues, Castaic, California 91384, phone: (661) 295-7132 or email : [jr4gus@pacbell.net](mailto:jr4gus@pacbell.net) MA06

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

### For Sale

**Fairmont MT-14.** Fiberglass cab, twin cylinder four cycle electric start Onan engine and two speed transmission. All new glass and paint, travel cover, and many new updates. NARCOA ready. \$2,300. Pictures available on request. Pat Costigan, Marinette, WI (715) 735-9626 MA06

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

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

**Fairmont M-9G 1949** Northern Pacific 84912. Strong two-cycle engine; glass-pack muffler; new battery; extra new coil. Flange brakes; head lamp, tail lamps, stop lamp. Two extra 14" wheels. Aluminum front, roof and back on original NP supports (replacing plywood). Passenger seat (engine cover extension for operator); fire extinguisher; first aid kit. Build documentation and Operator Manual; heavy-duty tow bar. Complete with lightweight open frame road trainer, hand winch, ramps, and spare tire. \$3,500.

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

**Fairmont M-19 Inspection Car:** lights, alternator, windshield, top, curtains, seat belts; ready for the rail. \$2,500. **Fairmont MT-19 Inspection Car:** 20 HP Onan with low hours on engine, windshield, top (needs minor work). Runs great! \$1,800. **Fairmont ST-2 Section Car:** two-speed transmission, lights, alternator, four seats, ready for the rail. Runs great! \$2,000. **Parts:** four dumpie trailers (\$150-\$400). Several axles, bearings, wheel assemblies, wheels within wear tolerance. New Onan 20 HP engine with clutch assembly. \$1,500. Contact Ed Kamp 515-382-3740 or e-mail [dekamp@netins.net](mailto:dekamp@netins.net).

MJ06

### Wanted

20" Cast Steel Wheels, yup, the heavy, heavy ones! Contact Tom Falicon, Bryson City, NC 828-488-8063 or [raildawg@gte.net](mailto:raildawg@gte.net) J/A 06



## Excursions

Members who have organized meets are encouraged to advertise those events here.

We will publish all notices received. Include details of the trip such as time schedule, total mileage, costs, restrictions and conditions for attending. State whether or not NARCOA rules will be in effect and whether insurance is required.

### Send meet notices to:

**Charlene Morvay**  
17825 Route 8  
Union City, PA 16438  
or  
email: [setoff@juno.com](mailto:setoff@juno.com)

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

### March 12, 2006

#### **Pacific Railcar Operators**

PRO is pleased to announce a run on Niles Canyon Railroad on Sunday, March 12. **Cost:** \$40. Please make your checks payable to PRO and send to Steve Paluso, 2878 Rosario Court, San Jose, CA 95132. If you have any questions please call Steve at (408) 956-8070 between 5:00 to 9:00 pm or email [sbpaluso@aol.com](mailto:sbpaluso@aol.com). No formal information package will be sent out on this run. **Set-on** in Sunol starting at 8:00 a.m.; safety meeting at 9:40. We will run to Hurst siding and all the way down to Niles and back. We will make at least three runs. Bring your lunch and enjoy the day with us.

### March 23, 2006

#### **Copper Basin Railway**

Classic AZ scenery with saguaro cactus. 100 miles round trip. \$75 per car. Limited to 25 motor cars. **Set-on:** Hayden, AZ. Open to all NARCOA insured and NARCOA rule book certified operators, however, mentoring new operators cannot be accommodated. Spark arrestors and brake actuated taillights required. **Smoking NOT permitted in motor car or on RR property.** To register, send LSASE with \$0.63 postage with a check payable to Pacific Railcar Operators to Doug Stivers, 1544 Fuchsia Drive, San Jose, CA 95125-4833, email: [dstivers@sbcglobal.net](mailto:dstivers@sbcglobal.net)

### March 25, 2006 – Saturday

#### **Apache Railway**

Welcome again to our third run of the Apache. **Set-on** at the terminus of the Apache with the BNSF Railway at Holbrook, AZ. We will be running the full length of their railroad to Snowflake, AZ. Plan on bringing warm clothes, as this track climbs out of Holbrook to an elevation of around 7000 ft at the shops. Round trip mileage is around 80 miles. If we get an early start (and with railroad permission) we may be able to do two round trips. **Cost:** \$100; checks payable to Dave McClain, 22850 Placer Hills Rd, Colfax, CA 95713. All NARCOA rules apply. Ankle-high shoes are a must. PRO membership not required. Information and a map to set-on will be included in return mail. Phone: Cell (530) 908-8296; Home (530) 346-6946.

### April 1-2, 2006

#### **Central Washington Branch of Palouse & Coulee City Railroad**

PRO is pleased to announce a motorcar excursion on the Central Washington Branch of the Palouse & Coulee City Railroad (WATCO) April 1-2, 2006. **Set-on:** Wilbur, WA. Saturday we will run Wilbur to Cheney and return (152 miles round trip). Sunday we run Wilbur to Coulee City and return (72 miles round trip) for a total of 224 miles. **Cost:** \$200. Make checks payable to Pacific Railcar Operators, and mail to Don Piercy, 750 Snowberry Lane, Couville, WA 98239. For more information contact Co-Meet Coordinators Don Piercy <[piercy@whidbeymarketing.com](mailto:piercy@whidbeymarketing.com)>, Bill Taylor, email: [btaylor@montana.com](mailto:btaylor@montana.com), or Jim Morefield email: [jmorefield@cableone.net](mailto:jmorefield@cableone.net). NARCOA Rules Certification, PRO membership, spark arrestors and mechanically sound motorcars with all the specified NARCOA equipment are required. Packets with itinerary, motels, restaurants, camping spots, and maps will be mailed after payment is received. Due to the length of the first day's run, this is a non-mentoring run.

### April 8-9, 2006

#### **Skunk Train – Garden By The Sea Tour**

**Coordinator:** C Patrick (Pat) Coleman - 1989 Robin Ridge Ct - Walnut Creek, CA 94597, 925-979-1030 or [patcoleman@astound.net](mailto:patcoleman@astound.net). **Set-on:** Saturday morning April 8, 2006, 7:00 a.m. Commercial Street Station. **Departure:** 9:00 a.m. Run itinerary: Willits to Fort Bragg, CA, and return next day. Saturday afternoon tour of the Gardens By The Sea located north of Fort Bragg, CA. **Run Fee:** \$195.00, check payable to SWRC. **Special requirements:** 25 car limit, mobile radio (not handheld). All NARCOA members having current NARCOA liability insurance and Rule Book Certification are welcome. Membership in SWRC is not required.

**April 22-23, 2006**

**Heart of Georgia Railroad**

This is the second motorcar excursion across most of middle Georgia. In two days we will travel approximately 250 plus round trip miles. Saturday we will travel east from the farming town of **Pitts** and cross the **Oconee** and **Ocmulgee** Rivers and lunch in the quaint town of **Alamo**. Sunday will find us traveling west through **Cordele**, the watermelon capital of the world. Shortly after leaving **Cordele**, we will cross the **Flint River** and **Lake Blackshear** on our way to the town of **Plains**. Cost for both days is: \$160. **Requirements:** NARCOA Insurance, and rules certification. All cars will be inspected. All NARCOA rules apply. No refunds after March 15, 2006. **Special requirements: All operators and passengers must wear a safety vest. "A" cars and trailers must have a chain restraint or similar device. A mobile VHF radio is encouraged.** Please make your check payable to: Atlanta Railcar Transportation LLC c/o Bobby Moreman, 3520 Cold Springs Lane, Chamblee, Georgia 30341.

**April 22-23, 2006**

**Cal Northern**

Saturday morning we begin at Williams and proceed north to the river crossing at Tehama and to Corning for lunch. Sunday, we will proceed to Davis for lunch and return. This is high speed main line rail, (many sections continuous welded), straight and smooth. We may be also taking the Sugar branch (10 miles to end), and return on Saturday. Mileage about 140. Sunday, we run SP westbound to Davis and return, total mileage on this part is about 100. All NARCOA rules apply. Check those wheels for excessive wear. PRO membership NOT required. Ankle-high shoes required and radios recommended. No limit of cars at this time. Camping is allowed along the mainline. **Cost:** \$130, check made payable to PRO for both days to Dave McClain, 22850 Placer Hills Rd, Colfax, CA 95713. (\$80.00 for one day.) For more information call me at 530-908-8296. All restaurant and motel information will be sent upon receiving run fees.

**April 22-23, 2006**

**Illinois Railway**

Great Lakes Rail Cars is pleased to announce a motorcar excursion on the lines of Illinois Railway. Saturday, April 22 we will be traveling on the Ottawa Line from Ottawa to Oswego. The trip will follow along the Fox River for a 70 mile round trip. On Sunday, April 23 we will travel the Zearing Line starting from Ladd and traveling to LaSalle, on the Illinois River and to the BNSF connection at Zearing. **Cost:** \$85 for the Ottawa Line; \$65 for the Zearing Line. Both days: \$140. These are NARCOA insured trips and all NARCOA Rules apply. ( 2005 Insurance will be in effect for these trips.) **Contact:** Fred Lonnes, P. O. Box 92, Western Springs, IL 60558-0092 or email [FredLonnes@Flash.Net](mailto:FredLonnes@Flash.Net)

**April 28 to 30, 2006**

**Depot Days – Brooklyn, Wisconsin**

Town of Brooklyn, WI, is happy to sponsor "Depot Days" in Brooklyn over the Oregon and Fitchburg Railroad. **Set-on:** Friday night in Brooklyn with an evening run from Brooklyn to Oregon, WI, leaving at 7:30 p.m. We will be giving rides to the general public on Saturday and Sunday from 10:00 a.m. to 5:00 p.m. Cars will be leaving every hour. This is not a NARCOA event and insurance is not required. For more information, contact Al Lesko (608) 897-4855.

**May 6, 2006**

**Boone & Scenic Valley Railroad**

The First Iowa Division is pleased to announce a one-day run on the Boone & Scenic Valley Railroad at Boone, Iowa on Saturday, May 6, 2006. We will beginning set on at 7:00 a.m. with a 9:00 a.m. departure for the first of several runs during the day. **Cost:** \$20 plus a current membership in the Iowa Railroad Historical Society (\$25 annually). This is a NARCOA-insured event and all NARCOA rules will apply. For information, contact Carl Schneider at 515-967-5181.

**May 12-14, 2006**

**Motorcars Operators West in cooperation with the Recreational Railroad Coalition**

The scenic and mountainous Amador Foothill Railroad will be our host. Coincides with the 131st annual Lone Homecoming Picnic. Two round trips are planned each day with flaggers and signals provided by the railroad; additional run on Saturday night. Approximately 10 miles one way. A display of antique maintenance-of-way equipment is planned and owners of unusual or non-conventional track equipment are invited to participate in the display and demonstration. Hy-rails and oversized cars are welcomed; separate event for handcars, velocipedes and other manual equipment. Parking next to the track; room for dry camping. Motorcars may be left on the track overnight; security will be provided. Rail transportation between the railfair and the picnic is planned. **Set-on:** Mill Street near the school in Lone. **Cost:** \$50, checks made payable to M.O.W. NARCOA licenses and insurance are required. Contact Dave Balestreri, e-mail, [dbalestreri@softcom.net](mailto:dbalestreri@softcom.net), Phone 916- 444-6374. Mail checks to Dave Balestreri, 2320 'E' street. Sacramento, CA 95816. Include a SASE for set-on times, maps, releases and further information. The RRC website is [www.handcar.net/rrc](http://www.handcar.net/rrc). The picnic website is <http://lone.ca.com/lonepicnic.htm>

**May 20th – 28th, 2006**

**CORP Shasta-to-the-Sea Run (applications being accepted)**  
**(A complete tour of the Central Oregon and Pacific Railroad)**

**Coordinator:** Tom Phair - P.O. Box 664, Alamo, CA 94507 - email: tom@phairs.net - Telephone (925) 820-4159. Cell (530) 714-9582 . **Set-on** in Weed, CA, on May 19th. **Departure:** Saturday, May 20th with overnight stops in Medford, Roseburg, Eugene and Coos Bay, Oregon. We will have a day off in Coos Bay before returning to Weed on Sunday, May 28th. **Run fee:** \$2,495. Included are eight nights of hotel accommodations (two people), track-side refueling, and all necessary ground transportation. Due to the restraints of not being able to use Union Pacific tracks in crossing the Eugene yards, we will be using a "truck bridge" to transport all speeders from the east side to the west side of the city. **Special requirements:** At railroad request belt cars are not allowed. Operators and passengers are required to wear hi-vis vests at all times and ankle high boots. It is strongly suggested that all cars be equipped with seat belts. Due to the length of the trip it is also strongly suggested that all cars be equipped with mobile radios (not handhelds) tuned to the NARCOA channel. All NARCOA members having current NARCOA liability insurance and Rule Book Certification are welcome. Membership in SWRC is not required.

**May 21<sup>st</sup> , 2006**

**Hoosier Valley Railroad Museum, Great Lake Railcars**

(Notice: If the South Shore run in Michigan City is cancelled for the 20<sup>th</sup>, HVRM will have their meet on Saturday May 20<sup>th</sup> instead of the 21<sup>st</sup> .) Hoosier Valley Railroad Museum and the Chesapeake Indiana Short line Railroad will host a one-day run on the former C&O line. Participants will travel approximately 50 miles round trip from North Judson to Wellsboro. In the event a grain train is schedule for that day we will proceed to Malden, 36 miles round trip. If time allows, a second trip to LaCrosse will be run. Set -on will be from 7:30 to 9:00 a.m. **CENTRAL TIME** and will promptly leave at 9:30a.m. and return mid-afternoon. Seat belts recommended. "A" cars and Hy-Rail vehicles are welcome. Lunch spots are only available in N.J. A list of local hotels and campgrounds is available. Campers are welcome on museum grounds. Museum site and directions found at [hvr.m.railfan.net](http://hvr.m.railfan.net). **Cost:** \$35 per car with a 25-car limit. This is a NARCOA insured excursion and all NARCOA rules will be applied. Make payment to (Great Lake Railcars) with Operator's Certification number and NARCOA insurance number to: Jon Schmidt 17591 w15b Rd Culver, IN 46511. Tel: (574) 842-2948 or email: [irishpaddy44@hotmail.com](mailto:irishpaddy44@hotmail.com) Please ask for any additional information.

**May 27-29, 2006**

**Camas Prairie Motorcar Excursion**

Pacific Railcar Operators is pleased to announce a 3-day motorcar excursion on three branches of the former Camas Prairie Railroad in Idaho on May 27, 28 and 29, 2006. **Set-on:** At the headquarters of the Great Northwest Railroad in East Lewiston, Idaho. Saturday we will run the old CSP third sub (now the Great Northwest Riparia branch) Lewiston to Riparia and return, 144 miles round trip. Sunday we will run Lewiston to Kooskia on the former CSP first sub (now the BG&CM Kooskia branch) and return, a total of 144 miles. Monday's trip will be from Lewiston to Cottonwood or as far as we can get on the old CSP second sub now owned by the BG&CM Railroad for a round trip total of nearly 120 miles if we get all the way to Cottonwood. **Cost:** \$295. Checks payable to Pacific Railcar Operators. Mail to Meet Coordinator Steve Taulbee, 2206 Burrell Avenue, Lewiston, ID 83501. For more information contact Co-Meet Coordinators Steve Taulbee <taulbee1@cableone.net>, or Jim Morefield <jmorefield@cableone.net>. NARCOA insurance, NARCOA Rules Certification, PRO membership, spark arrestors and mechanically sound motorcars with all the specified NARCOA equipment are required. Packets with itinerary, motels, restaurants, camping spots, and maps will be mailed after payment is received. 2006 insurance will be in effect for this run. **Important:** Lewis Clark State College is hosting the NAIA college baseball world series the same weekend. Once the field is set, the teams and fans will start to reserve rooms in Lewiston. Usually by the first of May, all available rooms are booked for this weekend.

**June 3rd and 4th, 2006 (Saturday/Sunday)**

**East Troy Electric Railroad**

**East Troy, Wisconsin**

**Coordinator:** Craig Bluschke - 10916 Spring Creek Road, Blue Mounds, WI 53517 - email: bluschke@engr.wisc.edu - Telephone: (608) 437-4419. **Set-on:** 8 AM both days, 2002 Church Street adjacent to the depot/substation, East Troy, Wisconsin. **Departure:** Approximately 9:15 AM both days. **Itinerary:** An opportunity to run under overhead wire over the last remaining seven miles of the former Milwaukee interurban system during the East Troy Electric Railroad's Railroad Days event. Giving public rides both days, also special motorcar-only runs covering the entire railroad including freight-only trackage not used for public excursions. Total weekend mileage is approximately 35. This is a non-NARCOA insured activity, with insurance provided by the East Troy Trolley Museum. The annual East Troy Railroad Days weekend has become a popular early summer favorite with motorcar operators, so be sure to sign up early! **Cost:** There are no fees for those attending, however all operators must be museum members at a cost of \$35 for a single annual membership. Membership forms are available on the East Troy web site at [www.easttroyrr.org](http://www.easttroyrr.org). **Special Requirements:** There is a 20-car limit for this event. All NARCOA rules will be in effect.

**June 10-11, 2006 (Saturday/Sunday)**

**Huron and Eastern Railway (Michigan)**

North Central Railcars, Ltd. is pleased to announce a first time, two-day motorcar excursion over a portion of the Huron and Eastern Railway (HESR) on Saturday and Sunday, June 10-11, 2006. Participants will travel approximately 227 miles over two days between Bad Axe and Croswell, MI, and Bad Axe and Vassar, MI, in the rural "thumb" region. Registration materials and complete details will be sent upon receipt of the excursion fee. Each participant will be expected to bring and wear safety eyewear/glasses with side shields, high-visibility vest, and work gloves. This is a HESR Rule. No exceptions. **Excursion Fee:** \$200.00 (payable to North Central Railcars) includes all railroad fees and other excursion related expenses. There is a 25-car limit. This is a NARCOA-insured excursion and all NARCOA rules will apply. To register, or for more information, contact Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035. Tel: (317) 839-9320 or email: [mford@indy.rr.com](mailto:mford@indy.rr.com).

**June 11, 2006**

**Niles Canyon Railway Rides for the Public (All proceeds go to Niles Canyon Railway)**

**Coordinators:** C. Patrick (Pat) Coleman: 1989 Robin Ridge Ct, Walnut Creek, CA 94597, 925-979-1030 or [patcoleman@astound.net](mailto:patcoleman@astound.net); Al McCracken: 2916 Taper Avenue, San Clara, CA 95051, 408-249-2953, [alnethie@aol.com](mailto:alnethie@aol.com). **Set-on:** Sunday morning, June 11, 2006 - 8:00 a.m. Sunol Depot - 1st Run 10:00 a.m. Last run 3:30 p.m. **Run itinerary:** East from Sunol Depot to Hearst siding and return repeated all day - 1.9 miles each way. **Run Fee:** No charge. **Special requirements:** Experience operators only. All NARCOA members having current NARCOA liability insurance and Rule Book Certification are welcome. Membership in SWRC is not required.

**June 17-18, 2006 (Sat. and Sun.)**

**Hoosier Valley Railroad Museum, North Judson, Indiana**

HVRM will be giving public train rides during the North Judson Mint Festival Days. Operators who participate with the festival will be asked to give rides to the general public Sat. and Sun. **Set-on:** 7:00 to 9:00am (CENTRAL TIME). Exact schedule for rides will be sent as time approaches. Operators will have a private late afternoon and a night run to LaCrosse on Sat. and a 9:00am run on Sun. morning. NO CHARGE. All cars have the option of being stored in the engine house on Sat night. All NARCOA rules and regulations apply. Limit of 25 cars. A-cars welcome and Hy-rails are accepted for private runs. HVRM insurance will cover public rides. NARCOA insurance covers private runs. Camping on grounds is permitted and Friday arrivals welcome. For registration and all extra information (hotels and restaurants), contact Jon Schmidt, 17591 w15b Rd. Culver, IN 46511 (574-842-2948) or email: [irishpaddy44@hotmail.com](mailto:irishpaddy44@hotmail.com) Please send Rule Book and Insurance number when registering.

**June 17-18, 2006 (Sat/Sun)**

**CENTRAL MANITOBA RAILWAY & CANADIAN NATIONAL RAILWAY (MB)**

North Central Railcars, Ltd. (NCR) is pleased to sponsor a two-day motor car excursion over the Central Manitoba Railway (CEMR) and Canadian National Railway (CN) on Saturday, June 17 and Sunday, June 18, 2005. All NARCOA members are welcome to participate on any NCR excursion. Participants will travel west of Winnipeg on the Carman Subdivision and northeast of Winnipeg on the Pine Falls Subdivisions (CEMR) through the interlakes region of Manitoba, as well as the CN mainline through the city of Winnipeg over a portion of the Rivers and Redditt Subdivisions. Total miles for both days will be approximately 236. **Cost:** \$150 (USD) covers all railroad fees and related excursion expenses. Complete details will be mailed upon receipt of registration fee. Contact: Michael P. Ford, 7712 Carpenter Court, Plainfield, IN 46168-8035, (317) 839-9320, or e-mail: [mford@indy.rr.com](mailto:mford@indy.rr.com)

**June 19-20-21, 2006 (Mon-Tues-Wed)**

**Canadian Pacific Railway (LaRiviere & Napinka Subs)**

North Central Railcars is pleased sponsor a three-day motor car excursion over the Canadian Pacific Railway's LaRiviere and Napinka Subdivisions, on June 19-21, 2006. Participants will travel approximately 360 round-trip miles through the beautiful Pembine Valley between Morris, MB and Napinka, MB on excellent welded and jointed rail. This track is part of CPR's 3-year discontinuance plan and it could be the final time to enjoy this beautiful part of southern Manitoba. This trip is planned to follow the CEMR/CN excursion and precede the Great Western Railway excursion in Saskatchewan. **Cost:** \$350 (USD) covers all railroad fees and related excursion expenses and two nights lodging in Boissevain, MB. Complete details will be sent upon receipt of the excursion fee. There is a 25 car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For additional information, contact Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035. Tel: (317) 839-9320 or email: [mford@indy.rr.com](mailto:mford@indy.rr.com)



**June 24, 2006**

**Dakota Southern Railway - Centennial Special**

Paul A. Brewer is sponsoring a one-day run on former Milwaukee Road mainline rails in Murdo, SD. We will be making one trip from Murdo, SD to Kadoka, SD and return, for round trip mileage of 90 miles. Set-on is scheduled for 8:00 am central daylight time in Murdo with departure scheduled for 9:00 am, with a 1 hour lunch stop in Kadoka where their centennial festival will be in full swing. Cost of this excursion is \$50, and there is no car limit. Hyrails and cars with low hanging mufflers or equipment are prohibited, and spark arrestors are required. Come early and join in the celebrations, as Murdo and Kadoka celebrate their centennials and the coming of the railroad!! This is a NARCOA-insured event. For more information - contact Paul A. Brewer, 14928 E CR 600N, Charleston, IL 61920, or email fireboss@worthlink.net. Phone 217/962-0709.

**June 21 to July 7, 2006**

**Pacific Northwest Tour 2006**

MOW is pleased to sponsor a 16-day tour including four railroads in the Pacific Northwest: Kettle Falls International Railroad (Republic, WA / Kettle Falls, WA) June 21-24th, Kootenay Valley Railway (Nelson, BC) June 25- 27, Canadian National Railway (McBride, BC) June 29 - July 4, and connecting to Savage Alberta Railway (at Hythe) July 4-7. (Savage not confirmed, if unavailable a substitute railroad will be used.) Participants will travel approximately 1660 miles on four railroads and approximately 1100 road miles starting in northern Washington State. All participants must have a 2006 MOW membership and license number. **Cost:** \$1,950 per car. Participants are responsible for meals and lodging. There is a 25-car limit. This is a NARCOA insured excursion and all NARCOA rules will apply. For trip details visit the MOW website or contact Chris Baldo (707) 459-4549 (day). (707) 459-2600 (evenings) or email: [wlltsrwd@sonic.net](mailto:wlltsrwd@sonic.net) or Margaret Hope (604) 320-7613 email: [mhope@lionsgate.ca](mailto:mhope@lionsgate.ca)

**June 24-25, 2006**

**West Virginia Central**

A.R.E. (Appalachian Rail Excursions) is pleased to sponsor a two-day run over the West Virginia Central former CSX, B&O, And Western Maryland June 24-25, 2006. Participants will travel approximately 195 miles round trip from Elkins, WV and Spruce. This year for the first time we will travel up the 1-1/2 mile Spruce connector to Old Spruce where we will meet Cass's Bald Train coming off the mountain. We will not be on any of the steep grades that Cass is known for. The group then returns to Elkins where a security guard will watch the cars overnight. Sunday, the group will head north to Belington and on to Tygart Junction where the WVC interchanges with WATCO (former CSX's Cowen Sub). At Belington you can check out the WVC motive power including the two newly acquired Baldwin 2-8-0's for the West Virginia Railroad Museum. A box lunch will be available on Saturday for an extra fee. Cost: \$135.00 (includes all railroad fees). There is a 40 car limit. THIS IS A NON-MENTORING RUN - EXPERIENCED OPERATORS ONLY. This is a NARCOA insured excursion; all NARCOA rules will apply. Over-the-ankle hard sold shoes (no sneakers) required and are to be worn while on railroad property; including loading and unloading of your car. Box lunches will be available on Saturday. Information on the lunch will be in with the confirmation. For trip details send a #10 self addressed envelope to: Paul S. Rujak, 786 Hudson Hill Road, Weirton, WV 26062

**June 24 to June 30, 2006 (Sat – Fri)**

**SASKATCHEWAN SAMPLER (SK)**

North Central Railcars, Ltd. is pleased to sponsor the 2006 "Saskatchewan Sampler", consisting of six days of rail travel, over 722 miles, on three different railroads in west/southwest Saskatchewan. All NARCOA members are welcome to participate on any NCR sponsored trip. Details are listed below by railroad and date. The excursion fee is listed for each individual excursion. However, if you register for all 3 excursions at the same time and do so before April 15, 2006, the total cost will be only \$500 (USD – payable to North Central Railcars, Ltd.), a savings of almost 10%. For additional information on any or all of the trips, contact Michael P. Ford, 7712 Carpenter Court, Plainfield, IN 46168-8035. Tel: (317) 839-9320 or email: [mford@indy.rr.com](mailto:mford@indy.rr.com).

**June 24-25, 2006 (Sat/Sun)**

**Great Western Railway**

North Central Railcars, Ltd. is pleased to sponsor a two-day motor car excursion over the Great Western Railway, on Saturday, June 24 and Sunday, June 25, 2006. This excursion will precede the Wheatland Railway excursion. Participants will travel approximately 266 miles in the rolling hills of southwestern Saskatchewan. We will travel over the Shaunavon and Altawan subs from Shaunavon to Consul, SK; and Shaunavon to Kincaid, SK. Complete details will be sent upon receipt of the excursion fee. Cost: \$175 (USD) includes all railroad fees, and other related excursion costs. There is a 25 car limit. This is a NARCOA-insured excursion and all NARCOA rules will apply.

**June 27, 2006 (Tuesday)**

**Wheatland Railway, Inc.**

North Central Railcars, Ltd. is pleased to sponsor a one-day motor car excursion over the Wheatland Railway, Inc., Tuesday, June 27, 2006. This trip has been scheduled to follow the Great Western Railway excursion and precede the Carlton Trail Railway excursion. Participants will travel approximately 90 miles on the former CN Cudworth subdivision between Hoey, SK and Totzke, SK Saskatchewan. Complete details will be sent upon receipt of the excursion fee. Cost: \$75 (USD) includes all railroad fees and related excursion costs. There is a 25 car limit. This is a NARCOA-insured excursion and all NARCOA rules will apply.

**June 28, 29, & 30, 2006 (Wed/Thurs/Fri)**

**Carlton Trail Railway**

North Central Railcars, Ltd. is pleased to sponsor a first time, three-day motor car excursion over the Carlton Trail Railway, from Wednesday, June 28, 2006 through Friday, June 30, 2006. This excursion has been scheduled to follow the Wheatland Railway excursion. Participants will travel approximately 366 miles over three days in scenic and rural western Saskatchewan. We will travel over the Blaine Lake, Big River, and Meadow Lake Subdivisions. Complete details will be sent upon receipt of the excursion fee. Cost: \$300 (USD) includes all railroad fees, one night hotel accommodation (Meadow Lake, night of June 29) and other related excursion costs. There is a 25 car limit. This is a NARCOA-insured excursion and all NARCOA rules will apply.

**July 10-13, 2006**

**Algoma Central Railway**

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

**July 10 to 31, 2006**

**Canadian National Tour (applications being accepted)**

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

**August 6, 2006 (Sunday)**

**NSSR/BNSF/LSMR**

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

**September 17, 2006**

**Niles Canyon Railway Rides for the Public  
(All proceeds go to Niles Canyon Railway)**

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

**September 29-30, 2006**

**NARCOA Annual Meeting  
Wyndham Hotel – Chicago, IL**

All members welcome to attend.

**October 20-21-22, 2006**

**Autumn Leaves-Apple Festival Special  
Georgia Northeastern Railroad**

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

**November 4-5, 2006**

**Chattooga & Chickamauga Railway**

**Saturday:** Central of Georgia Line. As we travel north from Summerville, the Tennessee Valley Railroad "Autumn Leaves" Steam Passenger Train will travel south from Chattanooga to Summerville. There will be plenty opportunities to observe and take pictures as this train passes us. On our return trip we will again meet the Steam Train on its way back to Chattanooga. We will be traveling up a beautiful valley and cross the last ridge of the Blue Ridge Mountains just before Chattanooga. A portion of your trip will be through a part of the Chickamauga National Battlefield. Expect to see deer, wild turkey, and an occasional brown bear. Approximately 90 miles RT. **Cost:** \$85. **Sunday:** The TAG Line. Our motorcar excursions begins in the suburbs of Kensington and we will travel to Chattanooga and return. This will be on the last remaining section of the Tennessee Alabama & Georgia Railroad (The TAG Line) which ran between Birmingham and Chattanooga. This will be our fourth Motorcar Excursion on this section of track. Approximately 42 miles RT. **Cost:** \$70. **Cost for BOTH days: \$140. Requirements:** You must be a member of NARCOA, have NARCOA Insurance, and have passed the Rules Test. All cars will be inspected. All NARCOA rules will apply. NARCOA approved Hy-Rail Vehicles OK. No refunds after October 4, 2006. All operators and passengers must wear a safety vest during each excursion. No car or trailer may exceed eight persons. A cars and trailers must have a chain restraint or similar device. Please make your check payable to: Atlanta Railcar Transportation LLC c/o Bobby Moreman, 3520 Cold Springs Lane, Chamblee, Georgia 30341. No refunds after October 4, 2006.

**November 25, 2006**

**Skunk Train – Annual Turkey Run  
(Applications accepted after 9/1/06)**

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



# North American Railcar Operators Association (NARCOA)

## OFFICERS

**President** Pat Coleman  
**Vice-President** Ken Annett

**Secretary** Joel Williams  
**Treasurer** Tom Norman

### Area 1 Director

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

### Area 2 Director

(NJ, PA, DE, MD)  
Joel Williams  
67 Julia Drive  
Lock Haven, PA 17745  
Tel: (570) 367-0053  
[joel.williams@earthlink.net](mailto:joel.williams@earthlink.net)

### Area 3 Director

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

### Area 4 Director

(WV, VA, KY, NC, SC, TN)  
Tom Falicon  
1227 Sawmill Creek Road  
Bryson City, NC 28713  
Tel: (828) 488-8063  
[raildavg@gte.net](mailto:raildavg@gte.net)

### Area 5 Director

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

### Area 6 Director

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

### Area 7 Director

(ND, SD, NE, IA)  
Carl Schneider  
1302 – 6th Avenue S.E.  
Altoona, IA 50009  
Tel: (515) 967-5181  
[motorcarl@netins.net](mailto:motorcarl@netins.net)

### Area 8 Director

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

### Area 9 Director

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

### Area 10 Director

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

### Area 11 Director

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

### Director-at-Large (non-voting)

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**Rail Preservation** ..... Warren Riccitelli  
**Data and Computer**  
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