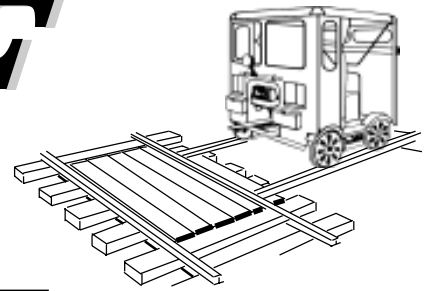


The **SETOFF**



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

September/October 2005 Volume 19 - No. 5



Taken at Victoria Station during the Indiana Northeastern Excursion in August, 2005. Photo by Charlene Morvay

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

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

Charlene Morvay
17825 Route 8
Union City, PA 16438
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President's Message

Trip reports I am receiving are quite good; in quality, lack of breakdowns, and good safety reports. Only negatives I am hearing about is overlapping run dates in specific locales. While I realize Excursion Coordinators have a difficult time working out trip dates, they should try to avoid conflict with other club run dates.



I have heard several comments about fuel costs impacting run attendance. Only a personal opinion, but I do not think that aspect of our hobby is going to re-align itself to lower costs to us as consumers. I am routinely seeing \$2.80 to over \$3.20 a gallon in my travels throughout California. A new web site called www.xxxxxxgasprices.com is available to assist you in trip planning. Substitute the state of interest name for the xxx's in my example and you will be taken to a site showing a range of prices in several different sort orders in the state of interest. As an example, to see Utah gas prices, the site is www.utahgasprices.com

The last weekend in September is the Annual Meeting in Chicago, IL. We will be meeting at The Wyndham Hotel near O'Hare Airport. All members are welcome to attend on Friday and Saturday. Dates are September 23 and 24th. We hope you can join us.

Around meeting time I traditionally receive requests for documents like the RuleBook, Policy Book, and others. These items are all provided on web site at <http://www.narcoa.org/docs.htm>. Since these requests have been coming in by email I assume requestors have web access. If you do not have web access but need copies of documents please let me know and we will arrange to send by USPS. Please be advised that there can be a handling and shipping cost for these documents.

A comment about email communications in public forums; we have confirmation that these were reviewed by potential insurers. Please think about what is being put out there. Not all of the members of the public forums are NARCOA members, or necessarily friends of the hobby. I'm not suggesting censorship or forum review before emails are released, just asking our membership to be responsible in what they say and do publicly.

Best regards and safe running,

C. Patrick (Pat) Coleman
President



2005 Election Results

by Carl Anderson

Congratulations on voting for our Board of Directors. It is important business that we do for NARCOA. We each can and must have a say in our organization. The first thing is voting for the Board Members to let them know what we think of the job they are doing.

For the first time, some of our members in Australia voted for their representative. This was also the first time there have been two areas with two people running for a seat on the Board. I look for the day that enough people want to help on the Board and that each area has two or more people running for a seat on the Board.

The Even-Area vote was 298 out of 707 voting, for 42.1%. The Odd-Area vote was a bit better, with 460 out of 956 voting, for 48%.

The results are as follows:

Area 2	Joel Williams	54 votes
	Albert Elliott	31 votes
Area 4	Tom Falicon	65 votes
Area 6	Hank Brown	51 votes
	Bob Knight	20 votes
Area 8	Ken Annett	20 votes
Area 10	Jim Spicer	55 votes

Board Of Directors Meeting

by Hank Brown

The Board of Directors meeting is September 23 and 24, 2005.

If you plan on attending the meeting please contact me by email (trainguyz@charter.net) to make room reservations, or you can call me at 608-839-4939.

The meeting is open to all NARCOA members.



Submitting Materials for Publication

- 1 Materials received by the 15th of February, April, June, August, October or December will appear in the following two-month issue, subject to editing for space. Include email address or phone number.
- 2 Submit hard copy, photos or .jpeg images, clearly labeled as to subject and photographer.
- 3 Electronic submissions are preferred for text.
- 4 We cannot reprint copyrighted material without authorization. Include permission to reprint with all copyrighted materials.
- 5 Originals are archived, not returned.
- 6 Letters to the Editor must be signed and include email address or phone number for authentication. "Name withheld upon request" may be substituted when the letter is published. All such letters will be printed as discussed in the NARCOA policy book.

The SETOFF

Volume 19 Number 5

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

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

Letters To The Editor



Do you have a comment, suggestion, or complaint? Here's the place to air it.

Send your input to:

setoff@juno.com

Please put LETTERS in the subject line.

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

REMINDER: To submit photos and articles electronically, please reduce the size (from megabytes to kilobytes). My old country phone lines will not handle big files.

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

Charlene Morvay
17825 Route 8
Union City, PA 16438

K

I work for Harsco Track Technologies in Fairmont, and also own an M19. Recently, HTT built a 32 stone rail grinder for export to Mauritania, Africa. It's composed of two cars; one is the power car, the other a crew car. It is the latest machine built in Fairmont. Before it left, I brought in my M19 and posed the two together behind the factory. Once again a motorcar graced the rails of Fairmont, and also came back home.

Tom Hatfield
1422 Lucia Ave.
Fairmont, MN 56031



Obituary Mark Depew

Bob Ziegler is sad to inform us of the sudden passing of Mark Depew, resulting from a fatal traffic accident on Saturday, August 13, 2005, in Running Springs, California.

Mark was designing a multi-gauge railcar that was based on the Fairmont design that was built in World War II for the War Department. Mark had just finalized the design and was ready to start the construction. He talked to a lot of fellow members and received a wealth of information and ideas.

He was thankful for their support on this project. He is survived by his wife Linda of 24 years, his sister Kathy, and his Dad, Frank.



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

Hello Area 4!

I would like to start off this newsletter by thanking all of you for your support during our 2005 Area Representative election. As usual, you guys came through in true Area 4 colors by showing your interest in our hobby and voting in record numbers. Once again our NARCOA elections officer Carl Anderson was impressed with Area 4s "voter turnout". Over the winter months I will be compiling the most accurate Area 4 email address network possible. That way, in the future, we'll be able to transfer important information among our area when necessary. We also need to remember our area members who don't have email capabilities, and be sure to pass along any information to them in a timely manner.

It's been a pretty hot, rainy and humid summer in the hills of North Carolina. I'm just waiting for this heat to subside and the dirt to dry up a bit so outdoor work will be a little more easy to accomplish. All the Board members are getting ready to head up to Chicago in late September for our annual Board of Directors meeting. I don't really see where there are any big issues that we will be working on this session, but we'll have plenty of decisions to make on our standard yearly business that will help keep us on track and operating smoothly throughout 2006.

For those of you that love to complain about my Great Smoky Mountains Railroad motorcar excursion policy of "all belted cars will be towed over the Red Marble Gap grade"..... quit your whining and bring your belted car to my "Over the Hill Run" in November. At this motorcar excursion any NARCOA compliant motorcar will be given ample time to conquer the 5+% grade. I will have radio equipped spotters along the climb to assist in pinpointing each cars' location as they work their way to the top. It's going to be a fun day! Go to our www.narcoa.org website for sign-up and details.

That's it for now guys. It's been really fun talking with you.



Left: Ritch Williams on his maiden voyage. Indiana Northeastern Excursion, August, 2005.

Ritch recently completed work on this Fairmont MT19 railcar.

**THE SAFETY COMMENT:
HOW TO SET OFF SIGNALS (ACCIDENTALLY)**

by Bob Knight, Chairman, NARCOA Safety Committee and
Guest Author, Dick Ray, Operator of WM M9 #67

It is great to have another member step up to the plate and contribute their thoughts on a safety related subject. Your Safety Committee has been encouraging the membership to do this by e-mailing or sending an article with photos (if possible) to the committee. Dick's subject this issue has happened more than once in the last year on the meets we have participated in, and you too might have witnessed the same problem.

Having motorcars set off any type of railroad signal is a well-known NO-NO! A highway traffic signal device is especially a dangerous situation. This is a serious problem because highway traffic that has been stopped might start up again thinking that all motorcars have passed. The signals may not hold, and gates may go up and down. In addition the car nearest to the gates will see them come down and can try to back up so that the gates don't hit the car. This can lead to a collision with the automobile behind and could lead to us being held at fault by causing an accident.

At a meet this last year, a car was setting off signals now and then. We did not know which one it was, so at the first stop I helped conduct an inspection of all the cars, including my own.

From past experience I have found the most likely cause to be a cotter pin touching the wider style brake shoes/liners. Sure enough there was a car with long cotter pins, not fully wrapped around the pivot. At least one was touching the metal brake liner as shown in the first picture. The owner did not intend to cause a problem and simply had not realized what could happen. It was quickly corrected by cutting the cotter pins shorter. Another car shown in the other picture used shorter cotter pins that could not touch the liner. The problem seems to occur only on cars that use the wider liners that are wider than the wood mounting block. Fully wrapping the cotter pins around the pivot is also a good solution. These cotter pins need to be removed only when the liners are being changed, which is very seldom.

Some motorcar owners put the cotter pins on the inside. In that case, there are two problems. The first is that we cannot tell if a cotter pin is touching the inside edge of a liner. The second is that we cannot tell there is a cotter there at all! While it is not a NARCOA equipment rule, I suggest that all owners see that all cotters in the brake system be visible wherever possible and be available for inspection.

Keep it safe.
Dick Ray

P.S. You veterans have mentored 34 new and returning members to date. Way to go and THANKS!!!



Hints and Tips

Two-Stage Wiper Switch

by Roman Carolton

Got two wiper motors on your motorcar? If you do, you know they are two-speed. That means one runs slow and the other runs slower. Not that it's a problem, except when it's time to turn them off.

She Who Must Be Obeyed wants hers stopped at a particular spot, such as when it reaches its maximum inboard swing. But you like yours parked full inboard too. Of course they're seldom both inboard at the same time. So you watch and wait for that perfect moment. You should be watching the rails!

Solution: An after-market three-position push-pull headlight switch. You know, like your 1975 F150 had. You can find them at most auto parts stores. When the switch is pushed in, all circuits are off. Pull it out one notch, one circuit goes hot. (This was for the parking lights.) Pulled out to the second notch, a second circuit goes hot. (This was for the head lights; parking lights stay on.) Wire the driver's wiper to the parking light terminal and hers to the head light terminal. Pulled out all the way, both wipers work. When it's time to turn them off, pop it in one notch when hers is at the desired spot, then kill yours wherever you like.

Everyone is happy, and she'll think you're so clever!

Gap Those Plugs

by Roman Carolton

Plug fouling is inevitable, and usually at the worst moment. You're holding the consist up, the five-minute rule is in effect, and the clock is ticking faster than a trip down hill without brakes. The pressure is on! Shave a minute off your time by gapping plugs before the trip. Does not hurt to write the gap on the box either. Reminds you it's already gapped and by how much.

Later, when your pals chide you about not gapping before installing, you can play dumb. "Really?" you say, "You gotta gap those things?" Get 'em going good before letting them know they've been had!



Appalachian Rail Excursions Rolls Into Pocahontas

Riding the Rails Again

by Drew Tanner

Staff Writer, Pocahontas Times News

This article was submitted by Paul Rujak and reprinted with permission from the Pocahontas Times News and Drew Tanner

If you happened to be crossing Cheat Bridge June 25, you may have seen an unusual sight: a caravan of about 30 two-seater and four-seater vehicles of various colors rolling along the railroad tracks, on their way from Elkins to Spruce.

The vehicles themselves were motorcars, or speeders, the small machines once used routinely by railroads to inspect miles of track for defects. Larger models could carry up to half a dozen workers and pull trailers loaded with tools and supplies to make track repairs.

The June excursion from Elkins to Spruce along the West Virginia Central Railroad was organized by Paul Rujak, of Appalachian Rail Excursions.

In addition to the run between Elkins and Spruce, Rujak's excursion was traveling the route of the Tygart Flyer from Elkins to Belington along the Tygart River.

"Some people were skeptical we could ever do this," Rujak, of Weirton, said, "but here we are now on our tenth run."

Rujak serves as the point person for registration and a liaison to WVCRR staff who provide him with the track warrant, or authority to use the rail line. The warrant specifies the time the track is used and when the group should be in sidings to allow trains to pass.

On this run, the group would meet the Cheat Mountain Salamander at Spruce.

With runs in June and at the height of fall foliage in October, the outing has become a popular one, drawing motorcar enthusiasts from Pennsylvania, Maryland, Rhode Island, Michigan, Missouri, Illinois, Ohio, New Jersey, Maine and Arkansas among others.

Warren Riccitelli, of Providence, Rhode Island said that, for him, the hobby is part of a lifelong fascination with railroads.

"I grew up in a town where the train came through, and when I was a kid we would catch rides on the caboose," Riccitelli said. "Later, I got into model trains."

Riccitelli has been in the motorcar hobby now for about 10 years and coordinates excursions in New England, New York, New Jersey and Canada.

People come from all over the country to ride the rails, Riccitelli said.



The group pulls in and admires the Big Cut before turning their motorcars around to begin the trip back to Elkins. Tom Pemberton, foreground, brought his motorcar all the way from Arkansas to make the trip. Photos by Drew Tanner

continued next page . . .



*The picnic area at Spruce affords a view of the motorcars parked along the track as they wait for the arrival of the Salamander
Photos by Drew Tanner*

“Every time I do a run in Maine, I get someone from California,” he said. “There are a lot of folks in this hobby who like to travel. You could ride every weekend if you were willing to do some driving.”

Recently converted motorcar enthusiast Tom Pemberton, of Harrison, Arkansas, is one of those folks, having driven 940 miles to make it to the excursions on the West Virginia Central Railroad for the weekend.

From West Virginia, Pemberton said he would head to Canada for a four-day, 600-mile trip. On the Elkins to Spruce run, I was fortunate to catch the parade of motor cars at Cheat Bridge, catching a scenic ride up the mountain. Rujak was happy to share the ride in his two-seater Fairmont MT19, which was the lead car for the trip.

The motorcar provides a unique perspective of the railroad. In Rujak’s MT19, we sat just a couple feet above the rails as the track and ballast passed under us with a rhythmic clack-clack.



*A yellow 1942 Fairmont restored by Chuck Pearson, of South Lyon, Michigan. Pearson researched the history of the motorcar and restored it to the condition it was in when it was delivered for service on the Baltimore and Ohio Railroad in Ravenna, Ohio
Photos by Drew Tanner*

The motorcar was powered by a two-cylinder Onan four-cycle engine, often found in electric generators. The 20-horsepower engine took us to a top speed of about 25 mph, which, in a vehicle as small as a motorcar, felt plenty fast and still allowed us to enjoy the scenery. With the side doors open, we enjoyed a cool breeze on the warm summer afternoon.

Some of the older motorcars on the trip used a single-cylinder two-cycle engine that produces about five horsepower and let out a characteristic “putt-putt-putt” as they motored along.

As our group made its way to the site of the former logging town of Spruce, we took in a panorama of

remote scenery. The corridor of red spruce forest on either side of the rail is occasionally parted by small runs and creeks making their way to the Shavers Fork of the Cheat River, which meanders alongside the track, and passed under the occasional bridge. Ahead of us, we observed deer and young fawns crossing the tracks, and at one point, a hawk glided along just ahead of us.

“That’s the advantage of being in the lead car,” Rujak said with the smile of someone who’s genuinely enjoying himself.

A map of the line that Rujak had brought showed the mileposts, sidings, junctions, bridges, the location of a water tower and former loading areas along the track.

Every so often, as we would approach a marker, Rujak would radio back to the rear car to check on its progress. At times, our caravan of 30 motorcars spanned more than two miles.

continued next page . . .

The hobby is unusual in that, while it centers around motorized vehicles, it is strictly noncompetitive, according to the website of the North American Rail Car Operators Association (NARCOA), of which Appalachian Rail Excursions is an affiliate. During outings, operators function as a group. If one motorcar has a breakdown, neighboring operators often lend a hand or tow the car along to a more suitable area for repairs.

“One thing is guaranteed,” the website states, “the car that leaves the starting point last will arrive at the destination last no matter what the car’s speed capability.”

About an hour and a half after we had left Cheat Bridge, the old rail yard at Spruce came into view as we motored along. We rounded the site of the old town and made our way into the Big Cut and waited for those at the end to catch up.

Once at the cut, the group stopped to turn its cars around. Most of the motorcars were equipped with special jacks that pressed down on the ground and lifted the entire car off the rails, allowing the operator to swivel the motorcar around to face the other direction.

After all the cars in our group performed their about-face, we made our way back into Spruce, where we used the sidings to shuffle the motorcars around so Rujak’s MT19 was back in its lead position.

Since we were sharing the track this day with the Durbin & Greenbrier Valley Railroad’s Cheat Mountain Salamander, we remained in a siding until the Salamander made its way up to Spruce over the same stretch of track we had just covered before making our way back down. The break afforded time for folks to wander around the half-buried foundations that remain of Spruce or take photos of the group of motorcars snaking around the bend. One motorcar operator, who had to be towed earlier, used the time to perform repairs to a thrown chain.



While waiting at Spruce, one motorcar operator uses the break to make some field repairs to his vehicle. Photos by Drew Tanner

The Cheat Mountain Salamander arrived a little later than was specified on the track warrant, passengers waving and taking pictures of the curious little cars parked along the track.

After sounding our horn (Rujak fitted his own motorcar with an air horn that sounds more like something you might hear on a locomotive) we made our way back to Cheat Bridge, where I was dropped off and thanked Rujak for the ride.

To learn more about Appalachian Rail Excursions and NARCOA, visit them online at mysite.verizon.net/vze8eyf5/ or www.narcoa.org, respectively.



Jake Award Update

by Tom Norman, NARCOA Treasurer

Again this year, NARCOA is involved with the Jake Awards, the American Short Line and Regional Railroad Association's safety award given to injury free member railroads. Since 1997, NARCOA has provided individual award pins that are distributed to each employee of the award winning railroads. The pins feature a profile of Jake Jacobson (the creator of the original safety award) with an enameled border stating "Jake Safety Award" and the year of the award. The back of the pin has NARCOA written in a rectangle. This public relations program has received enthusiastic support from member railroads and clearly benefits NARCOA in expanding relationships with our Short Line Railroads.

Contributions from NARCOA Affiliates are the source of funds for this program. However this year we have come up short on donations to cover the cost of the pins. As NARCOA Treasurer, I would like to thank the following affiliates for their donations, and encourage other affiliates to consider contributing.

NARCOA Affiliates contributing in 2005 are:

Pacific Railcar Operators \$475

Ohio Valley Railcars Inc. \$500

Heart of the Heartlands \$100

North Central Railcars \$500



"I Can Drive Too!"

photo submitted by Sally Badger

Want Ads

The SETOFF is happy to print all ads received from members. There is no charge for placing an ad. All ads will run for three issues; please notify if item is sold. No full page ads are accepted.

Send ads directly to **Charlene Morvay, 17825 Route 8, Union City, PA 16438** or email: **setoff@juno.com**

For Sale

FOR SALE (IL) – Canadian National Fairmont A-4 Motorcar, mostly restored. - Four Cylinder Ford Industrial Engine in great running condition w/ four speed transmission. - NARCOA READY - Extras include seatbelts, brand new rotary beacon light (removable), extra handholds, running boards, and safety bar w/ padding. Equipped with two locomotive seats. GOOD wheels. Completely rewired with new switches and relays. Equipped with NEW headlights, ditchlights, stoplights, and taillights at both ends for bi-directional running. Asking \$4,900. Contact Dave Hawley at motorcar297@aol.com or 630-854-8052 for pictures and information.

SO05

Original Fairmont Brake Shoes for 16 inch wheels. These are original new Fairmont brake shoes with Fairmont part #. I have 2 different shoes, (M-19-W for ice breaker wheels), and (M16411 with steel insert). Price is \$7.50 each, plus shipping. Contact: Dave Sigafoose, P.O. Box 5328, North Branch, NJ 08876-1303, telephone 908-625-6282, or by E-mail DaveSigafoos@yahoo.com, and provide zip code, so I can estimate shipping.

SO05

MT-19 with Fairmont turntable, new trailer, heater, new Fairmont seats, new wheels, completely mechanically overhauled, with new paint. \$9,800. Contact George Gilchrist, 541-963-5270 or email at lugeo@eoni.com Motorcar in located in La Grande, Oregon

SO05

For Sale

MT-19 axle sprocket and hub \$50; US&S semaphore block signal, works, needs restoration \$100; MT-19 axle set no differential \$100; Nice US&S co style "B" semaphore signal specs, with blade and glass, \$400 and up. Other style "B" parts available. Complete US&S T O (train order) semaphore signal. All prices OBO and do not include shipping and crating. Pictures available to serious inquirers, delivery to OR and the NW tour possible on some stuff. Contact: Dave Myers
Phone: 928-567-6285, 928-380-7056
Email: dmyers@commspeed.net

SO05

A one man Teetor Rail Bike is for sale in eastern Ohio. This is an exact reproduction built in the late 1990's. Only a handful of these were manufactured using 1890's blueprints supplied by the Dana Corp., whose roots go back to Teetor bikes and motorcars. Excellent condition, a runner, not a museum piece. Contact Dave Boyd (740) 282-2948 evenings EST or e-mail davidboyd204@hotmail.com

SO05

Fairmont MT-14 with custom built tilt trailer. This is an enclosed cab car. The ONAN CCKB runs great, and the car is in excellent condition, inside and out. Ideal car for long trips, plenty of room inside. Dependable on five long distance Canadian Wilderness Tours, with no breakdowns. In addition to the hand operated clutch and brake handles, this car also has foot operated clutch and brake pedals. It has a hydraulic turntable, Kenwood Radio Transceiver and dual voice activated headphones, sliding door windows, seat belts, larger gas tank, exterior grease fittings, and interior overhead storage shelves. NARCOA-ready, and has been stored inside. Pictures available on request. Delivery possible. \$9,800. Contact David DuMont, 757 Lick St., Groton, NY 13073 Ph: (607) 898-3388.

SO05

For Sale

Fairmont M-19 with trailer. This is one of the finest of all M-19 cars out there. Museum quality. NARCOA-ready, runs great. Cab, frame and running gear parts were completely disassembled down to every last nut and bolt, and stripped of paint. New items purchased from Fairmont include aluminum cab panels, tool boxes, seats, condenser, drive belt, wheels, and rail sweeps. It also has new glass, side curtains, lift handles, gas tank, lights, wiring, and battery. Professionally painted with Ditzler automotive primer and paints. Always stored inside. Built in 1953 for the NY Central Railroad. Pictures available on request. Delivery possible. \$9,500. Contact David DuMont, 757 Lick St., Groton, NY 13073 Ph: (607) 898-3388.

SO05

Fairmont MT14 – Has extra good front, back and top. Enclosed plywood sides; Onan engine. Runs like new. Former Milwaukee Road. \$2,800.

Fairmont M19 Engine complete with generator \$500. Will send picture of car. Contact Ken Couture, 419 W. Cummins St., Tuchmseh, MI 49286. Phone: (517) 423-2956

SO05

For Sale

Fairmont MT19B. Inspection car - \$5,500 firm. Complete and in very good working condition. NARCOA-ready, has been used on the west coast. Car is U.P.R.R. #2665. Has new wheels, safety belts, spotlight (remote), tow bar, stop lights, strobe light, heater. Comes with operator's service and parts manual. Also has dual idler kit installed. Onan B48G-GA020 engine. Setup for tach, speedometer, fuel, oil and temp gauges. Contact: Walt Baldrige, 6596 Reflection St., Redding, CA 96001 (530) 244-3771

SO05

Fairmont MT14. Mint condition. Completely enclosed and equipped. Turntable, Les King Shocks. Radio. NARCOA/MOW-ready. Most recent run Grand Canyon. Former UP car. Picture available. Stored in heated garage. Speeder \$12,500 (firm). Trailer with electric winch \$1,500 (firm). Will sell both for \$13,000 (firm). Owner has been in the hobby for 20 years and must give it up for health reasons. Contact Bill Vogel (925) 314-9620, or email: Wvogel624@aol.com

SO05

Fairbanks-Morse 40-B Railroad Motor Car, two cylinder aircooled engine, friction drive. Car in running order and all in original form as when retired from the Winston-Salem Southbound Railway. An original turn table goes with car. Price is \$1900.00 for both items.

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

For Sale

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

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

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

For Sale

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

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

For Sale

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

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

For Sale

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

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

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

For Sale

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

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

Les King Motor Cars

www.leskingmotorcars.com - Your source for parts and remanufactured motorcars

Box 164, N. Lawrence, Ohio 44666 - Toll Free (Orders Only) 888-833-7989
Tech Support & Info 330-833-2868 - Fax 330-830-5213

For Sale

Fairmont M19-F-1-30 Inspection car, ex-Chesapeake & Ohio Ry., Barboursville, W.Va. Car has wrap around steel cab, RO-C engine, car built 12-15-48. Recent frame off, body sandblasted, new wood, new glass & rubber molding, motor rebuilt, new wiring and paint. Price \$2,500

Fairmont S2-E-4 Section car, ex-Carolina Southern Ry., Windsor, NC, 8 H.P. RQ engine, car built March 1952, rebuilt/restored 1970, first class new paint job 2005. Canvas with windows windshield included. \$3,000

Narrow gauge, 36" section car, E.B.T.R.R.&C. Co., Fairmont QH engine, built 6-23-20, open car with steel & glass windshield. Built East Broad Top Railroad shops Orbisonia, PA. Car in great shape, new paint, a real piece of history. \$4,000

Fairbanks, Morse & Co. Model 57 Sheffield inspection car. Ex-Durham & Southern Ry., Holly Springs, NC. 9 HP Fairbanks engine, chain drive with wooden frame & wooden spoke wheels. Car has solid Plexiglas windshield built in plywood car top. New orange paint with black trim. \$2,000

Fairmont A3-D-1 light gang car, ex-Durham & Southern Ry., Dunn, NC, 17 H.P. Waukesha 1CK engine, engine completely rebuilt, electric start, car in great shape. Four speed transmission, front canvas with windows windshield, headlight front and rear, gong, blade type rail sweeps. Price with heavy duty highway trailer \$4,000; price without trailer \$3,500

Fairmont MT19-A-2 Inspection car, bought new from Fairmont Ry. Mtrs by Bob Newton, delivered 2-14-78. Onan engine, 20 H.P., electric start, 2 speed transmission, with 2 speed reverse and forward, aluminum spring mounted frame, canvas with windows and windshield and canvas top, headlight front and rear, gong, bell, horns, extra gas tank, railsweeps, 2 cushioned seats with backs, very nice, runs smooth, very limited miles, never railroad owned! \$4,000

For Sale

Lever pump car, built by Buda 1912. Ex-Pennsylvania Railroad, Indiana Division. Car has brass oval P.R.R. equipment owner plate. Has new brake shoes, good wheels & gears, very nice tight car. Ready to roll, museum quality car. Price \$10,000

Velocipede, No. 1 Fairbanks, Morse & Co., Sheffield car. Ex-C. & O. Ry. From Greenbrier subdivision, W. Va. Built 1910, ball bearings, all good wheels, original wooden car complete and tight with metal tool basket, new red paint with yellow trim. Museum quality car. \$4,500

Two pushcars for sale. Would make great speeder trailers. Wheels & axles complete, both need new wood decks.

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

30lb light rail. Would make a great ½ mile motor car track in your backyard! This rail was used by the Dismal Swamp RR/Richmond Cedar Works Co. on their 42" narrow gauge logging lines in the Great Dismal Swamp of VA/NC \$3,000

Fairmont Railway Motors 16" demountable wheels. They are accurately formed from high quality steel to insure true running and long life. May be used on motor cars or as trailer wheels. Have eight (8) new, never used, some factory paint, but need repainting. \$200 each

One pair motor car sanders. Brand

For Sale

new, never used. Each sand hopper is 1 ½ gal. capacity. Levers to cut on and off sand flow with long heavy duty rubber hose to run to top of rail. These large sanders were made for gang cars A-3 and larger. \$300

Safety Couplers for all section and gang cars when towing trailers. Have self-closing catch.

18" complete \$50.00

36" (safety catch missing) \$25.00

Motor car turntable (portable, 4 pieces) for standard and heavy duty section cars, and all gang cars, except A-8. Set up with pivot in center of track; car is pushed on, swung around, and rolled off. Made of durable heavy gauge steel by Fairmont Railway Motors. \$450

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

On-site inspection of equipment available by appointment.

All shipping and freight charges are your responsibility. Please, serious inquiries only!

Call or email for additional information. All motor cars have service instructions and operating manuals.

JF06



FOR ALL ITEMS ON THIS PAGE, PLEASE CONTACT:

Bob Newton
P.O. Box 708
Farmville, NC 27828
(252)753-4157 evenings after 6:00 p.m. E.S.T, or
email: wnewton2@nc.rr.com

Excursions

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

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

Send meet notices to:

Charlene Morvay
17825 Route 8
Union City, PA 16438
or
email: setoff@juno.com

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

Red River Valley & Western Railroad

September 3, 2005 – Saturday

Iowa Railcar Excursions (IRE) is sponsoring a ride on the Red River Valley & Western Railroad, LaMoure, ND. We will travel from LaMoure to one of several locations for a round trip mileage of at least 100 miles. This is a NARCOA insured event. Cost of the ride is \$40.00. For trip details and pre-registration forms contact Tom Jenness 5479 R Ave Cherokee IA. 51012 Ph 712-225-2614 Email jennjeto@netins.net

Sisseton Milbank Railroad

September 4, 2005 – Sunday

Iowa Railcar Excursions (IRE) is sponsoring a ride on the Sisseton Milbank Railroad, Milbank South Dakota. We will travel from Milbank to Sisseton SD for a round trip mileage of 70 mi. This is a NARCOA insured event. Cost of the ride is \$40.00. For trip details and pre-registration forms contact Tom Jenness 5479 R Ave. Cherokee IA. 51012 Ph 712-225-2614 Email jennjeto@netins.net

Heart of Georgia Railroad - FULL

Americus, Georgia

September 17-18, 2005 – Saturday and Sunday

Come join us on the first ever motorcar excursion across most of middle Georgia. Follow the line of the old **Central of Georgia Railway** through rich fertile farming country at its best. See fields of peanuts, watermelons, soybeans, cotton, corn, and Georgia's most beautiful tree, the pecan. In two days we will travel approximately 250 plus round trip miles. Your cost for both wonderful days is: \$160.00. **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. No refunds after August 23, 2005. All operators and passengers must wear a safety vest during each excursion. "A" cars and trailers must have a chain restraint or similar device.** Please make your check for \$160.00 payable to: Atlanta Railcar Transportation LLC c/o Bobby Moreman, 3520 Cold Springs Lane, Chamblee, Georgia 30341.

Appanoose County Railroad

September 18, 2005 – Sunday

Iowa Railcar Excursions (IRE) is sponsoring a ride on the Appanoose County Railroad Centerville, IA. We will travel from Centerville to Albia for a round trip mileage 70 miles. This is a NARCOA insured event. Cost of the ride is \$40.00. For trip details and pre-registration forms contact Tom Jenness 5479 R Ave Cherokee IA. Ph 712-225-2614 Email jennjeto@netins.net

Canadian Pacific Railway (Latta Sub — Indiana)

October 1-2, 2004 (Saturday/Sunday)

North Central Railcars is pleased to sponsor a 2-day motorcar excursion over a portion of the Canadian Pacific Railway's Latta Subdivision, on Saturday & Sunday, October 1 & 2, 2005. Participants will travel approximately 176 miles over two days between Bedford and Terre Haute, Indiana in beautiful south-central Indiana. This line has an excellent roadbed, welded rail, and features a quarter-mile long tunnel as well as several crossings of other rail lines. Registration materials and complete details will be sent upon receipt of the excursion fee. **Each participant will be expected to bring and wear a hardhat, safety eyewear/glasses, high-visibility vest, and steel toed boots. This is a CPR Rule. No exceptions.** Excursion fee of \$300.00 includes all railroad fees, bus transportation in Terre Haute, hotel room for Saturday night, and continental breakfast on Sunday morning. There is a 25-car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For more information, contact Michael P. Ford, 7712 Carpenter Court, Plainfield, Indiana 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net. Southwest Railcar Ltd.

Wellsboro & Corning Railroad

October 8, 2005

CPE is pleased to announce the annual Autumn Leaf Ride on the Wellsboro & Corning Railroad. We will travel 80 miles from Wellsboro, PA to Gang Mills, NY and return. We will see the beautiful northern PA autumn leaves as we pass the Hammond Dam on welded rail. This is a NARCOA insured event. Cost for the ride is \$50. Send a check to Central PA Excursions, PO Box 145, White Deer, PA 17856. Questions contact Larry Maynard (570)538-9050 or email at: firefighter5@jlink.net.

Towanda-Monroeton Shippers Lifeline Railroad

October 9, 2005

CPE is pleased to announce a ride on the Towanda-Monroeton Shippers Lifeline Railroad. This railroad is only a 12 mile roundtrip, but is a very interesting railroad. We will make several trips over the line. This is a NARCOA insured event. Cost for the ride is \$25. Send a check to Central PA Excursions, PO Box 145, White Deer, PA 17856. Questions contact Larry Maynard (570)538-9050 or email at: firefighter5@jlink.net.

Georgia Northeastern Railroad

October 14-16, 2005 (Friday - Sunday)

Atlanta Railcar Transportation is sponsoring a three-day excursion on the Georgia Northeastern Railroad in north central Georgia on October 14-16, 2005. Participants will see most of the line from Ball Ground north to the Georgia-Tennessee line. Total mileage approximately 175 miles over three days. Friday is an evening run. Friday and Saturday set-on in Whitestone; cars remain on rails Friday night. Sunday set-on is in Blue Ridge. Excursion fee \$140 for all three days. 35-car limit. Trip features the only railroad through the north Georgia mountains: twisty, hilly, scenic, and punctuated with villages and small towns. We hope the fall colors will be in full splendor for you to enjoy. This is a NARCOA-insured excursion and all NARCOA rules apply. Additionally: Operators must be members of NARCOA, have NARCOA insurance, and have passed the NARCOA rules test. Passengers must be at least 10 years old. All attendees must wear a safety vest during the excursion. No car or trailer may exceed eight persons. "A" cars and trailers must have a chain or similar restraining device. All cars will be inspected. NARCOA approved Hy-Rails okay. Contact Bobby Moreman, Atlanta Railcar Transportation, 3520 Cold Spring Lane, Chamblee, GA 30341 or visit <http://khuffines.home.mindspring.com/motorcar> for full details.

East Broad Top Railroad

October 15, 2005 – Saturday

OVR is sponsoring a one-day run on the East Broad Top Railroad, Rockhill Furnace, PA. Participants will travel approximately 10-miles with multiple trips planned. No car limit. This is a NARCOA insured excursion. All NARCOA and OVR rules will apply. For trip details contact Gary Greenwood, 1800 Baseline Rd, Leslie, MI, 49251 (517) 589-8155 or ggreenwood@ggtrains.com

East Troy Electric Railroad

East Troy, Wisconsin

Saturday and Sunday October 15 and 16, 2005

An opportunity to run under overhead wire over the last remaining seven miles of the former Milwaukee interurban system during the East Troy Railroad's Fall Color 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. All NARCOA rules will be in effect. There are no fees for those attending, however all operators must be museum members at a cost of \$35 for a single annual membership. There is a 20-car limit for this event. The annual East Troy Fall Color weekend has quickly become a popular favorite with motorcar operators, so be sure to sign up early! For more information or to register contact Craig Bluschke, 10916 Spring Creek Road, Blue Mounds, WI 53517, (608) 437-4419, or email bluschke@engr.wisc.edu.

US Army Fort Leonard Wood

October 22 2005 – Saturday

IRE is sponsoring a ride on the US Army Railroad, Fort Leonard Wood, MO. We will travel 20 miles from Fort Wood to Bundy Junction, 2 trips for a total mileage of 80 miles. This is a NARCOA-insured event. Cost of this ride is \$40.00. For ride details and pre-registration forms contact Tom Jenness 5479 R Ave Cherokee IA 51012 Ph. 712-225-2614 Email jennjeto@netins.net

McCloud River Railroad (California)

October 22-23, 2005

Depart the mountain town of McCloud for 120 mile round trip to Burney, CA on Saturday. Sunday east to Hambone and return for 60 miles and then lunch on Shasta Sunset Dining Car prepared by a great chef and served by a fine staff. We will set on at McCloud at 3:00 p.m. Fri. Departure is scheduled for 8:30 a.m. Sat. Approximate round trip mileage for this excursion is 200 miles. This ride is limited to 25-cars. Hy-rails permitted. The event is sponsored by Southwest Railcar Limited (SWRC). NARCOA insurance and rules apply. The price of the trip is \$195. Price includes Run Fee and lunch on Sunday on the train, and does not include fuel or lodging. Event Coordinator: Tom Phair - P.O. Box 664 – Alamo, CA 94507 Phone 925-820-4159 email – tomphair@comcast.net website – <http://www.southwest-railcar.org>

West Virginia Central Railroad

October 22-23, 2005 (Saturday-Sunday)

Appalachian Rail Excursions LLC (A.R.E.) is pleased to sponsor a 2-day run over the WVC, former CSX/Western Maryland trackage on October 22-23, 2005. Participants will travel approximately 195 round trip miles from Elkins, WV, south over Cheat Mountain, High Falls, Cheat Bridge passing the "Cheat Mountain Salamander" and on to the former logging town of Spruce. We will enter the "Big Cut" and return to Elkins. The cars will remain on the tracks with a security guard watching the cars overnight. Sunday, our trip will take us north to Belington and onto Tygart Junction where the WVC interchanges with WATCO on the former CSX's Cowen Sub. We will stop at Belington where the WVC keeps their motive power. The concession car will be open for coffee and souvenirs. We will return to Elkins before 3:00 pm for those that need to head home. For those wanting to stay on the tracks, a run back to High Falls might be possible. This is a NON-MENTORING RUN! Only mentored operators need to sign up. NO HY-RAILS! Large cars must be able to turn quickly on the same crossing as everyone else. Over the ankle boots are required to be worn by all even during loading and unloading you car. No Sneakers. Trip fee is \$135.00 per car which includes railroad fees. A box lunch will be available on Saturday at an extra fee. This is a NARCOA insured excursion, and all NARCOA and A.R.E. rules will apply. For trip details send a #10 SELF ADDRESSED STAMPED ENVELOPE to: Paul S. Rujak, 786 Hudson Hill Road, Weirton, WV 26062, Phone 304-797-9779 (after noon) email: psrujak@weir.net

Chattooga & Chickamauga Railway

October 29-30, 2005 (Saturday - Sunday)

Atlanta Railcar Transportation is sponsoring a two-day excursion on the Chattooga & Chickamauga Railway in extreme northwest Georgia on October 29 - 30. Saturday's trip is on the former Central of Georgia starting in Summerville, GA and running to Chattanooga, TN, meeting a steam passenger train from Chattanooga twice. Rails skirt Chickamauga Battlefield Park and climb Missionary Ridge. Approximately 90 miles round trip. Sunday we'll explore the former Tennessee, Alabama & Georgia line, setting on in Kensington, GA and running north to Chattanooga. Approximately 40 miles round trip. Excursion fees: \$85 for Saturday, \$70 for Sunday, or \$140 for both days. 35 car limit. This is a NARCOA-insured excursion and all NARCOA rules apply. Additionally: Operators must be members of NARCOA, have NARCOA insurance, and have passed the NARCOA rules test. All attendees must wear a safety vest during the excursion. No car or trailer may exceed eight persons. "A" cars and trailers must have a chain or similar restraining device. All cars will be inspected. NARCOA approved Hy-Rails okay. Contact Bobby Moreman, Atlanta Railcar Transportation, 3520 Cold Spring Lane, Chamblee, GA 30341 or visit <http://khuffines.home.mindspring.com/motorcar> for full details.

Boone and Scenic Valley Railroad

November 5, 2005 – Saturday

IRE is sponsoring a ride on the Boone and Scenic Valley Railroad, Boone, IA. We will be making three trips from Boone to Wolf for a day total round trip mileage of 72 miles. Cost of the ride is \$20.00 plus a current membership in the Iowa Railroad Historical Society (\$25.00) This is a NARCOA-insured event. For trip details and pre-registration forms contact Tom Jenness 5479 R Ave Cherokee IA. 51012 Ph 712-225-2614 Email jennjeto@netins.net

Southwest Railcar Ltd.

Skunk Train – Mendocino Co Railroad (California)

November 26, 2005

Travel 74 miles round trip through redwood forests and coastal mountains. Enjoy a lunch in Fort Bragg before a return to Willits. We will set on at Willits at 8:00 a.m. Departure is scheduled for 9:15 a.m. Approximate round trip mileage for this excursion is 74 miles. This ride is limited to 25 cars. Hy-rails are not permitted. The event is sponsored by Southwest Railcar Limited (SWRC). NARCOA insurance and rules apply. The price of the trip is \$130. Price includes Run fee only. Event Coordinator: - Pat Coleman -1989 Robin Ridge Ct – Walnut Creek, CA Phone 925-979-1030 – email – patcoleman@astound.net website – <http://www.southwest-railcar.org>

**Toys for Tots ride on the North Shore Railroad
December 10, 2005**

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



Left: Les King helps Alan Wilber unload his railcar at Perry Street Station, Oil Creek & Titusville Railroad, during Oil Fest Days.

Right: Grimace taking his turn at a ride in Mike Skrocke's railcar. Mike to Grimace: "You don't shed do you?"

McDonalds graciously donates food and drink for both the riders and railcar operators. A big thanks goes out to Hope Jackson (manager) for her support during this fund raiser.



Left: Some happy riders prepare to board the railcars.



North American Railcar Operators Association (NARCOA)

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NARCOA Licensed Radio Call Sign
WPHT 7.5 – 151.625 MHz

