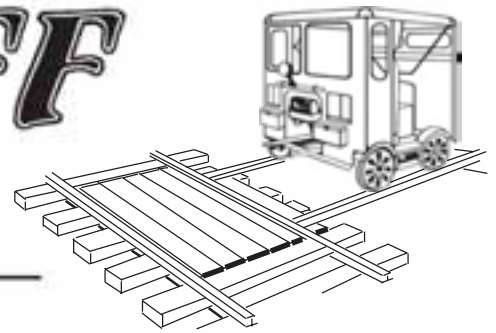


THE SETOFF

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

July/August 2003 Volume 17 - No. 3



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Please submit materials

for the September/October issue of **THE SETOFF** by August 28 as follows:

Classified Ads

Excursion Announcements

964 Williams Lake Road
Colville WA 99114
wcoulson@surfbest.net

Letters to the Editor

All other Materials

Photos

Jan Taylor
917 Park View Way
Missoula MT 59803
jtaylor@montana.com

Cover Photo

This Rick Leach photo, taken on a PRO run May 25, 2003, shows the lead car traveling the Montana Western paralleling the Rarus Railway—former Butte, Anaconda & Pacific—along Silver Bow Creek in Montana. Note the last of the trolley poles which carried the catenary for electric locomotives.

THE BIG PICTURE

Since many of us are busy with work and play throughout these summer months, I will keep this letter short and let you guys get back to it.

Many times we seem to get narrow minded with our thoughts. We tend to focus in on one particular problem or idea instead of pulling back and looking at it from a wider perspective. A few weeks ago while attending a motorcar excursion, one attendee pointed out to us that the cold, windy, wet weather we were fighting, actually made the foliage look even more beautiful when highlighted by a fine mist against the stormy sky. A lot of us tend to focus on the minuscule problems or differences within our organization instead of pulling back and realizing—Wow! We are part of a small group of people who are lucky enough to be able to ride their own little motorized cars into places that most people only dream about being able to visit on a mode of transportation that few will ever be able to enjoy. Relax, pull back and refocus on the big picture!

I read a sentence the other day, although quite disgusting, it gets the point across. The sentence is as follows: the toe being run over by the motorcar wheel can be likened to a sausage being stepped on. This sentence prompted my wife and I to revisit our local safety shoe store and update our motorcar excursion steel-toed footwear. How about you?

As this summer progresses, I hope you are all enjoying this wonderful world of ours, Tom Falicon

2004

August

Sunday

Monday

Tuesday

1

2

3

2004 NARCOA Calendar

It's that time of year again. We are collecting photos for the 2004 NARCOA Calendar. Please send black and white or sharp color photos of a motorcar or cars at interesting scenic locations. Since I am only collecting photos, that I will then deliver to the printer, I can only use photos. I can not use anything taken from the Internet.

Remember that motorcars operate at all times of the year in all kinds of weather. Please include a description of the scene and the name of the photographer.

Deadline for submitting photos is October 1, 2003. You are welcome to submit as many photos as you like. Please have sufficient postage on your envelope if you send several photos.

Send photos to:

Bob Schuknecht
516 1/2 N. Charles St.
Saginaw MI 48602-4037

Tel: (989) 793-0685
rjschuknecht@yahoo.com.

News from Team "Roster"

The new NARCOA Roster project is shaping up nicely. As mentioned last month, the new Roster will contain only data that is newly submitted, ensuring that we are starting out with correct information. The team has put together an online form that is the preferred method for submitting your data. This will save a great deal of error-prone manual data entry (mine!). To reach the data entry page, point your web browser to www.stivers-bros.com/roster/roster.htm.

Those who participate in either the NARCOA or Speeder email lists already know about this form and have been using it for a few weeks. Based on experience gained by this adventure, we have fine-tuned the process and assembled the following set of Questions & Answers that you should find helpful.

Q: I already mailed (or emailed) my data. What now?

A: I'm going to hang on to all those forms until the end. By resubmitting your data online you save me a lot of typing and ensure any inaccuracies will be your own, instead of my typos or misreads. Online submissions will supersede mailed data. Just before publication I'll manually enter the data for those who have not done so online. Those without web access can mail or email the form below.

Q: What if I don't want some item published?

A: Just leave that item blank. Only Name and City/State/ZIP are "required fields."

Q: What if I don't have a NARCOA Operator's Certificate number?

A: Just leave it blank. Although the Roster will integrate personal data and equipment data, they are kept in separate databases. The NARCOA Cert number is used as a unique link between them, since over 80% of the membership has one. A pseudo-link will be created for the remainder. The NARCOA numbers will not appear in the Roster. But if you have one, it is important to enter it so that when you update any info in the future, the new info will link with the same person.

Q: How does the Roster relate to the NARCOA web page's Member Email Directory?

A: They are completely separate; the Roster data submittal form, however, can be used to update both. Items which are felt to be potentially sensitive to some people (street address, email address and phone numbers) have "check boxes" next to them on the form. Only if you click on these will your data also be included in the online Member Email Directory.

Q: Why are you asking for cell phone numbers?

A: There seems to be some potential for real-time coordination with cell phones. I know of at least one run where a member didn't get the last minute email notification that the seton point had changed. Possibly if cell numbers were available, Larry wouldn't have missed a good run.

Q: How do I change personal data after I have submitted it?

A: Just go back to the same form webpage, fill in whatever has changed and submit it again. For the personal data section, you don't need to fill in any more than the four required fields and the newly changed fields.

Q: How do I change equipment data?

A: Since keeping track of which speeder is the one you put the new

Submitting Materials for Publication

1 Our editorial policy is to publish in *THE SETOFF* all materials received, although they may be subject to editing for space considerations.

2 Photos and materials submitted for publication in *THE SETOFF* cannot be returned, because they are archived.

3 Letters to the Editor of the *THE SETOFF* will not be published unless they are signed, and a phone number is indicated. This permits *THE SETOFF* Editor to authenticate that a letter is written by the person signing. The letter writer can, however, request that his/her name not appear in *THE SETOFF*. "Name with held upon request" would appear in such instances.

4 Submit either black and white or sharp, color prints for publication. Please label the back of the picture as to its subject matter and photographer. Do not send slides.

5 We cannot publish copyrighted materials such as photos, posters, cartoons or articles without written permission from the author or publisher. Sender must provide written permission at the time of submission.

6 Excursion stories, technical articles, and lengthy submissions should be typed or printed. Ads, meet notices and short articles may be handwritten. Please include your phone number with your submission—**even with E-mail**—in case we need to clarify something we don't understand.

7 Send materials to *THE SETOFF* editor by the 28th of February, April, June, August, October or December for publication the following two-month edition.

THE SETOFF

Volume 17 Number 3

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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. Please address all membership inquiries to Joel at the above address.

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

(cont. on p 4)

engine in, etc., would get too confusing, you will have to reenter all of the equipment data section of the form, which will then totally replace your old equipment data. Note that Netscape 7 will let you save the information you fill in on a form (see the Tools | Form Manager menu). This should save you some typing if you're one of those whose speeder shed inventory changes frequently.

Q: Should I use upper and/or lower case for my data entries?

A: Follow the guidance of your mother and your 3rd grade teacher. If you use all CAPS or all lowers, I'll probably mess up the spelling as I change it. Also if your spouse/S.O. shares your hobby, feel free to list your first name as Dick & Jane (or, Jane & Dick).

As you know, computers are unforgiving of sloppy typing. I've seen lots of typos in the submitted data. You won't be happy when you get the roster and see your own data so corrupted. I encourage you to thoroughly proofread your info before clicking that Submit button

Other questions? Contact Don Pomplun at (925) 829-7469, BlueFlash@attbi.com or the address below. If you do not have web access, mail the following form to:

Don Pomplun
MisteRoster
521 Van Buren Place
San Ramon CA

Or email it to BlueFlash@attbi.com

First Name _____ Nickname _____ Last _____

Street Address _____

City _____ State _____ Zip _____

Phone _____ Cell Phone _____

Email address _____

Equipment Description (limit 10 vehicles)

Make _____ Model _____ Make _____ Model _____

RR/Number _____ Engine _____ RR/Number _____ Engine _____

Make _____ Model _____ Make _____ Model _____

RR/Number _____ Engine _____ RR/Number _____ Engine _____

Make _____ Model _____ Make _____ Model _____

RR/Number _____ Engine _____ RR/Number _____ Engine _____

Make _____ Model _____ Make _____ Model _____

RR/Number _____ Engine _____ RR/Number _____ Engine _____

Make _____ Model _____ Make _____ Model _____

RR/Number _____ Engine _____ RR/Number _____ Engine _____

MT19 Clutch Pedal Bracket

by Dan Berg

During a Motorcar Operators West run I noticed that Dick Olson of Portland, Oregon had reversed his MT19's clutch pedal bracket to allow a lower pedal position. I have always thought the pedal was too high. Having to raise my leg high enough to operate the clutch made shifting gears a bit uncomfortable. When I returned home I attempted to reverse the L bracket and found the rubber pedal would not clear the opposite leg of the bracket angle. I decided to fabricate a new bracket to conform to the reversed pedal position.

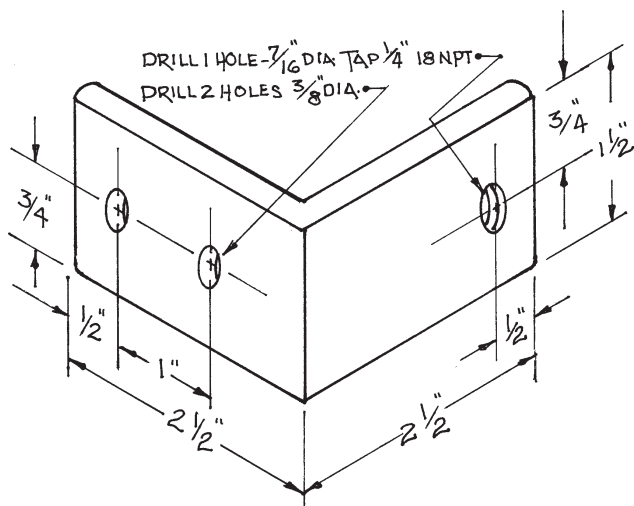
A 2 1/2" x 2 1/2" x 1/4" angle iron provides the necessary clearance to accommodate the rubber pedal. The angle is trimmed 1 1/2" wide on an abrasive cut off saw.

Two 3/8" diameter holes are drilled into one leg for mounting on the clutch lever. The holes are spaced 1" apart, 1/2" from the end of the leg. The 3/8" diameter hole is used to clear the 1/4" x 1" carriage bolt's shoulders. I used carriage bolts to allow for a smooth surface for preventing boot soles from hanging up on the bolt heads.

The mounting hole for the original Fairmont pedal or the Les King replacement pedal is a 7/16" diameter hole drilled 1/2" inch from the end of the leg. The hole is tapped with a 1/4-18 NPT pipe thread pipe tap.

The bracket is primed and painted silver. Place one carriage bolt in the lower hole and screw on the rubber pedal. Place the second carriage bolt and mount to the clutch lever.

I have used this arrangement during the last couple of runs, and I am very pleased with its location and comfort.



Area News

by Stan Conyer & Dave Versi, Tom Falicon, and Ken Annett

Area 3 News



Members have been busy in **Area 3**. Ohio Valley Railcars has enjoyed a busy, as scheduled season, while fortunately dodging many of the abundant rain drops. In Region 3 we've traveled the Connotton Valley Railroad near Cleveland in conjunction with our membership meeting, had a unique weekend on the Ohio Central Railroad and visited Indiana on the Whitewater Valley Railroad and Indiana Transportation Museum thus far in 2003. OVR also has sponsored many other terrific excursions in surrounding regions.

The Ohio Central weekend was notable in that we sponsored our first and possibly last steam train excursion on the Ohio Central to open our three-day weekend. Our charter trip traveled from Sugarcreek to the Morgan Run shops with three photo runbys under steam. The return trip skirted darkness as we returned to Sugarcreek with diesel power. Unfortunately the OC has annulled their steam program citing insurance costs and declining ridership. While we can hope for a return of some form of special railfan excursions in the future it a good guess that the scheduled weekend excursions our of Sugarcreek are finished for good. After our Saturday excursion we spent Sunday and Monday cruising their fine right-of-way in our motorcars— 41 in total. Sunday's trip traveled from Sugarcreek west to Newark for lunch, then east past Newcomerstown before returning to Sugarcreek. This trip offered varied scenery from rolling hills to flat farmland as we neared Newark. Monday was a shorter day on the rails as we again departed Sugarcreek and traveled north to Harmon which is the Wheeling & Lake Erie connection. Upon returning to Sugarcreek operators had the option to set off or continue south to Bolivar where we enjoyed an Amish Barbecue. In all we traveled 202 miles on our motorcars.

Looking forward we are anticipating an enjoyable Labor Day excursion on the Wheeling & Lake Erie operating out of Bolivar, Ohio. This will be our twelfth excursion with them and our tenth Labor Day visit. How time flies by! The Wheeling was the railroad that motivated the effort to begin what is now Ohio Valley Railcars back in 1994.

Great Lakes Railcars members have been busy also. In May and June rides were held on the Decatur Junction and Eastern II Railroads in Illinois, and the Hoosier Southern, Indiana Railway Museum, and Madison railroads in Indiana. On the Madison Railroad we received surprise permission to enter the Jefferson Proving Grounds, a former Army ordnance testing facility. The weather finally cooperated on the Madison RR, and three 44-mile round trips were made. We look forward to a trip on July 12 and 13 on the Big South Fork Railroad at Stearns, Kentucky, the Illinois Railnet trips at Ottawa, Illinois September 20-1, and a return to the Indiana Transportation Museum in Noblesville, Indiana in December.

Area 4 News



Hi **Area 4** members. Wet enough for you??? Boy, many of us sure have been getting blasted by rain! The downpours sure make my Christmas trees grow, but they make all the weeds and grass grow too. We have water flowing out of the ground in places we never thought of as being wet, and it's been hard to get anything done outdoors. Hopefully by the time this letter reaches you, the weather will have settled down

to nice moderate temperatures and a good rain shower once a week (I'm real a dreamer, right?)

Anywho, there are great excursions happening everywhere, and you guys should think about attending a scenic one in or outside of our area. I had the good fortune of running my narrow gauge car on the Cumbres & Toltec and the Durango & Silverton railroads in June. Although they were quite far away (1,800+ miles one way), the amazing scenery on both railroads more than made up for all that driving. It's odd, but all three excursions we've attended in June have been up in high altitudes, and all have required the use of heavy jackets in order to stay warm! It was also so great to see many of you at the June WVC run.

The other day, I talked with Pete Wenk of the Red Springs & Northern Railroad Preservation group in eastern North Carolina. He informs me that they have been offered a very large quantity of premium ties for a very fair price. Tie replacement is the main project that needs to be completed in order for the railroad plans to move forward. They need to raise some money in order to go ahead with the purchase of the ties. Any of you who would like to contribute time, money or even items that could be resold for revenue, please contact Pete at petewenk@nccoast.com or phone (252) 728-4666. Remember, all gifts are tax deductible.

Thats it for now, not much news this month. Dont forget to let me know if there is something you would like me to talk about or announce in this newsletter. See ya, Tom Falicon (Rail Dawg)

From **Area 8**—It is with great sadness that we observe the passing of one of our Canadian members. Florian Grenier, 73, of Val D'Or, Quebec, passed away on May 16, 2003 after suffering a heart attack. Florian has been a NARCOA member since the late nineties. His interest in railroads dates back to 1945, when he built his first rail bike. Florian wrote a book about his railbike designs and experiences with them. His book titled *Those Little Silent Machines* is written in French and is filled with wonderful photographs. Over the years, he traveled many thousands of miles of abandoned track on railbike and on foot. Florian then acquired a Beaver car motorcar in 1998 and joined us on many runs in Canada and in the Eastern United States. He got his friend Jean-Marc Giguere, president of the Quebec Central Railway together with Warren Riccitelli, to run NARCOA trips on that railroad in the eastern townships of Quebec. Florian will be remembered by all who knew him as an enthusiastic rail adventurer and a friend. Our condolences are extended to his family.



KEN ANNETT PHOTO

Area 8 News cont.

Area 8 News



Florian Grenier at Hawk Jct., Ontario, July 2002 on the TMOO Algoma Central(CN) run.



FYI: Some Hidden Costs of "Speeding"

by Jan Taylor

If you have just enjoyed a safe trip over your favorite railroad and are now savoring the memories, consider these extra costs that you didn't have to pay.

Each year, railroads continue to improve and maintain their lines—the same lines over which they allow us to tour. Montana Rail Link hosted 25 cars over the 2003 Memorial Day weekend, making it possible for participants to see the original Northern Pacific mainline over Evaro Hill with its magnificent Marent trestle, to glide along the Flathead River to Paradise, and to head north on the branch to Polson at the foot of Flathead Lake. We also enjoyed an evening run on the Hamilton to Darby portion of their Bitterroot branch. For some it was their first experience on the "high iron"—136# welded rail on most of the mainline we traveled. For all it was a quality experience over smooth track.

MRL has 812 miles of track in Montana and Idaho. Chief Engineer Richard Keller shares some of the information from the 2003 *Montana Rail Link Fact Sheet* regarding costs of maintaining their track:

Cost to install one mile of track,	
CWR-136# Standard Carbon	\$270,000/mile
CWR-136# Head Hardened	\$290,000/mile
Cost to install a #20-136# turnout	\$90,000
Cost per thermite weld	\$351

Number of ties in a mile of main track	3,167
Cost of new tie installed	\$50.56
Number of anchors/mile (every other tie)	6,332
Number of tons ballast used annually (ballast from Pipestone Pit)	50-70,000

MARLENE WADE PHOTO



RICK LEACH PHOTO



MRL maintains 36,979' of bridges including bridge #7 on their 10th Subdivision. At 227' high, Marent trestle is an impressive part of our speeding experience. Fred Furminger flags the last cars off after a photo shoot.



JOHN CHASE PHOTO

To date, Montana Rail Link has allowed NARCOA members to travel 66 miles of their non-CTC mainline and five of their branch lines (181 miles total), many of these lines more than once. Again this past Memorial Day weekend, MRL employees gave up some of their free time to guide us safely.

JOHN CHASE PHOTO



So when you're saying your thank-yous to the meet coordinator and the railroad liaisons, be sure and mention what a fine looking railroad they have and how much you appreciate the time, effort and money it takes to keep it that way.

JOHN CHASE PHOTO



Meet coordinator Bill Taylor and MRL's Milt Clark who oversees special movements, in addition to his other duties.

www.montanarail.com



JOHN CHASE PHOTO

This pit at Pipestone on the former Northern Pacific's Logan-Butte-Garrison line provides ballast for MRL.



JOHN CHASE PHOTO

Some of MRL's 72,330' of slide protection fence, this along the mainline near Paradise.



JOHN CHASE PHOTO

Here an MRL guide-for-the-day explains the road's efforts to stabilize a sinkhole which developed this spring along the Flathead River.

Motor Section Car Signal System

story and photos by Donald Sims

Editor's Note:

John Brown discovered this story in the October 1970 issue of Model Railroader Magazine and secured the right to reprint it from Barb Packenham, Editorial Assistant. It and the photo captions explain operations as they would have been thirty-plus years ago.

TOOLING along on his jerking motor section car, a signal maintainer approaches a paired set of block signals with caution, straining to catch some sign that a train is due. The block signals remain black; yet the maintainer slows to a halt, jumps off, and manhandles the heavy section car to a setoff. A few minutes later one block signal turns red; the other, green; and a train comes into sight.

If you think the signalman made his decision to get off the track because of a printed rundown of train operations called a "lineup," you're partly right. However, he may be getting his warning from a small signal below the block signal. These can be seen along heavily traveled main lines. The small signals are linked into a miniature block system designed to protect track maintenance crews. The signals are commonly termed "motor car indicators." Varying styles of indicators tell operators of section cars about train movements in front and in back of them. Because most section car wheels are insulated, they don't register on train block signal systems; therefore the cars are not protected against train movements except for conversations with a dispatcher, a daily lineup obtained from some open office, and their own miniature block signal system superimposed upon normal signal circuitry.

Motor car signals aren't as numerous as block signals and usually extend their own blocks over two or three regular train operating blocks. The higher the track speed, the greater the motor car block length. Some extend for 10 to 15 miles to pro-



Union Pacific motor car indicators near Echo, Utah; paired sets of three dots mounted low on the regular block signal mast alongside setoff.

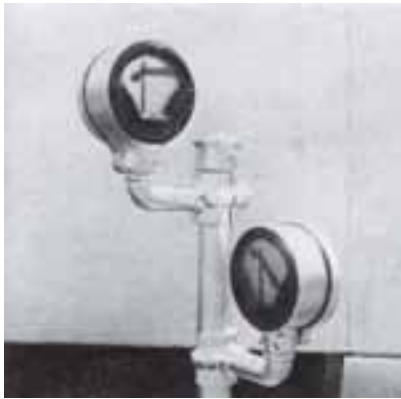


Closeup of Union Pacific indicators near Echo. They indicate train occupancy by having the vertical red dots turn to a horizontal position, obscuring the two green dots at sides.

vide safe operating room for motor section cars. Along mountainous roads motor car signals tend to be more frequent, especially where tunnels and multiple blind curves make section car operation especially hazardous.

Motor section car signals on the model railroad layout can be another detail that adds to the total realism. If you have some signalman or track foreman waiting patiently by a section car setoff, why not give him a reason for being? Install a motor car indicator on the nearest block signal pole.

Prototype practice puts these signals near ground level—below regular block signals, on relay house walls in CTC territory, and often on small upright supports of their own.

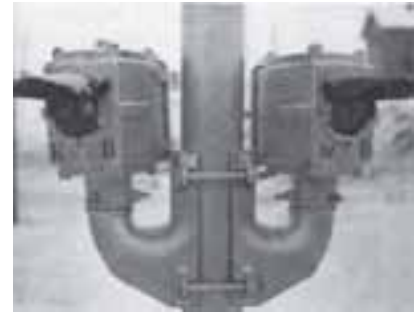


This type of motor car indicator is standard on the Southern Pacific along older CTC installations. The horizontal semaphore blade indicates that a train is occupying the block ahead, while the lowered blade shows that the road is clear for the operation of section cars.

*Copyright 1970
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Magazine.*

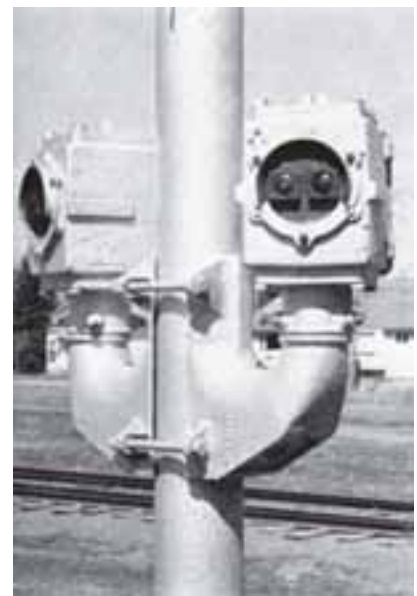


Santa Fe's motor section car indicators operate on the fail-safe system. This particular example in non-CTC territory near Victorville, Calif., shows a small lighted white aspect when everything is clear. Its restrictive aspect occurs then the light goes out, indicating that a train is occupying the block ahead.



This recent design of motor section car indicator is located on the Northern Pacific (now Burlington Northern) near Bozeman, Mont. Both east bound and westbound indicators face the same way because of local needs. The twin indicators show either a red or a green light.

These indicators [below] are on the Burlington Northern in Nebraska. They're similar to those used near Bozeman except that they lack the visors.



Motorcar Run from the Birthplace of American Railroading

by Chris Vitz

On May 17, 2003 the Volunteer Railroaders Association held a one-day meet on the Stourbridge Railroad between Honesdale and Lackawaxen, Pennsylvania. Honesdale is considered the "Birthplace of the American Railroad." On August 29, 1829 the Delaware & Hudson Canal Company, predecessor of the Delaware & Hudson Railroad, operated the first commercial locomotive on rails in the western hemisphere for a six-mile round trip from Honesdale to Seelyville. The run was considered a failure, and the locomotive, called the *Stourbridge Lion*, was stored and eventually dismantled. Many years later several

pieces were found and donated to the Smithsonian Institute in Washington, D.C.

Honesdale was located at the eastern end of a gravity railroad running to Carbondale, Pennsylvania. Carbondale, as the name suggests, was a major source of anthracite coal. To get the coal to markets in New York City a canal was built following the Lackawaxen and Delaware rivers to Port Jervis, New York and then turned northeast to the Hudson River, near Kingston, New York. To get the canal across the Delaware River near Lackawaxen, a Roebling suspension bridge was constructed in 1847. The bridge still stands today, now used for pe-



HENRY VITZ PHOTO

Cars are at Lackawaxen, Pennsylvania. The Southern Tier Mainline of Norfolk Southern is parallel to and behind the speeders. This is also the interchange point between the Stourbridge RR and NS.

destrian and automobile traffic.

The trip this day was over a former Erie Railroad branch between the mainline at Lackawaxen and Honesdale. The track is now owned by the Lackawaxen Honesdale Shippers Association, Inc. and is under their control. The Stourbridge RR, which is under the North Shore Railroad's leadership, is the designated operator of the line. Prior to January 1, 2003 the operation of motorcar trips along this line was prohibited, as the State of Pennsylvania still owned the rail line. Some friendly discussions between our group and Thomas Shepstone of the HSA resulted in an agreement to run a motorcar trip on May 17th.

Our representatives also met with Carson Mader of the Greater Honesdale Partnership and the Borough of Honesdale Council President where an agreement was also reached on parking in Honesdale itself. Due to the limited space, the Borough offered a shuttle service between the set on point and a parking area at a local school.

Set-on began at 7AM and continued until all 24 cars were ready to go. At the safety meeting each operator was given a mileage and crossing list. We left promptly at 9:30AM with a representative of the Stourbridge RR piloting the trip in his hy-rail truck. In typical Volunteer Railroaders Association form, we provided flaggers who leapfrogged

(cont. on p 28)

Motorcar Riding for the Other Half

by Dony Steinbach

Yes, we are the unheard from group that follows our loved ones, our husbands, our fiends on their "Trips" through the countryside. We pack the munchies, get together the clothes, haul the small stuff and remember to grab all the things we know are vital to the trip (window cleaner).

We stand aside, listening to train talk or the latest rail story and hope other gals came along for conversation and to invent trainmen jokes. "How many trainmen does it take to change a switch? Thirteen." Trust us, we know.

It started for me on a first date. The ride was loud. It was dirty with grease and gasoline smell. There were bugs and leaves in my hair, my eyes and my teeth! Sometimes in the early mornings it was so cold, especially in winter, one had to wear layers and layers of clothes to keep warm. I dragged along my blankie. And, oh ya—there was that time it rained so hard the day before, the tracks were flooded. The group still kept going down the track until the water was up over the car's floor! Luck was with me for I stayed in the car. It was a good thing, too. When they tested how deep it was with a stick, it showed we were on a bridge. I bought a life preserver for next trip.

Also there's a chance to see the local wildlife during fall hunting season. Try to wear bright clothing. So far I have obeyed the #1 rule. If there is a bathroom, go. Yes, we gals do make a fashion statement, with high ankle work boots, farmer ball caps, and baggy clothes that will get dirty, ripped, torn, greasy, etc. Not to mention the embarrassing spills from trying to drink while moving down the track. But no bibs, please. You'll fit right in.

Do remember to bring string, gals. It's to tie your hat on. A blown-off hat means the whole wagon train behind you stops to pick it up. Everyone wants to be a hero.

But of coarse on that two-day ride, there's the romantic stay in the motel. Watching the guys through the motel window slipping beer and telling blond jokes.

I did receive a camera for my birthday that year to take on rides. His became off limits due to the fact some of my pictures contained no trains.

It was fun riding along, leaning out, snapping great scenery shots, feeling the breeze in my hair..... For some reason after that he installed seat belts for us to wear.

The little WP motor car became like a part of the family. It has a personality of its own.

And I loved it all.



Me on Steve Jones' WP M19, First Iowa Division

Hunting for Rail Cars Railroading in the Sacred Valley of the Incas by Steve Bittinger

If you wake up at 2:00AM in the morning with a stubborn headache and feel like someone has put a thick rubber band around the top of your head, you've got altitude sickness! Welcome to Cuzco, Peru, elevation 11,000+ ft, the jumping off point for most visitors going to the Sacred Valley of the Incas, and the ultimate destination of Machu Picchu. Cuzco is the main rail junction serving this region. It is narrow gauge railroading in a setting every bit as challenging as the American Rockies.

After several days of travel by van, we had made our way put of Cuzco into the Sacred Valley. The entire region is one unique archeological setting, with some sites dating to 10,000 B.C. It is almost beyond human comprehension how those civilizations built with such absolute precision and with such massive stone.

With an early breakfast under our belts, we made our way to Ollantaytambo. This town sits at the end of the Urubamba River Valley, squeezed in between the river and abrupt mountain terrain. No road goes beyond here, but guess what—the railroad does! The approach to the train station takes you through very narrow cobble stone streets just wide enough for a vehicle. Only one street leads down to the train station, and part of it had been washed out by heavy rains and flooding. We made the last quarter mile on foot, along with the rest of the crowd.

The train station and surrounding area is a happening place, with locals selling all sorts of things, and railway police trying to keep some degree of order. We had scarcely settled in on the narrow station platform when I heard the familiar beep of a rail car, and a few minutes

later, up the track, appeared a Fairmont car, heading straight for the station. The A-style car cleared out the crowd as it rolled by the station and came to a stop at the Station Master's door. The four-man crew had come from a small town back towards Cuzco, where many of the railroad employees live. After delivering company mail to the railway office, the rail car and its crew headed off west bound, for a section of right of way that was being cleared of brush and overgrowth.

Ten minutes later, another horn sounded, and our train came into view. Rail passenger equipment on the Cuzco-Machu Picchu line is modern and in excellent condition. The First Class equipment on our train consisted of a five-unit set of individually powered diesel passenger cars. Peru Rail is a private operator that, since 1998, has provided rail passenger service for the Peruvian government. The passenger cars offer comfortable seating and lots of glass. If you ever have the opportunity to make this trip,



Rail car arriving at Ollantaytambo station. Check the neat metal safety flags and ample use of reflective tape.



Train leaving Aguas Calientes and continuing on to the end of the line. It's a tight fit between shops and market stalls.



get seats on the left side of the car, for the best views. The railroad follows the river winding and twisting its way down stream towards Machu Picchu. We passed a railroad gang at work, with their rail car parked on a pair of set out rails, narrowly clinging to the river bank.

The train makes several local stops before arriving at Aguas Calientes station, the terminus for all passengers going to Machu Picchu. A local train continues on through town, to the end of the railway, at a hydroelectric facility. Our hotel was located near the railway station. The easiest way to walk through town from our hotel was to walk the tracks. Both sides of the tracks are crowded with shops, restaurants, and vendors, so much so that when the train comes creeping through, everyone squeezes back into the market stalls to make way for the train.

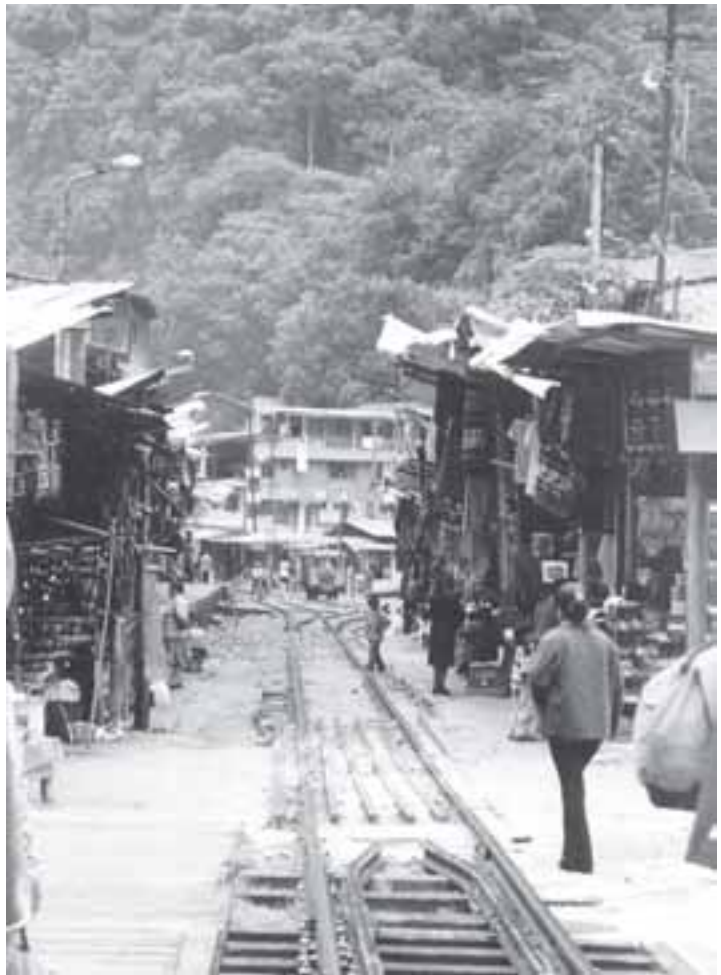
On the morning of day two, we walked down the tracks towards the bus station where one boards for the 45-minute trip up the mountain to the base of Machu Picchu. As we rounded the bend above the bus stop, a rail car came drifting into the passing siding. The crew got away before I had a chance to find out what they were doing in town. Later that afternoon, I caught the same rail car, getting ready to run the gauntlet through the afternoon shopping crowd.

The archeological site of Machu Picchu is situated on the terraced slopes of a steep mountain edifice. Although frequently shrouded in misty clouds, this day the sun shone brightly, and we took advantage of the weather to hike an Inca trail leading to the site of the Inca Bridge. If you have a fear of heights, this is definitely not for you. The entire site of Machu Picchu makes one believe that maybe aliens have visited Earth, and given early civilizations a helping hand.

From various locations within the site, it is possible to peer down the steep mountain sides and watch the trains on the railway below. They appear as tiny, miniature trains, making their way along the narrow river valley. We reboarded the afternoon train for Cuzco. It leaves daily at 3:00PM; miss it and you will spend another day, waiting for the next train. The return trip to Cuzco is quite varied. Sections of the railway are very steep and require passing through a series of switchbacks. The crews in the passenger cars are quite entertaining, offering everything from a fashion show, featuring Alpaca sweaters and fabrics, to a costumed musical number. The train arrives in Cuzco's main station around

7:00PM, and by 2:00AM you'll be ready for your next altitude induced headache!

I hope you enjoyed this brief visit to Peru and, perhaps again, there will be more rail car news from "The Traveling Man."



Above, a rail car prepares to head through town in Aguas Calientes. Shopping from the railcar has never been easier.

Below, Steve poses with the rail car at the end of Ollantaytambo yard. Top-mounted lights on the railcar say "Pare." For you gringos that means "Stop!"





McCloud Railway, June 14 and 15, 2003 by Dan Berg

Pacific Railcar Operators sponsored an excursion over the McCloud Railway on June 14 and 15, 2003. Fifteen motorcars and 30 motorcar operators and guests from California, Oregon, Idaho, and Nevada participated in the run. The motorcars were assembled Friday afternoon for the seton in the mountain town of Burney, California.

On Saturday morning after a short safety meeting the group headed North-east out to Lookout Siding, the junction with the BNSF. The group appreciated the cool mountain weather and the lush meadows encountered passing through the high Sierra Mountains. The surrounding forests were verdant from the heavy spring rains. After a hour long lunch at the Lookout siding, the group preceded to Burney for the return trip. A total of 178 rail miles were traveled.

A more leisurely trip to McCloud, California commenced again in Burney on Sunday morning. Spectacular views of Lake Britton and Mount Shasta were encountered on the way to McCloud. Upon arriving, the motorcars traveled into the small lumber mill town and tied up on a siding adjacent to the Shasta Dinner Train. Folks either ate lunch at the track side park or walked a block to the local restaurant. The group returned to Burney after traveling 120 round-trip miles. Coordinator Dave McClain said he "was pleased that no motorcar break downs occurred during the excursion's 300 mile run."

The operators and their guests wish to thank the railroad management and Dave McClain for an enjoyable two-day trip over the McCloud Railway.



Dino Ganzella crossing the Lake Britton bridge



Motorcars tied up in McCloud, California



Dan and Dee Berg viewing Mount Shasta at the Lakin Spur



Folks enjoying the spectacular High Sierra mountains and forests at the Macintosh overlook



Rest stop at the Bartle water tank



A happy group of motorcar operators and guests

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consecutive issues.
If you want to
continue advertising,
please resubmit.*

Want Ads

THE SETOFF is happy to print all ads received from members. There is no charge for placing an ad. If you want an ad to run for more than one issue, please indicate how many issues. No full page ads are accepted. Use the present issue's ads as a guide. Thank You! Send ads directly to **Bill Coulson, 964 Williams Lake Road Colville, Washington 99114-9617** or email wcoulson@surfbrst.net.

For Sale

MT-19 with trailer - Retired Canadian National Fairmont motorcar. Car is in excellent running condition. Equipped with tow bar, brake light, and fire extinguisher. Many new parts including wiper motors, glass, Plexiglas, fuel pump, gas tank and brakes. This car will meet all required specifications for NARCOA excursions. Trailer is one year old and has been stored inside. Price is \$3,500. Contact Don Maxwell P.O. Box 1252, Ashland KY 41105. Tel: (606) 325-8035 or email railtwo@aol.com. ND03

Fairmont S-2 - Retired Grand Trunk Western. This car has a canvas roof, windshield, new windows, has good wheels with two wheels being new. Car is in running condition and has been stored inside. I have new bearings for crankshaft replacement. Car was fully restored by former owner. Price \$2800. Contact Don Maxwell P.O. Box 1252, Ashland KY 41105. Tel: (606) 325-8035 or email railtwo@aol.com. ND03

M-9 Cab - All steel cab. No window glass but in good condition, stored outside in southeastern Ohio. Price is \$100 or best offer. Contact Don Maxwell P.O. Box 1252, Ashland, Kentucky 41105. Tel: (606) 325-8035 or email railtwo@aol.com. ND03

Speeder Trailer - Designed specifically for MT-19 or M-9. This single-axle unit is furnished with a full custom windbreak shield, new bearings, new springs and good tires. Complete with ramps and a excellent tie down system. Protect that fancy paint job! Located in North Illinois, delivery is possible. \$850. Contact Mike Kelley,

tel: (815) 623-7609 (Please no calls after 9PM CDT.) or email kellinkell59@aol.com. ND03

Fairmont M-19 - Western New York 1968 motorcar. This is a complete and good running car, comes NARCOA-ready with lights, bell, air horn, seats, seat belts, new brakes, muffler, and storage under seats. Also included is a copy of the original owners manual with set off tips and the original order-card dated November 1968 for N&W. \$3800. Caryl Youngers Tel (716) 549-2014 or email cashley@evansnationalbank.net. ND03

Kalamazoo 56W - Motorcar has Onan engine with new glass and side curtains. This car runs excellent and comes with an "un-restored" all weather cab. Must sell \$2,250. Photos available upon request. Richard Boulet, Box 126, 440 Third St., Marine on St. Croix MN 55047. Tel: (651) 433-3982. ND03

Fairmont A-3 D-2 - This small gang car has all required equipment necessary for a NARCOA run. Including an air horn and extra large running lights. Also included are overhead stowage areas, safety belts on all seats, rotating beacons and wiring for radio installation. This car is complete with side curtains, metal cab front, rear and roof. This great car has been on over 20 runs with no breakdown problems. \$ 6,500. Keith Trouette PO Box 153, Ukiah CA 95482. Fax: (707) 468-7484 or email: ktrouette@adelphia.net. ND03

ONAN B48G engine - This engine has a broken governor and can go to anyone who wants it. Shipping is from Sacramento CA at your expense. Selling alternator with pulley, belt and bracket for \$25 and carburetor that was rebuilt for \$15 John Atkinson, 8244 Woodyard Way, Citrus Heights CA 95621. Tel: (916) 723-6701 or email tlcjba@rcip.com. ND03

Woodings transmissions gears - For series-7, five-gear transmission models. This gear set has three spur gears, one sliding gear, and one idler

Les King Motor Cars

For a complete listing and photos of all our motorcar parts, see our web site at http://www.heliflight.com/les_king.htm

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gear. These replacement gears will be of high quality and custom made from heat-treated 40-carbon steel. Due to the up-front costs in manufacturing we will not be able to order large quantities. If your Woodings' transmission gears look ragged, now is the time to get a new set. If you are interested in one or more sets at \$542 (US) per set, plus shipping, contact Keith Van Atta, 7252 Garden Valley Rd, Roseburg OR 97470. Tel: (541) 673-9825 or email: vanatta@rosenet.net. ND03

Beaver motorcar and trailer – This car comes equipped with a new 24-HP, two cylinder Honda engine, and pneumatic compressed air suspension. Also included is a loose cover trailer. There are many new spare parts and wheels included for replacements, all of which are in very good condition. There is also a possibility for delivery at cost + 10%. Price is \$12,000 CDN firm, and is not negotiable or \$8,625 US dollars. Contact Joel Grenier or Philippe Grenier, 168 rue de la Grève Sullivan, Québec JOY 2N0. Tel: (819) 824-2276. Fax: (819) 825-3131 or email: geo_tmc@lino.com. ND03

Onan CCKB engine - Engine came out of a Milwaukee Road Tomah cab MT-19 A. Car was built around 1985. Can't verify if this is the original engine, but it is complete and runs good. Starter was rebuilt last fall. Will need fuel pump rebuilt or replaced. Asking 500 or best offer. Contact Jim Morvay, 17825 Route. 8, Union City PA 16438. Tel: (814) 438-7104 or email: golfnuts@velocity.net. ND03

Kalamazoo Gang Car and trailer - This car has been restored to its "in-service" condition and is in excellent running condition. The crank start engine is a Hercules two-cylinder model NXB with a friction drive. This friction wheel was relined with brake lining when the car was restored. All the wood is new and an alternator has been added to accommodate a headlight, brake light and horn. The canvas roof was professionally made to match the prototype from pictures. The price is \$4,000. Also offered is an enclosed trailer for this car. Specially designed ramps and hold down system with an electric winch make it a snap to load and secure the car. With plenty of interior lights and a side door. Trailer is \$1,500. Delivery is possible Fred Fisher, 27735 Mt. Pleasant Rd., Columbia NJ 08022. Tel: (800) 892-6688 during the day and (888) 800-1811 evenings or email ffisher@comcast.net. ND03

Motorola Spectra Radios – These are 50-watt, 128-channel "state of the

art" two-way radios. They are in use today with most of the nations police and fire departments. These radios are ready to install in your speeder and are pre-programmed with the NARCOA channel, the 97 AAR frequencies, and the Alaska railroad frequencies including five weather channels. They also have user programmable channels scan. Now you can scan all the railroad channels as you travel. These radios can be used in your speeder as well as your automobile with an additional installation kit (Optional). New these radios would cost over \$2,500 but priced for the speeder hobbyist at \$400 each. Contact Thomas B. Phair PO Box 628 Orinda CA 94563. Tel: (530) 713- 9582 or email tphair@silcon.com SO03

Glimpses of Passing Trains – New softbound, 72-page book detailing personal recollections from the 1940's thru 90's of fallen flags in Ohio, Indiana, Pennsylvania and West Virginia with looks at steam, trolleys, doodle bugs and Lionel action with an insert of a recent experience restoring a 1944 Fairmont S2E motorcar, made for the B&O Railroad. Softbound, 95 illustrations including original photos, old postcards and period timetable covers. \$12 postage paid, check/M.O. to Harry Noble, 1124 Old Springfield Pk, Xenia OH 45385. Tel: (937) 372-3908. SO03

Fairmont M-19 – This wonderful car has a rebuilt ROC engine, new belt, new glass and new paint. Car comes with a 12-volt electrical system and good wheels. Boat seats are currently installed. NARCOA ride ready. \$2000, Contact Roy McDowell 2409 South Osage, Wichita KS 67217. Tel: (316) 267-8879. SO03

Fairmont MT-19A inspection car – Retired CN Rail #144-62. This car will meet all current NARCOA mechanical and equipment standards. Car is complete with an F.G. Cab, Onan CCKB engine, chain oilier and comfortable seats with seat belts. Also a copy of the Fairmont service instruction and parts list manual, issued 3-81. I have regularly serviced and maintained this car since 1997 and I have experienced no problems on runs. Asking \$3,700 or B.O. Contact Clyde Wrightsman 228 Montego Key, Novato CA 94949. Tel: (415) 883-7366. SO03

Fairmont MT-14 - This car comes with the original turntable and original heater. Also I have the original manuals. This great car is very clean and ready for use! \$12,500. Contact Roger or Jane Begin, 667 South Richmond Road #A, Ridgecrest CA 93555.

Tel: (760) 375-7727 or (760) 375-6117 or (760) 382-6120. SO03
Swivel snap shackles - Precision cast 316 stainless steel swivel snap shackle, 4-3/4" in length. Use includes attaching winch cables to motorcars. Fast—just pull the pin to release. No pins to remove, no pins or clips to lose. \$20 includes shipping. Contact John Reynolds 45 Northview Drive, Hanover PA 17331. or email jreyn1944@hotmail.com. SO03

Fairmont A5 motorcar – 1955 ex-SAL open car with rebuilt Waukesha four-cycle engine. Transmission and clutch have been reworked and the car's body was repaired and painted four years ago. This car is in excellent condition throughout. Asking \$3,500 firm. Delivery is possible within a 300-mile radius of Washington DC. Contact Gene Tucker 1004 North Kentucky St., Arlington VA 22205. Tel: (703) 533 0433 or email: GRTUCKER@erols.com. SO03

Fairbanks-Morse 40-B motorcar - 2-cylinder air-cooled engine with friction drive. This car is in running order all in original form as when retired from the Winston-Salem Southbound Rwy. Also an original turntable goes with car. Price is \$2150. Ray Hinkle, P.O. Box 1127, Welcome NC 27374. Tel: (336) 731-4231 or email: HINKLEHERE@AOL.COM SO03

Fairmont Railway Motorcar Master M2 a predecessor to the S2 style car. Belt-driven, 20-inch wheels, metal front with two windows, metal running boards, 8-HP, Type HP QBA, Group E, Special 1, Mak HP 13, engine #82573. Car is in running order and original form as when retired from the High Point, Thomasville & Denton RR Co. Original turntable goes with this car. One piece of this turntable is missing. \$2150. Ray Hinkle, P.O. Box 1127, Welcome NC 27374. Tel: (336) 731-4231 or email HINKLEHERE@AOL.COM SO03

I have several **M-19 and M-14 motorcars** for sale, \$4500. each. Also for sale track tampers and ballast spreaders, everything to build on small jobs. Dick Erickson PO Box 400, West Jordan UT 84084. Tel: (801) 561-3161. SO03

Hi-Rail, 0305 Fairmont off 1996 Dodge Dakota. Asking \$2,500 in U.S. funds. Other available Hi-Rail equipment, Fairmont, Mitchell, Raftna, DMF manual and hydraulic. Some with 19.5 wheels. From 1/2-ton to 1-ton dual wheels. Call for more details. Tony Andrusevich RR # 1. Hannon, Ontario Canada LOR-1P0. Tel: (905) 692-5949. SO03

(cont. on p. 28)

**Excursion Calendar
NARCOA**

Southern Manitoba (NCR)
August 1-2, 2003

**Chillicothe Brunswick
Rail Authority (FID)**
August 2, 2003

Port of Tillamook Bay (NBRS)
August 1-3, 2003

Central Manitoba (NCR)
August 3-4, 2003

Canadian Pacific (NCR)
August 5, 2003

Indiana Northeastern (OVR)
August 6-17, 2003

Meets

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: **Bill Coulson, 964 Williams Lake Road, Colville WA 99114** or e-mail wcoulson@surfbest.net.

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.

NARCOA EXCURSIONS

Central Pennsylvania Excursions

Wellsboro & Corning Railroad
Saturday, October 11, 2003

CPE is pleased to sponsor a 1-day run over the WCOR October 11. Participants will travel approximately 70 round-trip miles between Wellsboro, Pennsylvania and Gang Mills, New York. The fee is \$50. This is a NARCOA-insured event, and all NARCOA rules apply. Send check, self-addressed stamped business size envelope and insurance number to: Central PA Excursions, PO Box 145, White Deer PA 17887. For trip details contact: Larry Maynard at the above address. Tel: (570) 538-9050 or email: lmayn@jdweb.com.

First Iowa Division

Chillicothe Brunswick Rail Authority
Saturday, August 2, 2003

FID is pleased to announce a ride on the CBRA August 2. Participants will travel 70 round-trip miles between Chillicothe and Brunswick MO. Cost of this ride is \$40. This is a NARCOA-insured event, and all NARCOA rules will apply. For further details contact Carl Schneider, 1302 6th Ave SE, Altoona IA 50009. Tel: (515) 967-5181 or email: motorcarl@raccoon.com.

Oelwein Railroad Days - Tentative
Saturday & Sunday, August 16-17, 2003

No details at this time

K&T Evans Railroad
Saturday, August 23, 2003

FID is pleased to announce a ride on the K&TE August 23 in Elliot, Iowa. Participants will travel this 18-mile round trip several times during the day. Cost of this ride is \$35. This is a NARCOA-insured event, and all NARCOA rules will apply. For further details, contact Carl Schneider, 1302 6th Ave SE, Altoona IA 50009. Tel: (515) 967-5181 or email: motorcarl@raccoon.com.

Sisseton & Milbank Railroad
Friday & Saturday, August 29-30, 2003

FID is pleased to announce a Labor Day weekend ride on the S&M August 29-30 in Milbank, South Dakota. Participants will travel approximately 70 round-trip miles plus we will have a night run on Friday evening. Cost of this run is \$40. This is a NARCOA-insured event, and all NARCOA rules will apply. For further details contact Carl Schneider, 1302 6th Ave SE Altoona IA 50009. Tel: (515) 967-5181 or email: motorcarl@raccoon.com.

First Iowa Division cont.**Red River Valley & Western Railroad
Sunday, August 31, 2003**

FID is pleased to announce a Labor Day weekend ride on the RRV&W August 31. Participants will travel an undetermined number of miles between LaMoure and Stirum, North Dakota. Cost of this ride is \$40. This is a NARCOA-insured event, and all NARCOA rules will apply. For further details contact Carl Schneider, 1302 6th Ave SE, Altoona IA 50009. Tel: (515) 967-5181 or email: motorcarl@raccoon.com.

**Surprise event! Labor Day weekend
Monday, September 1, 2003**

Details of this new ride are not available at this time.

**Appanoose County Railroad
Sunday, September 14, 2003**

FID is pleased to announce a ride on the APNC September 14. Participants will travel 70 round-trip miles between Centerville and Albia, Iowa. Cost of this ride is \$40. This is a NARCOA-insured event, and all NARCOA rules apply. For further details contact Carl Schneider, 1302 6th Ave SE, Altoona IA 50009. Tel: (515) 967-5181 or email: motorcarl@raccoon.com.

**Fort Leonard Wood Army Base
Saturday, October 18, 2003**

FID is pleased to announce an excursion on the Fort Leonard Wood Army Base October 18. Participants will travel twice on this 40-miles round trip run between Fort Leonard Wood and Bundy Junction Missouri. Trip cost for this ride is \$40. This is a NARCOA-insured event, and all NARCOA rules will apply. For further details contact Carl Schneider, 1302 6th Ave SE, Altoona IA 50009. Tel: (515) 967-5181 or email: motorcarl@raccoon.com.

**Boone & Scenic Valley Railroad
Saturday, November 1, 2003**

FID is pleased to announce a ride on the B&SV November 1 in Boone, Iowa. Participants will travel this 22-mile round trip run three times during the day and once in the evening. Cost of this ride is \$20 plus a current \$25 membership in the Iowa Railroad Historical Society. This is a NARCOA-insured event, and all NARCOA rules will apply. For further details contact Carl Schneider, 1302 6th Ave SE, Altoona IA 50009. Tel: (515) 967-5181 or email motorcarl@raccoon.com.

Great Lakes Railcars**Lake Superior & Ishpeming Railroad
Saturday, August 23, 2003**

GLR is pleased to sponsor a 2-day run in Marquette, Michigan on the LS&I August 23. Participants will travel approximately 78 miles round-trip. The fee is \$50. per car. Hard hats, steel-toed safety shoes and safety glasses are required. Contact Jim Lindholm, 836 Fairfield Ave., Grand Rapids MI 49504-3744 or email: Lindholm_jim@hotmail.com.

**Illinois Railnet Railroad
Saturday, September 20-1, 2003**

GLR is pleased to sponsor a 2-day meet over the IRR (former BNSF) September 20-1. Participants will travel approximately 80 round-trip miles between Ottawa and Oswego, Illinois on Saturday and 32 round-trip miles between Ottawa and Streator, IL on Sunday. Trip fee is \$140 or \$75 per day per car. Checks made out to Great Lakes Railcars. This is a NARCOA-insured excursion, and all NARCOA rules will apply. Fred Lonnes, P.O. Box 92, Western Springs IL 60558-0092 (no phone calls please) or email FredLonnes@Flash.Net or Mike Mitzel, P.O. Box 79, Waterman IL 60556 Tel: (815) 431-0247 or email: mitzelsigns@juno.com.

**Excursion Calendar
NARCOA cont.**

Southern Rails Coop (NCR)
August 7, 2003

Red Coat Road & Rail (NCR)
August 8, 2003

Northwestern Pacific (MOW)
August 9, 2003

South Branch Valley
August 9, 2003

Huckleberry Narrow Gauge (OVR)
August 9-10, 2003

Great Western (NCR)
August 9-11, 2003

**Excursion Calendar
NARCOA cont.**

Canadian National (SWRC)
August 10-16, 2003

Oelwein RR Days (FID)
Tentative
August 16-17, 2003

Indiana Northeastern RR (OVR)
August, 16-17, 2003

Cumbres & Toltec Scenic (PRO)
Tentative
August 18-19, 2003

Durango & Silverton (PRO)
Tentative
August 21- 4, 2003

K&T Evans (FID)
August 23, 2003

Great Lakes Railcars cont.

Coopersville & Marne Railroad
Saturday, November 1, 2003

GLR is pleased to sponsor a 1-day run in West Michigan on the C&MRR. Participants will travel three round trips between Coopersville and Marne, a total of 42 miles. Trip fee is \$25. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details contact Jeremy Winkworth, 1701 West B Ave., Plainwell MI 49080. Tel: (269) 388-5058 or email: jeremy@winkworth.us.

Indiana Transportation Museum
Saturday, December 13, 2003

GLR is pleased to sponsor a 1-day run at the ITM December 13. Participants will travel approximately 32 round-trip miles between Noblesville and Tipton IN. Set-on will at 9:00AM in Noblesville eight blocks south of the "square." Departure will be at 10:00AM, and we will travel to Tipton and enjoy a pizza buffet. This is the annual Christmas trip with "Santa," so decorate your car for Christmas. Trip fee is \$40 and will include two meals. There is a no car limit. This is a NARCOA insured excursion, and all NARCOA rules will apply. Contact Stan Conyer 9333 W. St. Rd. 46, Columbus IN 47201. Tel: (812) 342-0565 or email: stanconyer@hotmail.com.

Motorcar Operators West

Northwestern Pacific Railroad
Saturday, August 9, 2003

MOW is please to offer a 1-day excursion on the NWP August 9. From Healdsburg we will travel north to lunch will be in Hopland, then we will continue north as far as track conditions and time permit. Set on will be at North Street in Healdsburg starting at 7:00AM, safety meeting at 8:30 with departure there after. Run fee is \$95. At the railroad's request no minors will be allowed. This is a NARCOA-insured excursion, and all NARCOA and MOW rules will apply. To register, please send a check payable to MOW and enclose your email address. If you do not have an email address enclose a LSASE with 60 cents postage to Ted Hoheisel, 3700 Morse Ave # 18, Sacramento CA 95821. Tel: (916) 801-8815 or email: HoHoDad@aol.com.

Cumbres & Toltec Scenic Narrow Gauge Railroad - Tentative
Monday & Tuesday, August 18-19, 2003

MOW is pleased to sponsor a 2-day excursion on the C&TS railroad August 18-19. Monday we will operate from Chama, New Mexico to Antonito, Colorado and spend the night; Tuesday we will return. Set-on is Sunday, August 17 in Chama, NM. We will travel 128 miles round-trip. The railroad has requested that all motorcars be of the period and nostalgic value of the railroad. All participants must be MOW members, 18 years of age. No pets will be allowed. Meals and lodging will be on your own. All motorcars must be equipped with rail sweeps. This is a NARCOA-insured excursion, and all NARCOA rules will apply. Limit of 20 motorcars. Run fee is undetermined at this time. Contact Smitty Smith, 20799 Sumpter Stage Hwy., Baker City OR 97814. Tel: (541) 524-9428 before 9:00PM PT or email: smitty@oregontrail.net before 9:00 PM PT.

Durango & Silverton Narrow Gauge Railroad
& "RAILFEST" 2003 - Tentative
Thursday, August 21- 24, 2003

MOW is pleased to sponsor a 4-day excursion on the D&SNGRR August 21 through 24. Set-on will be in Silverton, Colorado August 20 where we will attend the D&S rules orientation. August 21-4 we will operate between Silverton and Rockwood, a 55-mile round trip. We will try and do something different every day. The railroad has requested that all motorcars be of the period and nostalgic value of the railroad. All participants must be MOW members, 18 years of age. No pets will be allowed. Meals and lodging will be on your own. All motorcars must be equipped with rail sweeps. This is a NARCOA-insured excursion, and all NARCOA rules will apply. Limit of 20 motorcars. Run fee is undetermined at this time. Contact Smitty Smith, 20799 Sumpter Stage Hwy., Baker City OR 97814. Tel: (541) 524-9428 before 9:00PM PT or email: smitty@oregontrail.net before 9:00PM PT.

Nehalem Bay Railway Speeders

Port of Tillamook Bay Railroad Friday-Sunday, August 1-3, 2003

NBRS is pleased to sponsor a 3-day run over the POTB August 1-3. Participants will travel approximately 160 round-trip miles between Banks and Tillamook, Oregon. Deadline for registration and payment is due July 15. Trip fee of \$150 per car includes railroad costs. There is a minimum of 20 cars and a maximum of 30 cars. This is a NARCOA-insured excursion, and all NARCOA rules will apply. Contact Wally Burton, 43400 Carol Dr., Nehalem OR. 97131-9513. Tel: (503) 368 6496 or email: wallyburton@hotmail.com.

North Central Railcars

Southern Manitoba Railway, Inc Friday & Saturday, August 1-2, 2003

NCR is pleased to sponsor a 2-day run over the SMNR August 1-2. Participants will travel approximately 268 miles on the former CN Miami and Hartney Subs in the Pembine Valley area between Lowe Farm and Elgin MB. Complete details will be sent upon receipt of the trip fee. Trip fee of \$275 includes all railroad costs, hot buffet dinner in Eglin upon arrival, air-conditioned motor coach transportation between Elgin and Brandon MB, overnight accommodations in Brandon, MB and other related excursion costs. There is a 25-car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. Contact Michael P. Ford, 7712 Carpenter Ct, Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net.

Central Manitoba Railway, Inc Sunday & Monday, August 3-4, 2003

NCR is pleased to sponsor a 2-day run over the CEMR, August 3-4. Participants will travel approximately 120-30 miles each day on a combination of the Pine Falls, and or Graysville, and or Winnipeg Beach Subdivisions. These subdivisions run north and west from Winnipeg. The exact itinerary will be sent to registrants in late spring when it is confirmed by the railroad. Preliminary information and registration materials will be sent upon receipt of the trip fee. Trip fee of \$60 per day or \$120 for both days 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. Contact Michael P. Ford, 7712 Carpenter Ct., Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net.

Canadian Pacific Railway/Arborg Sub Tuesday, August 5, 2003

NCR is pleased to sponsor a 1-day run over the CPR Arborg Sub August 5. Participants will travel approximately 130 miles between Winnipeg and Arborg MB in the beautiful Manitoba interlakes area. Complete details will be sent upon receipt of the trip 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. Trip fee of \$120 includes all railroad fees, lunch for two at the Heritage Village Museum in Arborg and related excursion costs. There is a 25-car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. Contact Michael P. Ford, 7712 Carpenter Ct., Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net.

Oregon & Fitchburg Railroad Saturday, September 6, 2003

NCR will be sponsoring three trips on the O&F from Brooklyn to just south of Madison. This run is approximately 32 round-trip miles. We also have a night ride scheduled. Set-on is at 7:30AM in Brooklyn with departure at 9:00AM. This is the Ex-Chicago Northwestern Line and is also the route of the "400" for passengers traveling from Chicago to St Paul. Cost of this run is \$20 per car. This is a NARCOA-insured excursion, and all NARCOA rules will apply. Contact Gerald Lesko, 930 Beau Dr. Apt #112, Des Plaines IL 60016. Tel: (847) 806-7702 or email: pyf1@prodigy.net.

Excursion Calendar NARCOA cont.

Lake Superior & Ishpiming (GLR)
August 23, 2003

Sisseton & Milbank (FID)
August 29-30, 2003

Camas Prairie RR (PRO)
August 30-September 1, 2003

Red River Valley & Western (FID)
August 31, 2003

**Wheeling and Lake Erie (OVR)
Tentative**
August 31, 2003

**Excursion Calendar
NARCOA cont.**

**Quebec Gatineau Rwy
Chemin de Fer Charlevoix (WT)**
August 31-September 10, 2003

Surprise Event (FID)
September 1, 2003

**British Columbia,
VIA Canadian (PRO)**
September 2-17, 2003

Oregon & Fitchburg RR (NCR)
September 6, 2003

Finger Lakes RR (NERCA)
September 13-14, 2003

North Central Railcars cont.

Southern Rails Cooperative, Ltd.
Thursday, August 7, 2003

NCR is pleased to sponsor a 1-day run over the SORA August 7. Participants will travel approximately 90 miles on the former CN Avonlea sub between Moose Jaw and Truax SK. Complete details will be sent upon receipt of the trip fee. Trip fee of \$90 (based on two people) includes all railroad and related excursion costs as well as buffet lunch at the railroad museum in Avonlea. Additional lunches may be purchased in advance. There is a 25-car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. Contact Michael P. Ford, 7712 Carpenter Ct., Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net.

Red Coat Road and Rail, Limited
Friday, August 8, 2003

NCR is pleased to sponsor a 1-day run over the RCRR August 8. Participants will travel approximately 144 miles on the former CPR Assiniboia sub between Assiniboia and Pangman SK. Complete details will be sent upon receipt of the trip fee. Trip fee of \$100 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. Contact Michael P. Ford, 7712 Carpenter Ct., Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net.

Great Western Railway
Saturday-Monday, August 9-11, 2003

NCR is pleased to sponsor a 3-day run over the GWR August 9-11. Participants will travel approximately 325 miles over the Vanguard, Shaunavon, and Altawan subs between Vanguard and Robsart, SK. Complete details will be sent upon receipt of the trip fee. Trip fee of \$250 includes all railroad fees, two nights lodging in Shaunavon, a pancake breakfast on Sunday morning, and other related excursion costs. There is a 25-car limit. This is a NARCOA-insured excursion, and all NARCOA rules will apply. Contact Michael P. Ford, 7712 Carpenter Ct., Plainfield IN 46168-8035. Tel: (317) 839-9320 or email: mpford@iquest.net.

North East Railcar Association, Inc.

Finger Lakes Railroad
Saturday & Sunday, September 13-14, 2003

NERCA is pleased to sponsor an entire weekend event of the FLRY in beautiful upstate New York September 13-14. Set-on in Himrod Saturday and travel south to Watkins Glen before turning, then north through Himrod to Penn Yann—total round-trip mileage approximately 46 miles. Depart Sunday from Geneva running the Canandaigua—total round-trip mileage approximately 66 miles. Trip fee is \$35 per car. Chicken barbeque Saturday night is \$8 per person. This is a NARCOA-insured excursion, and all NARCOA rules will apply. Contact Atlantic Rail Cars, 39 Jacksonia Dr. N., Providence RI. Tel: (401) 232-0992 days or (401) 231-5640 evenings or email: warren.riccitelli@verizon.net.

Ohio Valley Railcars, Inc.

Huckleberry Narrow Gauge Railroad
Saturday & Sunday, August 9&10, 2003

OVR is hosting an excursion on the HNG August 9 -10. We will set on at the park in Flint, Michigan and operate between steam trains both days. Even if you don't own a narrow gauge car, plan to attend! This is one of the greatest narrow gauge railroads in the U.S. The historic equipment is second to none with a setting similar to the Henry Ford Greenfield Village Park. This event will include admission to the park night runs and evening dinner at the engine house. Mileage will vary depending on our schedules. Cost will be \$45 for both days. This is a NARCOA-insured event, and all NARCOA and OVR rules and membership apply. Bruce Carpenter, 10241 County Rd. 25, Wapakoneta OH 45895 Tel: (419) 738-5384 or email: bnsf89@bright.net.

Ohio Valley Railcars, Inc. cont.**South Branch Valley Railroad
Saturday, August 9, 2003**

OVR is again pleased to announce the summer running of the famous SBV August 9 from Petersburg to Greenspring, West Virginia and return. The round trip is approximately 102-miles. Ride through the "Trough" and the home of the Bald Eagles. Lunch will be in Romney. This is a NARCOA-insured event, and all NARCOA rules will be in effect. OVR membership & rules apply. Large cars must be able to turn at the gravel crossing without delaying the group. There is a 40-car limit. Trip fee is \$50 per car. Don Page, 6222 Hillcrest Rd., Salem VA 24153. Tel: (540) 380-2308, 7-9:00PM only or email: Pullgoat@aol.com.

**Indiana Northeastern Railroad
Saturday & Sunday August, 16 & 17, 2003**

OVR is hosting an excursion on the INRR. August 16. We will set on in Ashley, Indiana and travel to Coldwater and Litchfield, Michigan then return to Ashley. August 17, we again begin in Ashley but will travel west to South Milford, Indiana turn and head east to Edon, Ohio for lunch and return. Lunch stop will have food services available on Saturday, but plan on bringing lunches for Sunday's run. Cost will be \$130. This is a NARCOA-insured event, and all NARCOA rules will be in effect. OVR membership & rules apply. Approximately 200-round trip miles. No "A" series cars will be allowed per railroad order but Hy-Rail vehicles are welcome. Bruce Carpenter, 10241 County Rd., 25 Wapakoneta OH 45895. Tel: (419) 738-5384 or email: bnsf89@bright.net.

**Wheeling & Lake Erie Railway (FULL WITH A WAITING LIST)
Sunday August 31, 2003**

OVR is hosting an excursion on the W&LE August 31 at Bolivar, Ohio. This year's trip will operate on the main line with ten tunnels and many bridges, east through the West Virginia Panhandle and on to Avella, Pennsylvania. Mileage should be around 130-miles. Food will be limited but available at our turn point in Avella. No trailer cars permitted. There is a 40-car limit for this trip. This is a NARCOA-insured event, and all NARCOA rules will be in effect. Contact coordinator for special railroad rules and requirements. Run fee is \$85. Dean Mark 209 Creamery Rd., Fredricksburg OH 44627. Tel: (330) 695-2349 or email: cdmark1@ssnet.com.

**Southwest Pennsylvania Railroad
Saturday & Sunday, September 27 & 28, 2003**

OVR is pleased to sponsor a 2-day run on the SWP September 27-28. We will travel approximately 110-miles over the 2-day run, covering a good bit of southwestern Pennsylvania, New Stanton to Uniontown. There is a 40-car limit. Trip fee is \$60. This is a NARCOA-insured event, and all NARCOA rules will apply. OVR membership is required. No "A" series cars or comparable size cars will be permitted by railroad order. John Gonder, RR #2 Box 426, Ruffsedale, PA 15679. Tel: (724) 696-4544 7-9:00PM only or email: up3706@aol.com.

**East Broad Top, Rockhill Trolley Museum
and Mt. Union Connecting Railroad
Saturday & Sunday, October 4-5, 2003**

OVR is sponsoring an excursion on the EBT—Rockhill Trolley Museum and Mt. Union Connecting RR October 4-5. Ride some of the most famous and rare trackage in the country. Saturday we will operate on joint, dual-gauge trackage of the EBT and Rockhill Trolley Museum. Sunday we will meet at Mt. Union, Pennsylvania. 8:00AM. We plan on making multiple trips. Narrow gauge round-trip mileage is 12 miles. Standard gauge round-trip mileage is 10-miles. Set-on will be at Orbisonia Station. Cost per car is \$50 for narrow gauge and \$40 for standard gauge cars. This is a NARCOA-insured event, and all NARCOA rules will apply. OVR membership is required. Bruce Carpenter, 10241 County Rd. 25, Wapakoneta OH 45895. Tel: (419) 738-5384 or email: bnsf89@bright.net.

**Excursion Calendar
NARCOA cont.**

Appanoose County (FID)
September 14, 2003

Illinois Railnet RR (GLR)
September 20-1, 2003

Southwest Pennsylvania (OVR)
September 27-8, 2003

**East Broad Top
Rockhill Trolley Museum
& Mt. Union Connecting RR (OVR)**
October 4-5, 2003

**New York Susquehanna
& Western Rwy (VRA)**
October 4 - 7, 2003

**Excursion Calendar
NARCOA cont.**

Wellsboro & Corning (CPE)
October 11, 2003

West Virginia Central RR (OVR)
October 11-12, 2003

Fort Leonard Wood (FID)
October 18, 2003

Great Miami & Scioto Rwy (OVR)
October 18, 2003

Boone & Scenic Valley (FID)
November 1, 2003

Coopersville & Marne (GLR)

Ohio Valley Railcars, Inc. cont.

**West Virginia Central Railroad
Saturday & Sunday, October 11-12, 2003**

OVR is hosting an excursion on the WVC October 11-12. Saturday's run starts at Davis Ave. in Elkins and heads south to Summit Cut, approximately 120 miles. Box lunches will be available for an extra charge. Cars will be left on track overnight. Sunday's run covers 60-roundtrip miles, and for those who want to run a little more we will head down the Daily Branch for another 20-miles. This is a NARCOA-insured event, and all NARCOA rules will apply. OVR membership is required. Adequate lighting is required for night running. Large cars must be able to turn quickly. The cost for the 2-day run is \$125. There is a 50-car limit. Paul Rujak, RR #3 Box 81, Weirton WV 26062. Tel: (304) 797-7997 or email: rooster26062@earthlink.net.

**Great Miami & Scioto Railway
Saturday, October 18, 2003**

OVR is hosting an excursion on the GM&S October 18 beginning in Jackson, Ohio. This is former B&O main line, and C&O and DT&I lines, featuring great scenery and two tunnels. This is a well maintained right-of-way of which we will travel approximately 100-round trip miles. Trip fee is \$55 per car. Registration deadline is October 4. Dave Verzi, 10059 Aldridge Dr., Columbia Station OH 44028. Tel: (440) 236-3374 from 6-9:00PM or email: WM340@aol.com.

Pacific Railcar Operators

**Camas Prairie Railroad (SOLD OUT, WAITING LIST)
August 30-September 1, 2003**

PRO is please to sponsor a 3-day Labor Day weekend run on the Camas Prairie RR. Also included is the BM&CG Railroad. Participants will travel approximately 415 round-trip miles with a minimum of two overnight stays in Lewistown, Idaho. The fee will be \$285 per car. There is a 35-car limit. This is a NARCOA-insured excursion, and all NARCOA and PRO rules will apply. For trip details contact B.J. King, 28005 203rd Ave. SE, Kent WA 98042. Tel: (253) 638-7298 or email: zoo cars@yahoo.com.

**British Columbia and VIA Canadian Railways (CLOSED)
September 2-14, 2003**

Pro is pleased to sponsor a 16-day excursion on the BC and VIA Railways September 2-14. Participants will travel 1,539 round-trip miles. The mission of this excursion will be the enjoyment of operating our own motorcars over one of the most modern, heavy freight-only mountain railroads in the world, from the shores and sheer cliffs of spectacular Howe Sound to deep into the heart of the beautiful Cariboo country, to the Rocky Mountain trench of the BC interior. There is a 20-car limit, and occupants are limited to the occupation of 20 rooms. This is a NARCOA-insured excursion, and all NARCOA rules will apply. Trip fee is approximately \$3,600 per motorcar including operator. For detail clarification and application contact Denny S. Anspach, 920 29 St., Sacramento CA 95816. Fax: (916) 444-6277 or email danspach@macnexus.org.

Southwest Railcar, Ltd.

**British Columbia Railroad
July 29-August 7, 2003**

SWRC is pleased to sponsor a 10-day run over BC Rail July 29-August 7. Participants will travel approximately 922 round-trip miles between Prince George and North Vancouver, BC. Trip fee of \$2,250 per car includes railroad costs, hotels, fuel, and ground transportation. There is a 20-car limit. CA 94507. Tel: (530) 713-9582 or email: tphair@silcon.com. SPECIAL NOTES FOR 2003 CANADIAN RAIL TOURS (1.) \$500 deposit required to hold your reservation - balance due April 1, 2003. (2.) Deposits are refundable until March 31, 2003. (3.) A radio capable of transmitting and receiving on NARCOA frequency of 151.625 Mhz is required to be installed in all cars. Portable hand-held models are not acceptable. (4.) Seat belts are required by railroad. (5.) All turntables must meet AAR requirements of 2 1/2" inch lift above the railhead. Special rules applicable to

Southwest Railcar, Ltd. cont.

safety issues for above runs will be posted with individual runs. Further details available at <http://www.southwest-railcar.org> or by contacting Tom Phair.

Tom Falicon, Individual**The Tweetsie and the Doe River Gorge Narrow Gauge Railroads
Friday, November 14, 2003**

Tom Falicon is pleased to sponsor a 1-day run over two narrow gauge railroads November 14. Participants will travel on numerous scenic 3-mile trips on the TRR in Boone, North Carolina and on numerous scenic 3-mile trips on the DRG in Elizabethton, Tennessee. Trip fee is \$70 per car. This is a NARCOA-insured excursion, and all NARCOA rules will apply. Tom Falicon, 1227 Sawmill Creek Rd., Bryson City NC 28713. Tel: (828) 488-8063 or email: raildawg@gte.net.

**The Great Smoky Mountains Railroad
Sunday, November 16, 2003**

Tom Falicon is pleased to sponsor a 1-day run over the GSMR in Bryson City, North Carolina Sunday, November 16. Participants will travel approximately 70 round-trip miles from Bryson City to Andrews and from Bryson City to Whittier. Open house/party at Rail Dawg's Shop November 15th. Trip fee is \$65 per car. This is a NARCOA insured excursion, and all NARCOA rules will apply. Tom Falicon 1227, Sawmill Creek Rd., Bryson City NC 28713. Tel: (828) 488-8063 or email raildawg@gte.net.

**The Great Smoky Mountains Railroad
Wednesday, December 31, 2003 & Thursday, January 1, 2004**

Tom Falicon is pleased to sponsor a 2-day run over the GSMR in Bryson City, North Carolina. Participants will be treated to a complimentary meal during set-on and then travel approximately 40 round-trip miles into the New Year's Eve night. On New Years day participants will ride the entire line and travel approximately 100 round-trip miles. Trip fee is \$90 per car. This is a NARCOA insured excursion, and all NARCOA rules will apply. Tom Falicon, 1227 Sawmill Creek Rd., Bryson City, NC 28713. Tel: 828-488-8063 or email: raildawg@gte.net.

Volunteer Railroaders Association**New York Susquehanna & Western Railway
Saturday & Sunday, October 4 - 7, 2003**

VRA is pleased to sponsor a 2-day run over the NYS&W's Southern Division October 4-5. Participants will travel approximately 160-miles between Butler, New Jersey and Warwick, New York and between Butler and North Bergen, New Jersey. An optional BBQ lunch is planned for one day and a deli lunch the other. Special rates will be available at a local hotel. Trip fee of \$120 per car and includes railroad costs and our now famous "flaggers" who will be out ahead of the group keeping us safe and moving. This is a NARCOA-insured excursion, and all NARCOA rules will apply. For trip details contact Steve Weiss, 397 Spring Valley Rd., Paramus NJ 07652. Tel: (201) 262-3455 or email: us at volunteerra@yahoo.com or visit www.vratrips.org.

Wilderness Tours of NARCOA, LLC**Quebec Gatineau Railway, Chemin de Fer Charlevoix
September 2-10, 2003**

WTON LLC is pleased to sponsor an 8-day run over the QGRY and CFC September 2-10. Participants will travel approximately 744 round-trip miles between Gatineau, Montreal, Quebec City and Clermont, Quebec with side tours of Montreal and Quebec City (9/2—Gatineau to Montreal, 9/3—Tour Montreal, 9/4—Montreal to Trois Rivieres, 9/5—Trois Rivieres to Quebec City, 9/6—Quebec City to Clermont to Quebec, 9/7—Tour Quebec, 9/8—Quebec to Trois Rivieres, 9/9—Trois Rivieres to Montreal, 9/10—Montreal to Gatineau). There is a 15-car limit. Trip price has yet to be determined. This is a NARCOA-insured excursion, and all NARCOA rules will apply. Hank or Carol Brown, Wilderness Tours LLC, 622 Oak St., Cottage Grove WI 53527. Tel: (608) 839-4939 or email: wilderness@inexpress.net.

**Excursion Calendar
NARCOA cont.**

November 1, 2003

**The Tweetsie and
Doe River Gorge
Narrow Gauge Railroads (TF)**
November 14, 2003

Great Smoky Mountains RR (TF)
November 16, 2003

**Indiana Transportation
Museum (GLR)**
December 13, 2003

Great Smoky Mountains RR (TF)
December 31, 2003
& January 1, 2004

(cont. from p. 19)

Fairmont Motorcars – similar to the car pictured on page 4, in the Jan./Feb. SETOFF. The original motors were removed and replaced with Ford or Perkins diesel, with a truck-style air compressor for a work crew. Two are available. Asking \$4000 each in U.S. funds. Tony Andrusevich R.R. #1, Hannon Ontario, Canada LOR 1P0. SO03

Woodings and Fairmont motorcars
Total of six newer style Woodings CBL models take your pick. Two are missing motors, all are very restorable. Selling two cars for \$800, one car for \$900 and one car for \$1,000. Two for \$1,100. Two Woodings CBI both have motors; one car needs trans and driveshaft, one at \$800 and one at \$1,000. Two Fairmont ST 2s with RQD motors and 2-speed rear gearboxes both need front axles but are mechanically complete, \$500 each. One complete Fairmont ST 2 with RQD motor, two-speed rear gearbox, nice shape, \$1,300. One Fairmont A4 with four cylinder Ford, transmission does appear to be seized, rebuild or good for parts car \$500. All the above cars are ex-CP Rail except for the A4 which is an ex-CN Rail. These cars are located in southern British Columbia, 3.5 hrs north of Spokane WA. All sales are in U.S. funds or CDN equivalent. Pictures are available. Terry Baumann, Nelson BC, Canada. Tel: (250) 229-4474 or email: greenacre@telus.net. SO03

Fairmont 0307 HY-RAIL gear – Equipment in good condition, comes with rubber wheels. We are including mounts and hardware for a Ford Bronco. \$1500 or your best offer. Stan Conyer, 812-342-0565, or email: stanconyer@hotmail.com. SO03

Carburetors and more – Parts for the C-5 & 8 carburetors. Carburetor rebuilding, \$45 plus parts, and shipping. Parts for the Weatherseal and Hy-Duty timers. Head gaskets for ROC & OD type engines \$20 plus \$3 Shipping and handling. Parts and gaskets for the QBA & RQ type engines. Carey Boney, 1605 Powers Road, Wallace NC 28466. Tel: (910) 285-7489 or email: careyboney@intrstar.net. SO03

RYD-A-RAIL - W.T. Cox model W-62E hardware. This one set of Hi-Rail equipment will fit a 1988 Jeep Cherokee and maybe others. Located in Tulsa OK. Asking \$550 or best offer. Walter Johnson 2304 Sybil Dr., Mesquite, TX 75149. Tel: (972) 288-4566 or email walterjohnson1@juno.com. JA03

Two M19 speeders - Both cars are NARCO legal. One car is currently open with a cab that could be installed. The other is a M19 closed cab. One trailer. Many extra parts including; coils, wheels, etc. Also one S2 car frame and wheels. Selling all in one lot, asking \$5500. See pictures on NARCOA site. Bill Young R4, BOX 230B, Bruceton Mills WV 26525. Tel: (304) 379-7784 or email sharkman@mountain.net.

Canadian MT-14 – Onan CCKB motor that is bad. Car in good condition and motor useable for parts. Ready to run with new motor. \$850. Jim Shoemaker, Tel: (740) 349-2718 or email jimshoe@praize.com. JA03

Hi-Rail, 0305 Fairmont off 96 Dodge Dakota. Asking 2,500 U.S. funds. Other available Hi-Rail equipment, Fairmont, Mitchell, Raftna, DMF manual and hydraulic. Some with 19.5 wheels. From 1/2- to 1-ton dual wheels. Call for details. Tony Andrusevich, RR # 1 Hannon, Ontario Canada LOR-1P0. Tel: (905) 692-5949. JA03

CCKB carburetor and solenoid type starter in good condition. Ritch Williams, 57550 Dogwood Rd., Mishawaka IN 46544. Tel: (574) 255-4530 or email: KA9DVL@attbi.com. JA03

Wanted

MT-19 Fairmont Motorcar - Preferably a Southern (GS&F) railroad car located in the southeastern US. Please write, phone or email. Joe E King, 3922 Magnolia Trail, Douglasville GA 30135 Tel: (770) 949-3065 or email jking48587@aol.com. ND03

Fairmont Type C-8 carburetor - Used. Larry Hileman, P.O. Box 63, Terra Alta WV 26764. Tel (304) 7net. ND03

Rail Rod II – preferred in good condition but would consider all others. Contact Mr. Stan Conyer Tel: (812) 342-0565 or email: stanconyer@hotmail.com. ND03

Jake Jacobson

NARCOA member Clyde Andrews has shared an article from the March 2, 2003 *Progressive Railroad* done by the editor Pat Foran. Pat writes about Arizona railroader Jake Jacobson and his indomitable spirit. It's a good read about someone we know through his "Jake" awards program which recognizes safe operation by short line railroads.

(cont. from p. 12)

to each railroad crossing to clear the way for our safe movement. At Hawley we made a brief stop to look at a gravity railroad car on display directly adjacent to the track. We arrived in Lackawaxen shortly before noon, turned and parked. Lunch was provided by the Ladies Auxiliary of the Lackawaxen Township Volunteer Fire Department in their covered pavilion. Riders were given enough time to visit the Roebling Bridge in this very picturesque area.

At 1:30 we began the return trip to Honesdale, arriving shortly before 3:30. Participants were able to view the replica of the *Stourbridge Lion* at the nearby museum while waiting for the shuttle to return them to their vehicles.

To show how happy the local businesses and residents were, the Greater Honesdale Partnership has already asked us to come back next year.



Lots of Ink

Our hobby has been attracting attention. A friend emails from Washington state:

The other day when I was working at the Perkins House a group of speeders came through at about 4:00 looking very hot and tired (but having fun). They had been to Hooper and were headed back to Pullman. Hooper had given them an overnight stay at the Hooper Hotel (and all these years I thought all that was there was a grain elevator and church), a barbecue, and a send off breakfast. Then they headed to La-Crosse, Winona, Endicott, Colfax and Albion to Pullman. The next day they did the Pullman to Palouse, Potlatch and back to Palouse. I think the last day was Cheney...anyway they probably got to see more of the Palouse country in four days than I have living here.

The Wenatchee World (Washington) printed a large color photo of railcars touring the Cascade & Columbia River in May. Editor Martin Salazar rode along and did a nice piece to accompany the photo.

The paper in Deer Lodge, Montana covered an event on the Montana Western, also in May.

Lastly Harry Noble sent along a nice piece from the Dayton Daily News (Ohio) on the S2-E-4 he's refurbished and now looks forward to running with the NARCOA "gang."

These are just the articles I've heard of; I'm sure there have been others.

Photos

BJ King inspecting cars in Washington, May 2003.



Jim Udi getting ready to leave the Burney, California yard, June 2003.



A Joe Poorhammer photo — "Best of 5-18-2003" — taken on the Weed run.





Last year's July/August issue included photos Ralph Shaffer had found in a Creston Historical Society publication. This year he has secured permission from Jeffrey Hall, editor of *Removal Reflections: a History of Removal/Guardian, West Virginia* to share more vintage photos, this time of the West Virginia Midland Railroad.

MIDLAND RAILROAD			
TIME TABLE			
No. 5			
Effective			
12:01 A. M.			
Sunday, December 15,			
1929			
	West		
	Down		
	No. 1	No. 2	
	Daily	Daily	
	Ex.	Ex.	
	Sunday	Sunday	
	A. M.	P. M.	
Webster Springs Lv	7:30	Ar	3:55
Skidmore.....	7:40	F	3:20
Tracy	7:57	F	3:08
Summit	8:10	F	2:55
Diana	8:56	S	2:10
Big Run.....	9:05	F	1:28
Salisbury	9:17	F	1:16
Fisher	9:23	F	1:07
Narrows Run.....	9:25	F	1:02
Francis.....	9:34	x	12:52
Facey	9:44	F	12:42
Holly	9:56	S	12:33
Irwin	10:05	F	12:15
Palmer	10:23	S	12:06
Holly Junction..... Ar	10:28	Lv	10:40

*STOP P-FLAG X=NO STOP A. M. A. M.
 Trains No. 1 and No. 2 will leave Webster Springs station only.
 No connections East or West with B. & O. trains at Holly Junction.
 GEO. D. CURTIN O. W. MARSH
 Vice President General Sup.

Left is a timetable covering traffic on this logging road.

Above is Allan Carpenter (standing left in photo) and a crew of gandydancers.

Below is a crew at Summit Cut, a pass over Elk Mountain.

On the back cover, is a brush clearing crew. Left to Right, Christopher "Tuge" Hall, Jim Bruffy, Jack Bruffy, and Franklin Ware. Nola "Biggy" Ware and Grover Salisbury stand on the handcar.



North American Railcar Operators Association (NARCOA)

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